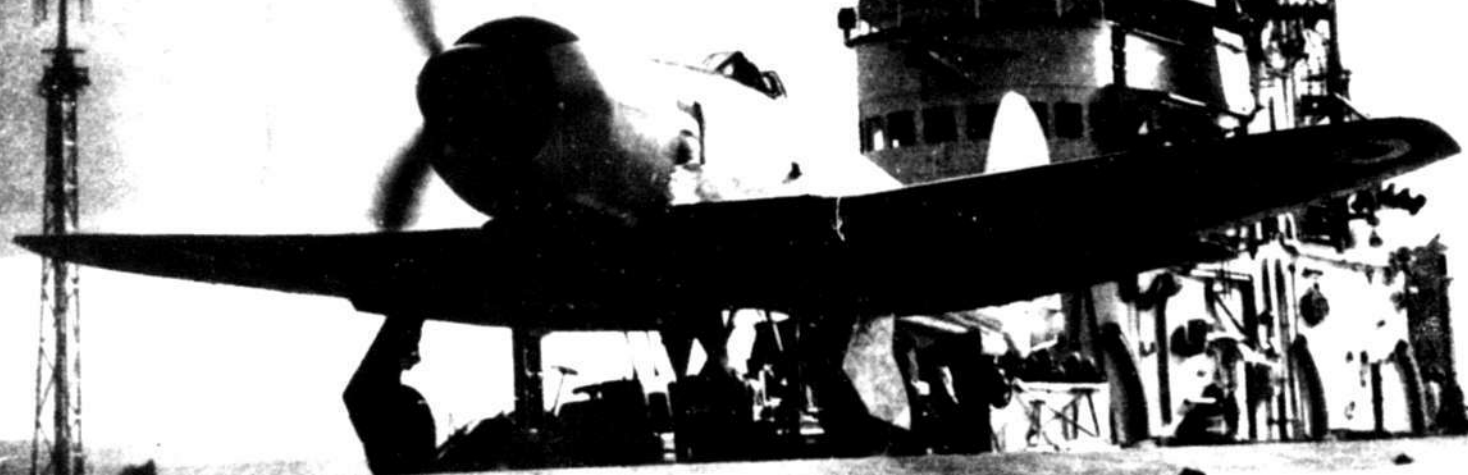


THE NAVY



AUSTRALIA'S MARITIME JOURNAL

APRIL 1963

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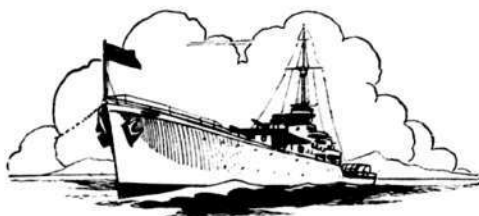
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Vol. 17 APRIL, 1953. No. 4

ADMIRAL MOUNTBATTEN'S N.A.T.O. MEDITERRANEAN COMMAND.

The announcement that Admiral the Earl Mountbatten of Burma, K.G., etc., is to be the first Commander-in-Chief, Mediterranean, under the North Atlantic Treaty Organisation, simultaneously made by the North Atlantic Council in Paris and by Mr. Churchill in the British House of Commons on December 16, was a matter of both gratification and appreciation to the services, and the peoples of the Commonwealth of Nations. It exemplified once again the British Prime Minister's diplomatic handling of N.A.T.O. problems, and, incidentally, justified the prediction expressed by this journal in its editorial for August, 1952, that ultimately the question would be resolved in an impartial and realistic way. That it has been so resolved will unquestionably invoke a universal feeling of deep congratulation to each and every party concerned.

Mr. Churchill told the British Parliament that "N.A.T.O. had approved a system of command for the Mediterranean which was formulated by the Military Committee. The principal change is the establishment of a Commander-in-Chief, Mediterranean. By agreement the Commander-in-

Chief, Mediterranean, will initially be a British Naval Officer, Admiral Mountbatten. His staff will include Officers from all nations concerned. He will be directly subordinate and responsible to the Supreme Allied Commander, Europe.

"In time of war the Commander-in-Chief, Mediterranean, will be responsible for the security of sea communications, the protection of shipping and convoys, the co-ordination of logistic support and the support of adjacent Commands. Other important responsibilities are the co-ordination of mine warfare, and submarine and anti-submarine operations. For all these purposes his Command will include air as well as Naval forces.

"The duties of the Commander-in-Chief, Mediterranean, will include the co-ordination of the movements of all Naval forces [this includes maritime air forces] in the Mediterranean. Admiral Mountbatten will continue to be responsible to the British Chiefs of Staff for the security of our communications to the Middle East.

"The heavy carriers, amphibious and support forces of the United States 6th Fleet will remain under the command of the Commander-in-Chief, South. The 6th Fleet, sometime referred to as the striking force, is primarily a force organised for the support of land campaigns in Southern Europe.

"The Mediterranean will be sub-divided into a number of areas for the exercise of functions of

local or national nature. The several Area Commanders will be responsible to the Commander-in-Chief, Mediterranean, for all allied tasks but will remain under their own national authorities for various tasks which are national in character. These areas will include the important French and Italian areas in the Western and Central Mediterranean. National coastal areas will be throughout a national responsibility.

Mr. Churchill was asked what would be the relationship between the Commander-in-Chief, Mediterranean, and the projected Middle East Command, bearing in mind that the Mediterranean forms the principal means of access to the Middle East and at present appears to come under the command of the Supreme Allied Commander, Europe.

Mr. Churchill replied: "In the whole of this vast question there have been material points to bear in mind. One was that we, with all our experience, should, so far as possible and under whatever form was agreed, be responsible for the reception end across the Atlantic Ocean, which we know so well. The second was that we should have effective control of the through communications in the Mediterranean, enabling us to discharge our responsibilities in the Middle East and also use in full integrity all the bases and forces which we have in that sea. This had been achieved, like the other, though not in the form we may any of us completely desire, but I think that the two essentials have been effectively secured, and I think that it would be a great pity if it should not be an occasion where there should be general agreement between both sides of the House [of Commons]."

In reply to a further question the Prime Minister said: "Very practical working arrangements have been made which satisfy the dignity of the nations concerned and, which is far more important, will enable the [British] Admiralty to make their contribution as effectively as before."

Before the N.A.T.O. announcement (similar, as we have already said, to Mr. Churchill's statement) was made in Paris, General Foulkes, the Canadian Chairman of the Military Committee, explained the proposals in detail to the Atlantic Council. Significantly enough, there was no debate, and the proposals were unanimously approved—a sign, to say the least, that a healthy co-operative approach had prevailed throughout the negotiations and a cordial, realistic appraisalment made.

BRITISH ADMIRALTY SEEKS NEW IDEAS.

The British Admiralty has issued a Fleet Order designed to encourage Naval personnel to submit inventions and suggestions aimed at the improve-

ment of the fighting efficiency of the Fleet. In suitable cases awards will be made from the Herbert Lott Naval Trust Fund which has an income of more than £5,000 a year.

"One of the purposes of the fund is to make awards to officers and men who contribute in signal degree to the improvement of the fighting appliances of the Naval or Marine Forces of Her Majesty," states the Fleet Order.

"There are many material problems which now face the Service," the Order continues. "Some of these require expert knowledge and laboratory facilities for their solution, and perhaps are only within the scope of the exceptional officer or man of inventive genius. There are many other problems, however, to which officers and men who are experts in the day-to-day use of their equipment can find the answer, since it is only by constant effort, and trial and error, that equipment is perfected.

"Their Lordships are most anxious that the interest and enthusiasm of officers and ratings in the day-to-day use and maintenance of their equipment should be stimulated so that keen and intelligent personnel, working within the resources of ships and establishments, either as individuals or in a team, can achieve success in the improvement and perfecting of their equipment.

"For the solution of any technical problems, or for any original work which contributes in signal degree towards a solution or towards the improvement and perfection of weapons or naval equipment, which contributes to efficiency in war. Their Lordships are prepared to authorise suitable awards from the Fund. They hope that many more new ideas and inventions may be forthcoming. Officers and men who can produce good ideas should not hesitate to put them forward through the normal channels.

"Commanding Officers should bear in mind in forwarding applications that the two main tests for an award are the value of the invention or improvement in its practical application, and the degree of originality which it possesses. The size of the award is based on these considerations, and also upon the amount of work involved in developing the device. An original idea which is simple in construction, but which nevertheless effects an improvement in the working of equipment would not be debarred from an award because of its simplicity.

"Awards may also be made to personnel who show marked efficiency in fighting practices. Apart from the sums allocated to Commanders-in-Chief for team awards to Naval or R.M. personnel who produce good ideas for tactical plans or the tactical use of ships and weapons, or in connection with other staff matters directly associated with the fighting efficiency of the Fleet.



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H.M.A.S.

“VENGEANCE”

It was in the year 1758 that the first of the line, a 32-gun privateer of 533 tons, was captured in the English Channel by Captain John Elliott, in H.M.S. “Hussar,” and later commissioned as a unit of the Royal Navy.

Her subsequent roles included a small part in the stormy action off Quiberon Bay under Admiral Lord Hawke and, in 1760, with Captain Camaliel Nightingale in command, in the actions leading up to the capture of Quebec.

The final contribution to Naval History by the first “Vengeance” came in 1761, when she outfought and took as prize the “Entrepreneur,” a French ship of superior size and armament.

Even in retirement this small but gallant progenitor continued to play a useful part for many years as a breakwater within sight of Plymouth Hoe.

The second “Vengeance,” a 74-gun ship of 1627 tons, was laid down on the Thames in 1771.

1778, Captain Michael Clements in command, saw her in action with Keppel of Hahant, and in 1780, flying the broad pennant of Commodore William Hotham, Captain John Holloway in command, serving under the flag of Lord Rodney in the action against De Guichen off Martinique and at Santa Lucia.

Disasted and badly damaged in the Great Hurricane on 10th October of the same year, “Vengeance” number two returned to England in 1781, still with Commodore Hotham, in charge of a convoy carrying booty from the West Indies; her damage increased in defence of the convoy when it was attacked by a greatly superior French squadron in the Channel.

Repaired and under the command of Captain Lord Henry Faulet, the ship flew the broad pennant of Commodore Charles

Thompson in the most successful combined operation of these times, with Sir John Jervis at the capture of Martinique.

Captain Thomas McNamara assumed command in 1779, and after assisting at the capitulation of Trinidad the Peace of Amiens ended her active career.

Returning to England in 1802, she was laid up and later relegated to the sorry duty of prison ship until her final disappearance from the records in 1816.

The name was not to remain absent from the Navy List for long. In 1817 a new ship was ordered and subsequently commissioned as an 84-gun, 2nd. rate of 2284 tons.

Her only contribution to Naval history was made while under the command of Captain Lord Edward Russell during the Crimean War, when she took part in the bombardment of the forts at Sevastopol in 1854.

1879 saw yet another “Vengeance” laid down and later commissioned for service in the Mediterranean Fleet, a battleship of 13,000 tons, armed with 12in. and 6in. guns. She carried the name to China and back to the Mediterranean before returning to England in 1906 to form part of the Channel Fleet.

In August, 1914, she re-commissioned as flagship of the 7th Battle Squadron, flying the flag of Vice-Admiral the Hon. Sir A. E. Bethell, K.C.B., K.C.M.G. Apart from the Ostend Diversion, no adventures of note befell “Vengeance” IV during the first year of World War I. Returning to the Mediterranean in January, 1915, with Captain A. H. Williamson in command, as flagship of Rear-Admiral J. M. de Robeck, second in command of the fleet, she took part in the opera-

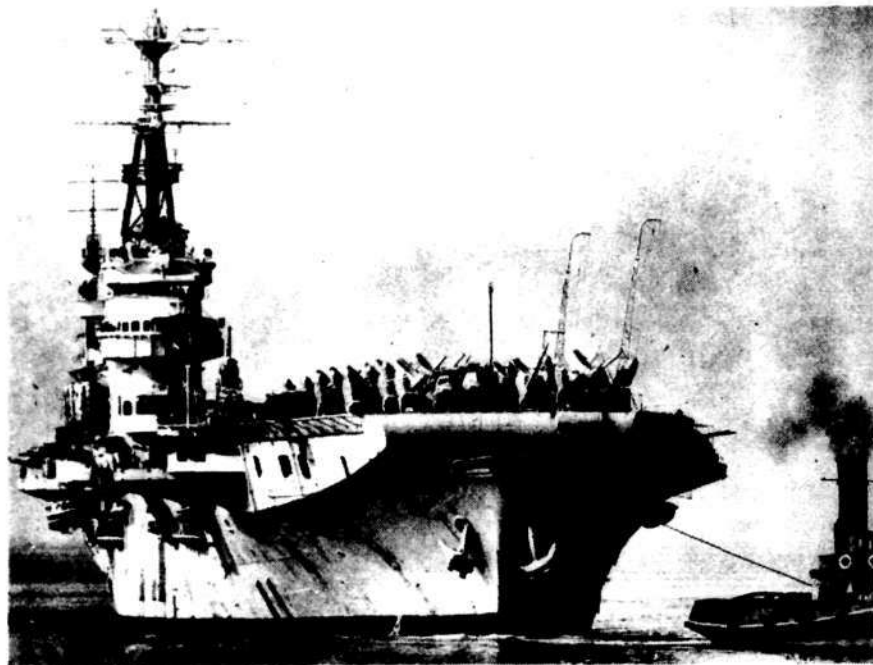
tions off Gallipoli and in the Dardanelles. It was during these operations Lt.-Commander H. C. Robinson was sent ashore from the ship with a demolition party and a covering force of Royal Marines to destroy Turkish ports. The party manned a minesweeper and, sweeping inshore under heavy fire, carried out a most successful and hazardous operation. For this action Lt.-Commander Robinson was awarded the Victoria Cross.

After a final period as flagship of Rear-Admiral E. F. B. Charlton with the East African Squadron, this “Vengeance” ended her career in March, 1917.

It was not until November, 1942, that the next and present “Vengeance” was laid down at the Wallsend-on-Tyne yard of Messrs. Swan, Huntley and Wigan Richardson was launched early in 1944 by Lady Boyd, wife of Admiral Sir Denis Boyd, K.C.B., C.B.E., D.S.O.

H.M.A.S. “Vengeance” is a light fleet carrier of the “Colossus” class of about 18,000 tons and maximum speed of 24 knots. Her normal aircraft complement is three squadrons in peacetime and four squadrons in war time, consisting of Hawker Sea Fury fighters and Fairy Fireflies for reconnaissance and bombing duties. Her full ship's company numbers 1100 officers and men, increased under operational conditions to 1300. The aircraft form the main weapons of offence and defence, but she is also equipped with a number of small calibre anti-aircraft guns.

Whilst in service with the Royal Navy under the command of Captain D. M. L. Hesse, D.S.C., “Vengeance” formed part of the 23rd Aircraft Carrier Squadron which was sent to Australia in June, 1945, to join the



"Vengeance" made an impressive sight arriving in Melbourne last month.

British Pacific Fleet, and she had the satisfaction of being present when Admiral Sir Cecil Harcourt, K.C.B., C.B.E., accepted the surrender of Hong Kong.

Returning to the United Kingdom in 1946, she was occupied on training duties, Captain J. H. F. Crombie in command, until the middle of 1947, when she conveyed the First Sea Lord, Admiral of the Fleet, Sir John Cunningham, K.C.B., D.S.C., to Norway on an official visit.

On her return to the United Kingdom the ship formed part of the Home Fleet during Their Majesties' visit to the ships of the Royal Navy assembled in the Clyde in July, in 1947. Later in the year "Vengeance" was called upon to make a voyage from the United Kingdom to Hong Kong

and back in a non-operational role.

Early in 1949, when commanded by Captain John Terry, C.B.E., M.V.O., she made a voyage into the Arctic to test men and equipment under conditions of extreme cold. Between 1949 and 1950, under the command of Captain (now Rear-Admiral) J. W. Cuthbert, C.B.E., and subsequently Captain R. Cotto, C.B.E., D.S.O., "Vengeance" was flagship of the 3rd Aircraft Carrier Squadron in the Home Fleet, wearing the flag of Vice-Admiral C. E. Lambe, C.B., C.V.O., and later that of Rear-Admiral Caspar John.

In November, 1950, the ship assumed the duties of Training Carrier, retaining the flag and remaining in the Home Fleet. These duties ended during the Summer Cruise of 1951, when "Ven-

geance" returned to full operational duties as night-flying carrier, No. 814 Squadron, and subsequently awarded the Boyd Trophy for night flying from H.M. Air Station, Culdres, and from "Vengeance."

After a refit in the Autumn of 1951, "Vengeance" became troop-carrier and between January, 1952 and August, 1952, she undertook two round-trips between the United Kingdom and Singapore and one round-trip between the United Kingdom and Malta, under the command of Captain H. C. M. Rolfe until April, and Captain G. F. Coney, C.B.E., from May onwards. During her trooping duties she steamed 40,000 miles and transported 4,653 passengers, 112 aircraft, 496 vehicles and over 2,000 tons of stores.



The crew of the "Vengeance" were busy unloading stores and aircraft from the ship's flight deck after her arrival in Sydney. The aircraft were sealed in their "mothball" protective coverings during the voyage from England.

Service in the R.A.N. to Date.

On the 13th November, 1952, the ship was transferred on loan to the Royal Australian Navy for a period of four years, pending completion of H.M.A.S. "Mel-

bourne" under construction in the United Kingdom.

Sir Thomas White, the Australian High Commissioner in London, accompanied by Lady White and his two daughters, in-

spected the ship on the 6th January, 1953, when he presented the ship with a silver kangaroo.

The Commander-in-Chief, Vice-Admiral Sir Maurice Mansergh, K.C.B., C.B.E., carried out his in-

spection of the ship on the 4th January, and she sailed that day for Portland, saluting the flag of the Commander-in-Chief with a 15-gun salute as she passed down the Sound to sea.

Off Portland, deck-landing trials were carried out by the Service Trials Unit from R.N.A.S. "Ford."

On the 16th January, this year, officers of the R.A.N. Helicopter Unit flew three Bristol Sycamore Mk.50 Helicopters on to the ship in Weymouth Bay. These are the first Bristol Helicopters to go into service with a Commonwealth Navy, and also the first aircraft Bristol have built for carrier service.

On leaving Portland the ship sailed to Glasgow to embark aircraft and freight, sailing for Australia on the 22nd January.

Gibraltar was reached on 26th January, Australia Day. There were 22 ships of the U.S. 6th Fleet present, as well as the C-in-C, Home Fleet, Admiral Sir George Creasey, in H.M.S. "Vanguard." All ships present dressed with mast-head flags in honour of our National Day. Opportunity was taken to allow all the men to get ashore for a few hours.

Sailing from Gibraltar on the 26th January, Malta, where H.M. Ship "Ocean" was the host ship, was reached on the morning of the 30th. Here the Captain exchanged calls with the Commander-in-Chief, Mediterranean, who was received on board formally.

The Suez Canal was transited on the 4th February and the ship spent one day fuelling at Aden on the 9th February.

After arrival at Colombo on Monday, 6th February, short demonstration flights were given by helicopters. The Ceylon Government is anxious to buy one, and opportunity was afforded them to see the helicopters in action.

Sailing from Colombo on Tuesday, 7th February, "Vengeance" entered the Australian Station on 20th February and arrived at Fremantle on Thursday, 26th February, 1953.

**CAPTAIN H. M. BURRELL,
R.A.N.**

Born 13th August, 1904, entered R.A.N. as a Cadet-Midshipman in 1918, and graduated as Midshipman in 1922. Thereafter a

normal career, serving in ships of the R.N. and R.A.N.

A specialist in Navigation, served as Navigating Officer of H.M.I.S. "Hindustan," H.M.S. "Pangbourne," H.M.A.S. "Stuart," H.M.S. "Coventry" and H.M.S. "Devonshire."

p.s.c. at R.N.C., Greenwich, 1938.

1939/40. — Director of Plans and Operations, Navy Office, Melbourne. Promoted Commander, 30th June, 1940.

1941. — Australian Naval Attache, Washington; on Staff of Australian Minister, Mr. R. G. Casey.

1941/42. — Commanded H.M.A. Ship "Norman," built at Thornycroft, Woolsten. Service in Atlantic (took Sir Walter Citrine and T.U.C. members to Archangel). South African convoy escorting. Joined Eastern Fleet when formed under Admiral Sir James Somerville. Took part in capture of Madagascar (Majunga and Tamatave — M.I.D.). Operated from Trincomalee in Bay of Bengal.

1943/44. — Director of Plans, Navy Office, Melbourne (planning for basing of B.P.F. on South East Australia).

1945. — Commanded H.M.A.S. "Bataan," built at Cockatoo Island, Sydney. Joined U.S. 7th Fleet. Present at Tokyo Bay for Surrender Ceremony. Recovered P.O.W. Formed part of Occupation Force and Tsushima Patrol.

1946. — 30th June, 1946: Promoted Captain and as Captain D. Tenth Flotilla.

1947/48. — Deputy Chief of the Naval Staff, Navy Office, Melbourne.

1949. — H.M.A.S. "Australia," in Command.

1950. — Imperial Defence College, London.

1951. — January/March: Senior Officers Technical Course.

1951/52. — Assistant Australian Defence Representative, London. December 2nd, 1952: Assumed Command of H.M.A.S. "Vengeance."

Steady Progress Marks R.N. Shipbuilding

News forthcoming of the completion or launching of several ships for the Royal Navy shows that shipbuilding continues to make steady progress.

The fourth of the "Daring" Class destroyers, H.M.S. "Defender," was accepted into service in December. She has been built by Messrs. A. Stephen and Sons Ltd., of Govan, Glasgow, and is expected to join the Mediterranean Fleet.

Like her sister ships, the "Daring," "Diamond" and "Duchess," she has an extreme length of 390 feet and a beam of 43 feet, with a maximum draught of 12 feet 6 inches. Her armament consists of six 4.5 inch guns, six other guns and two above-water pented torpedo tubes. Her peacetime complement consists of ten officers and 268 men.

The ship is powered by geared steam turbines of advanced design and she is all welded, her hull design incorporating lessons learned during the Second World War. Special arrangements have been made to ensure that the habitability and layout of accommodation spaces are in accordance with the most modern concepts. She has electrical cooking in her galleys, a modern laundry, modern bathrooms, pastel colours in the living spaces, and various labour-saving devices for cleaning ship.

Her Majesty's Coastal Minesweeper "Coniston," built at the Southampton yard of Messrs. J. I. Thornycroft, has successfully carried out her trials. She is an entirely new type with many novel features. Aluminium and other non-magnetic materials were used in her construction and the outer bottom is wood-planked. She is equipped with the latest minesweeping equipment and will operate sweeps against both magnetic and acoustic mines.

Another Coastal Minesweeper, the "Burnaston," was launched at the yard of Messrs. Fleetlands

Shipyard Ltd., of Gosport, on December 18th, by Mrs. Stanes, wife of Mr. S. Stanes, Deputy Director of Navy Contracts. This ship's main machinery is by Messrs. Mirreles, Bickerton and Day Ltd., of Stockport. She is 152 feet in length with a beam of 28 feet 9 inches, and she will be armed with three small guns.

Two more Inshore Minesweepers have been launched — H.M.S. "Chillingham," at the shipyard of Messrs. Hugh McLean and Sons Ltd., Renfrew, by Mrs. M. F. McLean, widow of the late Principal of the firm; and H.M.S. "Altham" at the shipyard of Messrs. Camper and Nicholson Ltd., of Gosport, by Lady McCall, wife of Vice-Admiral Sir Henry McCall, K.C.B., C.B., D.S.O., Flag Officer Commanding the British Reserve Fleet. The Navy Estimates for the past year show that 29 of this class of vessel were in course of construction but not launched at the end of March, 1952. Of 106 feet 5 inches in length, with a beam of 20 feet 6 inches, these Inshore Minesweepers are designed to operate in shallow waters, such as rivers and estuaries. They are an entirely new type of vessel and they embody novel features resulting from lessons learned during the war and in the course of subsequent developments. In addition to minesweeping equipment, each will mount one small gun.

DUTCH DESTROYER'S 45,000 MILES ON KOREAN DUTY.

During a nine months' tour of operational duty in Korean waters, Her Netherlands Majesty's destroyer "Piet Hein" has served under the command of Rear-Admiral E. G. A. Clifford, C.B., working with the British cruisers "Ceylon," "Belfast," "Newcastle," and "Birmingham" on all types of duties, bombarding enemy positions and giving gunfire support to United States minesweepers and R.O.K.

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By Lieutenant-Commander NOWELL HALL, D.S.C., R.N.V.R.

BRITAIN'S CORONATION NAVAL REVIEW AT SPITHEAD ON JUNE 15 WILL BE MARKED BY THE BIGGEST ASSEMBLY OF WARSHIPS YET SEEN IN EUROPEAN WATERS, OR POSSIBLY ANYWHERE IN THE WORLD IN TIME OF PEACE.

At the 1937 Naval Review, which took place at Spithead on the occasion of the Coronation of King George VI, there were 300 ships. The overall total this time may be roughly the same, but the number of warships will be much larger.

The British Admiralty recently announced that, according to present plans, 191 warships will attend from the Royal Navy. With the contingents from Dominion and Foreign navies, the total of fighting ships is certain to be well over 200. This imposing gathering of Allied naval might is to be inspected by Queen Elizabeth and Admiral of the Fleet the Duke of Edinburgh from H.M.S. "Surprise," a despatch vessel normally attached to Britain's Mediterranean Fleet for the use of the Commander-in-Chief. The Queen and the Duke will see a fly-past of 300 to 350 naval aircraft, including jet fighters and helicopters. In addition to the warships, there will be present strong contingents from the Merchant Navy and fishing fleets.

How the composition of the world's major navies has changed since 1947, and the emphasis on the main striking forces has shifted, will be evident. For instance, the battleship, formerly the capital ship of the Fleet, will be represented next June by only one unit—Britain's 42,500-ton "Vanguard." This compares with eleven of these big ships which were at Spithead in 1937. On the other hand, there were then five aircraft-carriers—the "Glorious" and "Courageous," both of 22,500 tons, the "Furious," "Hermes" and "Pegasus," whereas next June there will be ten, possibly twelve, of these modern "capital ships"—for such they are.

Eight will be units of the Royal

Navy and two are being sent from the Royal Canadian Navy and the Royal Australian Navy.

An examination of the numbers of ships in their classes is interesting. Comparison with the figures of the 1937 Review clearly shows how the composition of the Royal Navy and of the Dominion and other navies has altered during and since the Second World War. The following comparative figures of Royal Navy ships have been issued by the British Admiralty:—

	1933	1937
Battleships	1	11
Aircraft-carriers	8	5
Cruisers	12	16
Destroyers	20	60
Frigates	40	8
Fleet Mine-sweepers	18	10
Submarines	30	22
Other vessels— including survey ships and coastal craft	62	10
Total	191	142

From this preliminary list it will be seen that the number of cruisers and destroyers (the ships which have formed the main strength of the Navy in the first thirty or forty years of the century) will this time be appreciably smaller. The cruiser total is well down even when Britain's big new Daring class destroyers are reclassified as cruisers. With a full load of 3,500 to 3,700 tons, these ships, costing about £1,700,000 each, are the biggest destroyers ever built for Britain. To call them destroyers, and thus put them among the "little ships" of the Royal Navy, is to under-rate their power and operational capacity, since they are in fact light cruisers. A

Daring has the "punch" of a cruiser, and is equipped to carry out the duties of a cruiser is necessary.

Since the war, many of Britain's destroyers have been reclassified as frigates and have been fitted or modified primarily to combat submarines. The composition of the force which will be at the Review demonstrates the great expansion which is now taking place in those categories of ships needed for the anti-submarine and anti-mine warfare which the Allies expect will be paramount in the unhappy event of any future big conflict at sea.

Among the forty frigates present from the Royal Navy will be several of the new conversions from fast destroyers in the Reserve Fleet. These ships, streamlined and built largely of light metals, are unusually powerful for their size, and carry new anti-submarine weapons of terrible effectiveness. They are, in fact, prototypes of ships which may well form a big part of the Allied major fleets in the next few years. New anti-submarine frigates, and destroyer conversions, together with ocean-going and inshore minesweepers, constitute the larger part of Britain's present naval building programme. These new frigates may well be the answer to the threat of the latest fast submarines. Certainly the performance of the first of them has been most satisfactory, and suggests that they will be able to deal with any submarine which is launched in the foreseeable future.

The comparative figures of Fleet minesweepers—18 as against 10—scarcely suggest the close attention now being paid to combating the menace of the sea mine—a weapon which, in another war, may be ex-

pected to be sown in great numbers with the purpose of destroying Allied shipping and disrupting the all-important lines of communications. Neither do the figures of Fleet "sweepers" alone really reflect the great effort Britain is making to build up her mine-sweeping fleets at home and overseas. A considerable number of Britain's new small minesweepers will, I understand, be included in the category of "other vessels."

It will also be noticed that the submarine figure is nearly doubled. This is a fair indication of the relative size of the submarine forces then and now.

But it is the big aircraft-carriers which will provide the most impressive spectacle. The eight Britain is sending to Spithead are expected to be the "Eagle," 36,800 tons standard displacement and about 47,000 tons full load; the "Indomitable," 23,500 tons; "Illustrious," 23,000 tons; the 26,000-ton "Implacable" and "Indefatigable," carriers which, being in the Training Squadron, are not at present fully operational; the light fleet carriers "Theseus," "Triumph" and, perhaps, "Glory," which is now in Korean waters. In addition, there will be the "Magnificent," 14,000 tons, from the Royal Canadian Navy, and the "Sydney," 14,000 tons, from the Royal Australian Navy. The Royal Canadian Navy is sending no fewer than six warships, including her two cruisers—a truly imposing contingent in view of this Navy's size. Of the Dominion navies only that of South Africa is not likely to be represented.

"SYDNEY" SAILS FOR CORONATION.

Naval planes circled overhead and launches crowded with friends and relatives of those aboard her followed the aircraft-carrier H.M.A.S. "Sydney" down Sydney Harbour on March 21, when she sailed with some of the Australian Coronation Contingent, bound for the United Kingdom and the majestic pageantry of the enthronement of Queen Elizabeth.

Admiralty Develops Gas Turbines For Marine Purposes

Shortly before Christmas the British Admiralty released some information concerning the progress which is being made in the development of gas turbine engines for the propulsion of Naval fast coastal craft.

Two types of gas turbine engines are at present being developed under Admiralty contract by British engineering firms, one by the Rolls-Royce Company, known as the R.M.60, and the other by the Metropolitan Vickers Company, known as the G.2.

The design of both these prototype engines is similar to that of aircraft propulsion units, but the power developed is transmitted to propellers as in the case of turbo-propeller aircraft engines.

While a large part of Britain's engineering capacity has since the war been devoted to the development of gas turbine engines for aircraft, the Admiralty has fully appreciated the possibilities of this form of propulsion for marine purposes and a contract was placed by

the Admiralty with Rolls-Royce in 1946 for the production of two R.M.60 gas turbine engines. Design work was started in December, 1947, and by June, 1951, a completed engine was on test. During these first tests 90 per cent. of the design power was achieved and 220 hours of test running were completed before the engine was stripped for examination.

The tests were satisfactory, and the Admiralty decided to install these two power units in the "Grey Goose," a gunboat of 205 tons standard displacement and originally powered by two 4,000-horsepower steam turbines. The installation of these engine, it is understood, has already begun and will be completed later in the year. The Admiralty has kept the United States Navy informed of the developments and this collaboration has resulted in an order being placed with Rolls-Royce for two prototype engines for the U.S. Navy Department.

THE ROLLS-ROYCE R.M.60 GAS TURBINE ENGINE.

In order to comply with Naval requirements for economical low-power cruising, a high compression ratio is necessary. This is achieved by multi-stage compression and by the use of a heat exchanger. Compression efficiency is further improved by intercooling after each major stage of compression.

The operating cycle consists of a low-pressure compressor, delivering air through a sea-water cooled intercooler to a two-stage centrifugal compressor. Intercooling is again employed between each stage of the centrifugal compressor. Air at maximum cycle pressure is then passed through a heat exchanger, where it is heated by the exhaust gases before being delivered to the combustion chambers. Fuel is injected and burned in each combustion chamber and the resulting high-temperature gas is expanded

through three mechanically independent turbines. The high pressure turbine drives the high pressure compressors, the power turbine drives the propeller through a two-stage reduction gear and the low pressure turbine drives the low pressure compressor. This cycle, due to the mechanically independent power turbine, has the advantage of enabling economy to be maintained down to low powers and also provides improved engine flexibility.

The engine will drive a three-bladed variable and reversible pitch Rotol propeller, which will provide a very convenient means of reversing and allow variation of engine speed with ship speed in order to obtain the best results at a given power.

The Company's aero-engine practice has been adopted for the

general principles of many components. This policy has resulted in a light and compact power unit giving considerable increase in total power and a reduction of 50 per cent. in total machinery weight as compared with the lightest steam machinery yet produced for Naval purposes. In addition, a saving in machinery space has been made possible.

The R.M.60 is designed as a medium life engine for development purposes only, and it is anticipated that the experience gained

during its operation will materially assist in future development of marine gas turbines with long life between overhauls.

HISTORY OF "GREY GOOSE"

The "Grey Goose" was laid down in January, 1941, at the Cowes, Isle of Wight, yard of Messrs. J. S. White and Co. Ltd. as a Steam Gun Boat, and was completed in July of the following year. She was one of seven of her class which were completed to form an experimental flotilla of fast and powerful craft to serve as E-boat killers.

They were then officially described as "light coastal forces," and the public and the enemy were left to assume that they were ordinary motor gun and torpedo boats powered by petrol engines. Had it not been for security needs, they could have been described as "destroyers in miniature" with powerful steel hulls, a displacement of 205 tons, and of 146 feet length. In spite of exceptionally heavy armament, which included a three-inch gun, torpedoes and depth charges, their 8,000-horsepower high efficiency steam turbines, fired from a single boiler, gave them a speed greater than 35 knots.

These seven ships of the flotilla are officially credited with sinking six enemy ships and causing heavy damage to many more. Only one Steam Gun Boat was lost during the war, but the "Grey Goose" is the only one of the class now in Her Majesty's Service.

It was in H.M.S. "Grey Goose" that Lieutenant-Commander Peter Scott, M.B.E., D.S.C. and Bar, R.N.V.R., led the flotilla in dashing Channel actions against enemy shipping. These attacks became a regular feature of the war news.

An official account of an offensive patrol in which "Grey Goose" took part on the morning of July 27th, 1943, describes how an enemy force of two or three trawlers and eight R-boats was engaged four miles North of Cape Levi, East of Cherbourg, and within range of coastal batteries. During the action, which lasted about

25 minutes, several hits were scored on the enemy vessels and two were left burning. The "Grey Goose" suffered superficial damage and a few casualties.

This was merely one of many actions in which the "Grey Goose" took part. In June and July, 1944, she fought Nazi E-boats in the Narrow Seas, and for his leadership Lieutenant Peter Neville Hood, R.N.V.R., who commanded her during this period of the war, was awarded a United States decoration, the Legion of Merit, Degree of Legionnaire.

THE METROPOLITAN VICKERS G.2 GAS TURBINE ENGINE.

The development of the Metropolitan Vickers G.2 gas turbine engine is also of considerable importance. Following the successful trials of the Gatric engine in M.T.B. 5559 (formerly M.G.B. 2009), which was the first vessel in the world to be propelled by a gas turbine, the British Admiralty placed a contract with Metropolitan Vickers Electrical Co. Ltd. for the design and manufacture of four larger gas turbines of improved performance for installation in high-speed Naval craft.

The new gas turbines, known as G.2's, are of 4,800-horsepower and have been based on the Beryl jet engine developed by the same company. After a series of shore trials at the works of Metropolitan Vickers, the G.2 gas turbines have been installed in two Coastal craft in order to gain operating experience at sea. As in M.T.B. 5559, the gas turbines are used only for high-speed running. Diesel engines are fitted for manoeuvring and cruising at low power.

The new G.2 gas turbines represent an advance in performance, weight and space as compared with the Gatric engine and are the latest proof of the British Admiralty's policy to keep the British Navy in the forefront of gas turbine development. As with R.M.60, American interest in the development of this engine is also evidenced by the fact that the U.S. Navy has ordered two of them for test and evaluation purposes.

NEWS OF THE WORLD'S NAVIES

"GLORY'S" 10,000 DECK LANDINGS IN TWO YEARS.

Lieutenant Anthony Skinner, R.N., of Fleet, Hampshire, made the 10,000th deck landing in H.M.S. "Glory" since the aircraft left the United Kingdom in January, 1951, says a message from the Far East. The "Glory" is now operating in Korean waters, and the landing was made by Lieutenant Skinner in a Firefly aircraft during the ship's third tour of duty in the war zone. Lieutenant Skinner was returning from an attack on an enemy target. Nearly 6,000 of the 10,000 deck landings have been made following operational flights against the enemy in Korea.

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

H.M.S. "Campania," Flagship of the Special Squadron which operated off the Monte Bello Islands last year for the British Atomic Test, returned in December to Portsmouth, U.K.

PETROL SAID TO HAVE CAUSED BLAST ON "INDOMITABLE."

A British Admiralty spokesman said on February 4 that petrol caused the explosion on the aircraft carrier "Indomitable" off Malta on February 3. He said that the theory of sabotage could be ruled out completely. The explosion, in a space near a hangar, killed two men and injured 37. One man was blown overboard and is missing. The "Indomitable" arrived at Valetta on February 3 under her own power. It is believed that the damage was less than was at first thought.

NAVAL AVIATION.

In the British House of Commons on December 17 the First Lord of the British Admiralty was asked what consideration had been given to the proposal to change

the name of Naval Aviation to the Fleet Air Arm. He replied that use of the term "Fleet Air Arm" was discontinued because it was felt it suggested something separate from the Royal Navy. Consideration would, of course, be given to any proposals to revise the present title of "Naval Aviation." Asked how many of the rank of Rear-Admiral and above are qualified to fly, the First Lord replied: Four, sir.

U.S. PLANE BOMBS U.S. CARRIER.

A United States plane accidentally bombed a U.S. carrier in Korean waters on March 6, killing two and injuring 15 of the carrier's complement. The bomb fell from a Corsair fighter-plane, returning from a mission over North Korea, on to the flight deck of the "Oriskany," off Korea. Faulty mechanism had failed to release the bomb over the target. Bomb fragments pierced tanks of a fighter on the carrier and the hangar bay was flooded with petrol, but firefighters isolated the bay and kept damage to a minimum.

BRITISH ADMIRAL'S FLAG FLOWN IN U.S. SHIP.

Rear-Admiral E. G. A. Clifford, C.B., Commander of the United Nations Naval Forces operating on the West Coast of Korea, recently hoisted his flag in the U.S.S. "Badoeng Strait" (Captain H. L. Ray, U.S.N.), operating under his command in the Yellow Sea. The "Badoeng Strait" is an escort aircraft carrier of the United States Navy who has an Air Group of the United States Marine Corps embarked for flying duties in support of the United Nations Naval effort on the West Coast of Korea. During the time he was embarked, Admiral Clifford watched offen-

sive flying operations in progress and visited all sections of the ship, expressing himself very satisfied with the excellent manner in which the ship is performing her important duties.

H.M.S. "NEWFOUNDLAND" RECOMMISSIONED.

H. M. S. "Newfoundland," cruiser, was recommissioned at Devonport on November 5 with a Portsmouth crew for service on the East Indies Station. Commanded by Captain M. G. Goodenough, C.B.E., D.S.O., R.N., she engaged in a work-up in the Mediterranean before joining the East Indies Fleet at the end of February.

H.M.S. "AMETHYST" HOME AGAIN.

H.M.S. "Amethyst," the frigate which returned to the Far East after she had been refitted following the damage she suffered in the Yangtze incident, came home in December, after further service mainly in Malaya, to Devonport again.

"CAMPANIA'S" EQUIPMENT NOT DANGEROUS FROM RADIO-ACTIVITY.

When the "Campania" in December arrived at Portsmouth with some British Ministry of Supply personnel, and equipment used in the atomic test at Monte Bello Islands, Rear-Admiral A. D. Torlesse, D.S.O., Flag Officer of the Special Squadron, said that the "Campania" was 12 miles from the explosion. The shock was hardly felt in the ship. So far as he knew, no one suffered ill-effects. Most of the equipment used in the test had already been flown home. That brought back in the "Campania" was not dangerous from radio-activity, but was being handled only by specially trained people. He had noth-



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ing further to add to what had been previously disclosed about the test.

H.M.A.S. "ANZAC" SHELLS KOREAN PORT.

The Australian destroyer "Anzac" on March 17 shelled enemy gun positions in the Ponggang area of Korea's West coast. In the same period the British frigate "Cardigan Bay" scored hits on a large enemy boat south of Soggoanni.

H.M.A.S. "WARREGO" VISITS LAUNCESTON.

The Australian surveying frigate H.M.A.S. "Warrego" visited Launceston in March for that city's Centenary celebrations. The frigate arrived there on March 13. In announcing this, the Minister for the Navy (The Hon. William McMahon) said that "Warrego" had been engaged on survey duties in Bass Strait since early January. At the request of the Tasmanian Government she had been obtaining data for a chart of Lady Barron Harbour to assist shipping in removing primary products grown on Lady Barron Island. He was sure the visit of "Warrego" to Launceston would compensate the citizens of that city for the disappointment they must have felt by the last-minute cancellation—owing to unforeseen circumstances—of the submarine "Thorough's" intended visit from March 6 to March 9.

A NEW U.S. NAVY ATTACK PLANE.

The United States Navy on February 19 announced the first flight of its AJ2, an attack plane capable of carrying and delivering an atomic bomb from either carrier or land stations. The flight was at Columbus, Ohio. The AJ2 is powered by two conventional motors and one turbojet engine. It carries a crew of three, and has an announced speed of up to 425 miles an hour. The U.S. Navy says it is the

largest plane ever built for operation from aircraft-carriers.

R.N. PATROL BOATS ESCORT MARSHAL TITO.

Four R.N. patrol boats on March 16 relieved four R.N. destroyers escorting Marshal Tito's warship "Galeb" when the "Galeb" and its escorts entered the mouth of the Thames Estuary, during the Yugoslav President's recent official visit to England. The final 50-mile stage up the Thames to London was delayed for 90 minutes by fog.

FIRST INTERMEDIATE ENTRY PASS OUT OF THE R.A.N. COLLEGE.

About 20 cadet-midshipmen of the first intermediate entry to join the Royal Australian Naval College passed out from the College on March 6 and left for the United Kingdom about a week later to do further training with the Royal Navy. The First Naval Member and Chief of the Naval Staff, Vice-Admiral Sir John Collins, K.B.E., C.B., took the salute at the passing-out ceremony and afterwards presented the prizes and gave an address. The boys, whose ages range from 17 to 18½ joined the College under the intermediate entry two years ago. This entry supplements the normal thirteen-year-old entry under which boys stayed at the College for four years.

They sailed for England in the "Orca" which left Sydney on March 14 and Melbourne on March 17. In announcing their passing out, the Minister for the Navy (the Hon. William McMahon) said that on their arrival in England they would serve in the training cruiser "Devonshire," from which they would graduate as midshipmen.

"THESEUS" RETURNS TO PORTSMOUTH.

H.M.S. "Theseus", the British light fleet aircraft carrier, temporarily attached to the Mediterranean Fleet during the replacement in the Korean theatre of opera-

tions of H.M.S. "Ocean" by H.M.S. "Glory," returned to Portsmouth in December. On board were two Royal Naval Air Squadrons, No. 802 (Lieutenant-Commander P. H. London, D.S.C., R.N.) and No. 825 (Lieutenant-Commander C. K. Roberts, R.N.), which formed the flying complement in H.M.S. "Ocean"—now back in the Mediterranean—during her duty in the Far East. Between them, these two Squadrons flew a total of nearly 6,000 sorties; they achieved a daily average of 76 sorties and on one record day made 123 sorties. The highest number of daily sorties by any other carrier engaged in the Korean war zone was 105 by H.M.S. "Glory."

U.S. COMMISSIONS SECRET WARSHIP.

The United States 17,000-ton cruiser "Northampton," built specifically to withstand atomic attack, was commissioned at the Charlestown Navy Yards on March 7, the United States Secretary for the Navy (Mr. Anderson) announced on March 9. "Much of her equipment is top secret—communications, electronic, and ordnance," he said.

CORONATION SHIPS NAMED ANZAC SQUADRON.

H.M.A.S. "Sydney" and H.M.N.Z.S. "Black Prince," the two warships taking the Australian and New Zealand Coronation contingents to the United Kingdom, will be known as the "Anzac Squadron," the Minister for the Navy (the Hon. William McMahon) announced in Melbourne on March 25. Both ships left Melbourne on March 24 and are due at Portsmouth on May 5.

NEW R.N.V.R. AIR SQUADRONS.

The strength of the air branch of the Royal Naval Volunteer Reserve is in course of being further increased by the formation of four new squadrons, which in the first instance will be used to provide additional training facilities for existing units.

"SHEFFIELD" PERFORMS TATTOO AT ACAPULCO.

H.M.S. "Sheffield," wearing the broad pendant of Commodore J. G. T. Inglis, O.B.E., R.N., rounded off a tour of the Western coast of the United States and Canada with a visit to the Mexican city of Acapulco recently. During the visit a Naval Tattoo was performed in front of the Presidential Palace before the Mexican Foreign Minister and Minister of Marine and a crowd of 15,000 people.

FLEET CARRIER "FORMIDABLE" TO BE SCRAPPED.

The British Admiralty announced recently that it has been decided to scrap the fleet aircraft carrier "Formidable". Only a complete modernisation could fit her to operate modern Naval aircraft (said the announcement) and this would not be justified now that H.M.S. "Eagle" is in service and H.M.S. "Ark Royal" is building. H.M.S. "Formidable" has been in reserve since 1948. She was built by Messrs. Harland and Wolff Ltd., at Belfast under the 1937 new construction programme and is one of the Royal Navy's oldest fleet aircraft carriers. She took a prominent part in the war in the Mediterranean and later became one of the main striking units used against Japan.

THREE SHIPS LENT TO INDIA.

The British Admiralty announced recently that arrangements had been made to lend H.M. Ships "Bedale," "Chiddingfold," and "Lamerton" to the Indian Navy for a period of three years, subject to extension by agreement, the vessels to be returned on request in an emergency. The ships in question are being refitted at the expense of the Government of India in commercial shipyards on Merseyside. The purpose of the loan is to assist India's Naval training programme.



Flags of Royal Australian Navy craft were lowered to half-mast when news of the death of Queen Mary was received last month.

AUSTRALIA'S OIL SUPPLY.

Australia's estimated consumption of petroleum and petroleum products last year amounted, on a crude oil basis, to 50,574,000 barrels—an increase of 12.2 per cent. on 1951. Much of it was needed to keep Australia's ever-growing transport system operating. Australia's transport indus-

try, so vital to a land of far horizons and relatively small population, is of the greatest importance to the national future. Transport, in turn, relies on the oil industry for the essential motive force without which trucks would be immobilised, aircraft grounded and ships stranded in port. In fact, without oil all industry would soon come to a standstill.

New Marker Buoy For H.M. Submarines

A new type of submarine marker buoy for Her Majesty's Submarines has been approved by the British Admiralty following trials at sea.

The buoy is constructed of light metal alloy and composed of a series of capsules enclosed in an annular structure, and it is ingeniously designed to combine strength, compactness, and buoyancy adequate to support warning devices. A flashing light unit is at present installed, and active investigations are being conducted to provide the buoy with a radio

transmitter.

A marker buoy may be released by a submarine if, for any reason, she is unable to come to the surface after diving. Its purpose is to mark the position of the submarine in such a manner that aircraft and searching vessels can easily locate her, and thus be on hand to rescue survivors.

The functions of a marker buoy are as follows: to be strong enough to withstand the rigours of submarine conditions, yet at the same time be light and small enough to be carried in the superstructure:

be visible at a reasonable range to aircraft and searching vessels, both by day and by night; remain afloat and anchored to the distressed submarine in all weathers; and transmit some form of distress signal.

The annular structure of the buoy can be likened to a drum within a drum. Buoyancy is given to it by packing with watertight pressure-resistant metal capsules the space between the outside of the inner drum and the inside of the outer drum. There are 216 of these capsules, which are of a light alloy and are about six inches long and of about two and a half inches in diameter.

Good riding qualities are given to the buoy by attaching the mooring line to a mild steel stirrup, which is pivoted on the sides of the buoy and hangs downward like an inverted bucket handle. The upper surfaces of the buoy are painted with Day-glow, special composition which has a high daylight visibility range, and around the top is a crown containing 24 reflecting road studs. A flag-mast with a red nylon flag is carried on top.

The interior of the inner drum is reserved for the light and warning apparatus. The flashing light unit is housed in a pressure-tight container of cast light alloy. The light, which automatically switches itself on and off when the buoy is released, is powered by two 21 amp./hour batteries in parallel, which gives a minimum life of 42 hours, and during test had an actual effective life of 52 hours. The 2.5 watt light gives a range of 3,500 yards in good visibility conditions.

The problem of producing the ideal transmitter is a complex one, necessitating striking the balance between a number of desirables, including lightness, homing qualities, and the ability to transmit signals which can be picked up by receiving apparatus operating on widely different frequencies, such as are standard in ships of different types.

The prototype buoy without its light is at present at sea in Her Majesty's Submarine "Andrew."

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SKIPPER, HAND AT THE SALUTE, GOES DOWN WITH SHIP.

Captain James Ferguson, master of the Irish Sea ferry steamer, "Princess Victoria," which sank off Wigtownshire, Scotland, on January 31, went to his death on the bridge of his ship with his hand at the salute. Carrying 173 passengers and crew, of whom only 44 were saved, the "Princess Victoria" foundered after a seven-hour battle with a hurricane. She was crippled by mountainous seas, her engine-room flooded and the ship thrown on her beam ends. The R.A. destroyer "Conquest" landed eight of the survivors who owed their lives to Lieutenant S. L. McArdle, who jumped overboard with a line, swam to a raft and rescued the exhausted passengers.

BRITISH SHIPPING FOGBOUND.

The worst March fog in Britain for many years on March 1/5 blacked-out airports and halted shipping. The liner "Oronsay" with 1,400 passengers from Australia, anchored for three or four days at the mouth of the Thames, where it arrived on March 1. No shipping moved, and the "Queen Mary," on her way from New York, was fogbound outside Southampton. Visibility in many parts was reduced to nil.

DANISH SHIP'S MAIDEN VOYAGE.

A new 9,000-ton Danish motor ship, the "Patagonia," arrived in

Sydney recently on her maiden voyage. The "Patagonia" carried 200 tons of refrigerated cargo and 15,000 tons of general cargo. She has accommodation for 12 passengers. The ship is owned by the East Asiatic Company of Copenhagen, which already has six other ships on the Australian run.

INTERSTATE SEA SERVICE RESUMED.

The A.U.S.N. Co. and Howard Smith Ltd. has announced the resumption of regular weekly timetable sailings from Sydney direct to Brisbane and Adelaide. The service was discontinued before the war. Four ships, the "Corinda," "Cycle," "Coramba," and "Balarr," will maintain the service. The ships will carry passengers and freight.

TWO COLLISIONS IN FOGBOUND ENGLISH WATERS.

There were two collisions in the March fog off Britain's coast in the first week of that month. A small British steamer struck a Norwegian tanker in the Bristol Channel, with slight damage. Another small steamer collided with a motor vessel in the Thames Estuary, where the fog, as stated in another paragraph, was of extreme density.

"FOREMOST 17" COMPLETES SALVAGE JOB ON

"CUMBERLAND." The British salvage ship "Foremost 17" reached Sydney on

March 16 after salvaging most of the copper and lead carried by the steamer "Cumberland" which sank, after hitting a mine, near Eden, Twofold Bay, on the South Coast of New South Wales, in 1917.

FIRE DESTROYS LARGE DANISH SHIPBUILDING PREMISES.

Fire recently destroyed the premises of the famous Danish shipbuilding firm of Burmeister and Wain, Copenhagen. Included in the destruction was the well-known photo tower, which contained a great deal of valuable optical equipment. Damage is estimated at more than 5,000,000 kroner.

BRITAIN BARS CHINA WAR TRADE.

Britain on March 16 barred its merchant ships from carrying strategic goods to Communist China or North Korea. The action followed a promise by the Foreign Secretary, Mr. Eden, to the United States Government that Britain will support an embargo on the export of strategic materials to China. Previously, the export of strategic goods was barred from British ports, but British ships could pick up shipments of such goods at Hong Kong or other ports outside Britain and carry them to Chinese Communist ports.

SYDNEY YACHTSMEN IN "WALTZING MATILDA" REACH FLORIDA.

Messrs. Philip and Keith Dav-

enport, of Sydney, sailed their 46 ft. cutter, "Waltzing Matilda," in to Miami, Florida, on February 24, fifty-nine days out from Plymouth, England. The Davenport ports have been sailing since October 1950, when, accompanied on the northward voyages by Mrs. Philip Davenport, they left Sydney on their long and venturesome voyages. They visited New Zealand, then sailed round the south of South America, called at Buenos Aires, Montevideo, Rio de Janeiro, and across the Atlantic to England. While they were in Europe, they made a trip to Oslo, to visit some Norwegian farmers who had rescued Philip out of a lake when his Mosquito bomber was shot down by the

Nazis during the last war. The Davenport ports are now heading for their home port, Sydney.

"QUEEN MARY" BERTHS WITHOUT TUGS.

The 81,000-ton liner "Queen Mary" was berthed successfully in New York harbour on February 6 without the aid of tugs. With New York's tugmen out on strike, the master of the "Queen Mary," Captain Donald Sorrell, brought the giant liner alongside the wharf at his second attempt. Usually 8 to 10 tugs are used. On Captain Sorrell's first attempt, the "Queen Mary" was caught by an ebb tide just as she had nosed 200 feet of her great length into the berthing area. Rather than risk damage to the ship or

to the wharf, Captain Sorrell backed the liner out into the Hudson River with her 210,000 horsepower engines throttled right down. Easing her gently forward again, the captain berthed his charge with only a launch to take a line to the wharf. It was a historic exhibition of seamanship, and passengers and spectators ashore cheered the delicate feat when the "Queen Mary" lay safely berthed.

BLAST TEARS TANKER IN TWO: 9 MISSING.

The Liberian tanker "Angy," 9937 tons, caught fire and exploded in a gale-lashed Atlantic on March 8. The blast tore the ship in two, and the 28 men clinging to the stern section were rescued by the U.S. freighter "Clairborne." The "Clairborne," on her way to France, sighted the stern section on March 10, but hours passed before her lifeboats could be lowered in the raging seas, and the shivering, hungry survivors brought to safety. Up to time of writing, it is not known whether the bow section remained afloat. The captain, his wife, and all his officers, nine in all, are on the missing section. The "Angy" left the Persian Gulf port of Mena Al Ahmadi on February 4, and was due at Philadelphia, U.S.A., on March 11. The lost tanker was registered in Liberia, but was operated by a Greek firm.

BRITISH FREIGHTER AND CHANNEL FERRY COLLIDE.

The British ship "Llantrisant" (6,500 tons), bound for Melbourne from Antwerp with a cargo of oats, collided in a Channel fog on March 19, with the Ostend-to-Dover ferry steamer, "Prince Charles." The "Prince Charles," with about 100 passengers on board, sent out an S.O.S., but returned to Ostend under her own power. The "Llantrisant" apparently suffered little damage and sent word that she needed no help.

U.S. GOVERNMENT SEIZES TANKERS.

The United States Government on March 21 seized two tankers, American registered, and brought action against the owners of 14 other ships for allegedly trading with Iron Curtain countries. The two tankers seized were the 10,195-ton "Seven Seas" and the 10,296-ton "Jean-y," both belonging to the North American Shipping and Trading Company, of New York, which is owned by Greek and Panamanian interests. The Government charged the owners with violating the maritime laws by concealing the fact that they had been aliens when acquiring the vessels and claimed that they had been running oil behind the Iron Curtain. The North American Shipping and Trading Company, through its lawyer, denied that the seized ships had been involved in trade with Iron Curtain countries.

FREIGHTER IMPALED ON ANOTHER WRECK.

The 7,269-ton British freighter "Kelvinbank," which went aground at Ocean Island in January, is impaled on the bottom by the remains of the wreck of another ship and is now known to be a total loss. The salvage expert, Captain J. W. Herd, announced this on March 25 and said that the "Kelvinbank" had grounded on the steamer "Oomah," which sank in 1926. "We had her floating," Captain Herd added, "but it was impossible to free her." It was then found that the "Kelvinbank" was pinned by an 18-inch steel shaft which had been driven 50 feet into her side. When Captain Herd left Ocean Island about the middle of March the "Kelvinbank," which was a wartime Liberty ship, had already begun to break up.

"If a good face is a letter of recommendation, a good heart is a letter of credit."

—Bulwer-Lytton.

SYMBOL OF UNITY

When, on 2nd June, the Archbishop of Canterbury places the Crown of St. Edward on the head of "Elizabeth the Second, by the Grace of God of the United Kingdom, Australia and her other Realms and Territories Queen, Head of the Commonwealth, Defender of the Faith," he will perform a ceremony which will be symbolic in the four corners of the world.

In many ways Queen Elizabeth will be the only bond between certain parts of the Commonwealth, but she represents something which is far stronger than anything forged by armed or economic compulsion.

There is a school of thought, especially in the United States, that says that the "British Empire" is "finished." Nothing could be further from the truth. The huge sub-continent of India, independent and self-governing since 1947, recognises the Queen as Head of

the Commonwealth. A strong, young Dominion is being built up in West Africa, controlled by the natives themselves, and one of its most urgent desires is to keep in the Commonwealth. There is a strong possibility that the Sudan, when it gains its independence in three years, will seek to join the Commonwealth. Moves are on foot for the creation of a new Dominion in Central Africa, though they are still in their early stages.

The fact is, of course, that the British Family of Nations has changed with the progress of history. It has changed, not decayed. It is a living organism, not an inert and immovable structure.

The Boer, the French-Canadian, the Hindu, the Malay and the Maori will, like us Australians, turn their thoughts to Westminster Abbey on 2nd June, for Queen Elizabeth is the symbol of unity for us all.

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PERSONAL PARAGRAPHS

ADMIRAL EDELSTEN AWARDED G.C.B.

Among the New Year's Honours awarded to officers of the Royal Navy and its Reserves was the award of Grand Commander of the Order of the Bath (G.C.B.) to Admiral Sir John Hereward Edelsten, K.C.B., C.B.E.

NEW LORD COMMISSIONER OF BRITISH ADMIRALTY.

Her Majesty the Queen has been graciously pleased to approve the appointment of Rear-Admiral G. Barnard, C.B.E., D.S.O. and Bar to be a Lord Commissioner of the British Admiralty and Deputy Chief of Naval Staff in succession to Vice-Admiral E. H. Evans-Lombe, C.B. The appointment took effect in January, 1953.

FLAG LIST PROMOTION.

The British Admiralty has announced that Rear-Admiral J. F. Stevens, C.B., C.B.E., has been promoted to Vice-Admiral in Her Majesty's Fleet, to date December 4, 1952.

FLAG LIST RETIREMENT.

Vice-Admiral Sir Geoffrey A. B. Hawkins, K.B.E., C.B., M.V.O., D.S.C., has been placed on the Retired List. The above change on the Flag List was announced to date from December 4, 1952.

SURGEON REAR-ADMIRAL TO BE HONORARY PHYSICIAN TO THE QUEEN.

In pursuance of Her Majesty's pleasure, Surgeon Rear-Admiral S. G. Rainsford, M.D., D.Sc., B.Ch., M.R.C.P., D.P.H., has been appointed Honorary Physician to the Queen from November 6, 1952.

ASSISTANT CHIEF OF NAVAL STAFF (WARFARE), BRITISH ADMIRALTY.

Captain A. R. Pedder, R.N., has been appointed Assistant

Chief of Naval Staff (Warfare) at the British Admiralty in succession to Rear-Admiral G. Barnard, C.B.E., D.S.C. and Bar, the appointment dating from January, 1953.

COMMODORE R.N. BARRACKS, PORTSMOUTH.

Commodore Sir Robert Stirling-Hamilton, Bt., has succeeded Rear-Admiral M. W. St. L. Searle, C.B.E., as Commodore of the Royal Naval Barracks, Portsmouth.

ASSISTANT TO DEPUTY CHIEF OF ROYAL NAVAL PERSONNEL.

The appointment in the rank of Captain has been announced of Captain the Viscount Kelburn, D.S.C., as Naval assistant to the Deputy Chief of (Royal) Naval Personnel.

NEW CHIEF OF N.Z. NAVAL STAFF.

Captain Sir Charles E. Madden, Bt., R.N., has succeeded Commodore F. A. Balance, D.S.C., R.N., as Chief of the Naval Staff and First Naval Member of the New Zealand Naval Board in the rank of Commodore Second Class, with effect from February, 1953.

R.N. FAR EAST APPOINTMENT.

The appointment in the rank of Captain has been announced of Captain (S) R. Williamson Jones as Fleet Supply Officer to the Commander-in-Chief, Far East Station. The appointment dates from January 8.

H.M.S. "NEWFOUND- LAND'S" CAPTAIN.

Captain M. G. Goodenough, C.B.E., D.S.O., R.N., who commands the cruiser H.M.S. "Newfoundland" which in February joined the East Indies Fleet, served on the staff of the Supreme Allied Commander, South East Asia (Admiral the Earl Mountbatten of Burma) as Director of Plans, and commanded a Frigate

Squadron in the Mediterranean since the war. He was also at one time employed at the British Admiralty as Deputy Director of the Gunnery Division and in the Fourth Sea Lord's Department.

SECRETARY TO VICE- ADMIRAL, FAR EAST STATION.

The appointment in the rank of Captain has been announced of Captain A. J. Pack, Captain (S), as Secretary to Vice-Admiral C. E. Lambe, C.B., C.V.O., Commander-in-Chief, Far East Station.

PROMOTION TO REAR- ADMIRAL.

The British Admiralty has announced the promotion, to date January 8, of Captain (Commodore 2nd Class) Frank Arthur Ballance, D.S.O., A.D.C., to the rank of Rear-Admiral.

R.N. CHAPLAIN APPOINTED HON. CHAPLAIN TO THE QUEEN.

In pursuance of Her Majesty's pleasure the Reverend F. D. Bunt, O.B.E., M.A., R.N., has been appointed Honorary Chaplain to the Queen, in succession to the Reverend D. J. N. Wanstall, C.B.E., M.A., Q.H.Ch., R.N., placed on the Retired List to date November 30, 1952.

R.A.N. PILOT PRESUMED KILLED.

The Australian Naval Board announced with regret on March 2 they had received a report from the United Kingdom that Acting Sub-Lieutenant (P) David Anthony Wren, R.A.N., of Balclava (Victoria), was missing, presumed dead. The report said that Sub-Lieutenant Wren's aircraft had crashed into the sea when on an anti-submarine bombing exercise flight. Sub-Lieutenant Wren at the time of his death was undergoing operational flying training at the Royal Naval Air Station, Eglinton, in Northern Ireland.

INTER-SERVICE SPORTS, 1953.

At the Boxing Championships, on the concluding night of Inter-Service Sports of 1953, Rear-Admiral H. A. Showers presented trophies to the successful contestants. When making these presentations, Admiral Showers said:

"Tonight we have witnessed the final round of the Inter-Service Boxing Championships for 1953, and, I believe, you will all agree with me that a very fine performance has been put up by all contestants.

Our congratulations go to the winners of each fight and to the losers for the gameness of their efforts, and in particular we congratulate the R.A.A.F. on their truly excellent victory in the whole tournament, this being the second occasion that the R.A.A.F. has won the Arnott Inter-Service Boxing Shield.

"As you entered the stadium you were no doubt bailed up by two very charming young ladies of the W.R.A.N.S. and W.R.A.A.C.S., who, using the wiles common to their sex, extorted donations from you towards the Legacy War Orphans' Appeal.

"It has been the custom over the last four years for the Host Service to donate all the gate money and your contributions to this very worthy cause. Every penny counts—and ensures of the welfare of the children of those N.S.W. members of the Navy, Army and Air Force who have lost their lives in World Wars I and II, in Malaya and Korea.

"It is my pleasure to announce that the proceeds from these three nights of boxing have set somewhat of a record for the Services.

"£105 for the first night, Thursday, 19th; £86 for the second night; £72 so far for to-night, giving a total of approximately £263.

"In this regard we are very much indebted to the Directors, Management and staff of the Stadium and in particular to Mr. Donohue and to Mr. Harry Miller



Navy middleweight boxer, Tommy Evans, of H.M.A.S. "Albatross," had two willing assistants before his fight at the inter-Service boxing championships at Sydney Stadium.

for their generosity and their co-operation in assisting us to put on such a successful tournament.

"Our thanks are offered to those gentlemen from the N.S.W. Amateur Boxing and Wrestling Association, Messrs. Alf Oborn, Finlay, Cope, Pitt and Cansdell for refereeing and judging the contests so well, and also to the gentlemen of the Press and Broadcasting Stations for the publicity which they have given us so generously.

"I have very much pleasure in presenting the Arnott Shield to the Captain of the R.A.A.F. Boxing Team, W. O. Ronaldson.

"This cup, the Legacy Cup, donated by Legacy for the most proficient and sportsmanlike boxer of the tournament has been won

by S/O Thompson of the Navy." (Stoker Mechanic Bob Thompson was born in Newcastle. He is 23 years of age and has been in the Navy for 15 months. This is the first trophy that he has won in the 15 months that he has been boxing. He attributes his success to the assistance he received from Tex Richards at Langridge's Gymnasium.)

"The Queen's Coronation may well mark the beginning of a new era in our national life. It can only be that if we all join with her in this solemn act of dedication."

—Archbishop Mowll, The Primate of Australia.

SEA-ODDITIES

Some half a million years ago great changes took place along the eastern coast of Australia, as a result of which the sea in places overspread the land. Port Jackson, originally a great river valley, was invaded by the sea, Broken Bay, at the estuary of the Hawkesbury River, came into being, and in North Queensland this rise in the sea level resulted in the drowning of the land over which now lies Whitsunday Passage, the delectable isles with which it is now studded being in fact the remnants of what was prior to then dry land. For these jungle and pine-clad Whitsunday Islands were once the tops of tall mainland mountains, and the placid blue tropic waters that lie between them were deep coastwise valleys. Here, in the inlets of the Passage, are some of the haunts of the dreaded estuarine crocodile.

It has generally in the past been assumed that all estuarine crocodiles made their way to fresh water to breed and returned to the salt water parts every dry season. But Eric Worrell, a noted Northern Territory expert on crocodiles, disputes this point. He also asserts that crocodile hunting in the northern parts of Australia over the past five years has greatly depleted the crocodile population. Writing in the Proceedings of the Royal Zoological Society of N.S.W., 1951-52, he says:

"Along the Wildman River, Northern Territory, where in 1945 I saw hundreds [of crocodiles], it is now considered rare to see two or three in the course of a day. The skin of the estuarine crocodile is used in the manufacture of high quality fancy leather goods. White men in boats, with native assistants, shoot the crocodiles on the banks during the day, or approach them with a powerful spotlight at night, when

they are harpooned by native spearmen. The crocodiles are then finished off with a bullet, rolled into the boat and hunting continued until dawn. . . . The aboriginal has now entered this commercial field on his own account, spearing the crocodiles and selling their skins through the church missions. White men now consider crocodile hunting does not warrant the overhead. . . ."

It was recently claimed by a visiting Austrian scientist, Dr. Hans Haas, that to scare sharks you must shout at them. And what is more, his everyday experiences and continued existence, seemed to go a long way to prove the claim. The same man, in Sydney recently, had something to say really worthwhile also about the giant clam of the Great Barrier Reef. In fact, he cleared up any doubts that the giant clam on the Barrier Reef (see "Sea Oddities" in the October, 1952, issue of "The Navy") would grab a diver by the leg and hold him under water. "It's true," he said. "I tested the story with an artificial leg and a clam about four feet across. It nearly snapped the leg in two, although I had filled it with plaster of paris." Dr. Haas said the leg he used was one from a shop window dummy—a woman. "I was quite sure," he added, "I would be able to pull the leg out of the clam's jaws. But my wife and I tried for 30 minutes and could not budge it." Incidentally, Dr. Haas and his wife left Sydney for the United States on February 4. They planned to continue their underwater studies and take photographs of marine life at Canton Island and Fiji on the way. A director of the Undersea Research Institute at Vaduz, Liechtenstein, Dr. Haas, together with his wife, took many underwater colour photographs on the Barrier Reef.

Two Byron Bay (north coast of New South Wales) fishermen on March 20 caught one of the biggest sawfish that has ever been captured on the eastern Australian coasts. It measured 15 feet 6 inches. They caught it in their prawning nets. The fishermen, Vic Hopkins and Jack Wooldridge, said they were fishing for prawns about a mile from Byron Bay when the fish was netted. It was too big to haul into the boat so they towed it ashore—in the nets, of course. It took 18 men to lift the fish from the water. No scales to weigh it on were available, but the weight was estimated at between 1,500 and 1,600 pounds. In its death struggles the sawfish cut great holes in the nets and caused £50 worth of damage to them.

The North Australian seas are the home of a mammal that is never exhibited in zoos. It is the dugong, a coast animal and one that is rarely seen in the open sea. Much like a manatee in appearance, it grows to a length of 9 feet. It has oval flippers, a Roman-like nose, and a horizontal tail-fin. It appears to feed chiefly on seaweed. The female dugong, when nursing its young, holds it to the breast with one of its flippers, and it is this action, seen from a distance by ancient, highly imaginative travellers, which probably gave rise to the mermaid legend.

Sea eruptions seem to be the fashion nowadays. A message from Tokyo on February 7 said that a Japanese fishing vessel radioed that day that volcanic eruptions occurred the morning before in the sea near the recently formed Myojin Reefs, about 200 miles south of Tokyo. A party of investigating scientists said that the Myojin Reefs were now practically an island.

The Navy

R.A.N.R. REGATTA

The crew of the Dechaineaux class recruits won the final of the pulling regatta in service whalers at the Royal Australian Naval Reserve Regatta, held on Saturday, 14th March, at H.M.A.S. "Rushcutter," Sydney. Rushcutter Bay presented a scene of sunlit animation, and, with good races and good weather to provide enjoyment, everybody, competitors and spectators alike, had a thoroughly good time.

The pulling regatta in service whalers was run in three heats—two of four boats and one of five. The distance of the race was just under half a mile, from the pontoons on the south-eastern side of Garden Island to H.M.A.S. "Rushcutter."

The winning crew was presented with the Albert Cup, and also received the Mission to Scamen's Cup for the best recruit crew.

A further—and special—event was an open whaler race in which seven boats took part; crews of R.A.N.R. National Service Trainees from H.M.A.S. "Penguin" came first and second, fol-

lowed in third place by a crew of Officer Candidates from H.M.A.S. "Rushcutter." The winning crew was awarded the N.S.W. Police Cup for 1959, while the other National Service crew which came second received a special prize for the best-turned-out crew.

A Seaward Defence Motor Boat followed each race, and carried friends and families of the crews, who were accorded enthusiastic support and barracking. The prizes for the Regatta were presented graciously by Mrs. J. L. Bath, wife of Commander Bath, who was on that day relinquishing his command of H.M.A.S. "Rushcutter."

A traditional Naval Regatta—enhanced in this instance by a "tote" run particularly for those who felt "lucky"—it provided a fine display of the sportsmanship and spirit which pervade all branches of the Senior Service and its members.

AUSTRALIAN SCIENTIFIC STATION ON ANTARCTICA

The Australian Government has planned to send an expedition to the Antarctic next summer to set up a scientific station on the Antarctic Continent. In announcing the plan in Canberra on March 20, the Minister for External Affairs, the Hon. R. G. Casey) said that "today the Antarctic is a challenge, which cannot be ignored, to Australian courage and imagination, and the proposed expedition shows that we will grasp our opportunity." He added that the station would be in the Australian sector, but its exact position had not yet been determined. The expedition was expected to leave Melbourne in December this year and set up the station in January, 1954.

April, 1953.

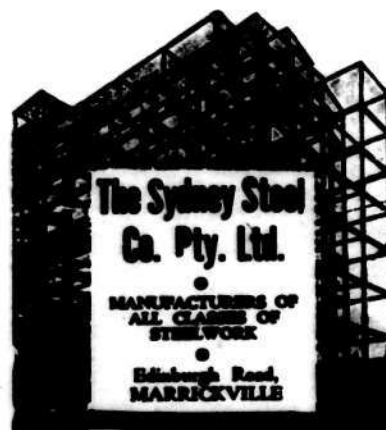
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SPEAKING OF SHIPS

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

After the withdrawal by Great Britain from Chinese trade there was a regular campaign in the Japanese Press advocating every effort to get this trade for themselves.

The Ellerman Group is building or has under order nine 15-knot ships of 10,500 tons gross, in addition to three of 4,000 tons of the "Maltastan" class and one of 2,200 tons.

Britain is still suffering on the South American market by being under-sold in a number of commodities by her former enemies, particularly Germany and Japan.

A new machine, invented by Mr. D. Fraser, of Liverpool, England, indicates and accurately records with date and time, all orders from the bridge to the engine room.

Indicating the tonnage of the tanker of the future, Swan, Hunter and Wigham Richardson Ltd., recently started the reconstruction of a section of their Wallsend Yard to build tankers up to 30,000 tons. The work is expected to take about two years to complete, which should be in 1954.

The Japanese financial paper "Nihon Keizai" said on April 6 that Japan probably would be 260,000 tons short of its pig-iron needs this year. The newspaper estimated that Japan's demands would be 4,820,000 tons.

A Marine Court of Inquiry at

Hong Kong last year found that the stranding of the British motor vessel "Angelina" was caused by the default of the Master, who also committed a wrongful act in prematurely abandoning his ship. The Court suspended his certificate for six months.

Latest figures show that the Swedish Merchant Service now included between 20 and 25 per cent of foreigners in its crews.

The Canadian Pacific will carry three times as many tourists as first-class passengers in their two newly-planned 22,000-ton liners.

Towards the middle of July last year the price of a Liberty ship on the British market was £300,000—half the price ruling during the previous January.

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

The Hamburg American and North German Lloyd Companies have installed accommodation for 12 passengers in their new cargo ships.

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 practised without question for well over a century.

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.

The false S.O.S. messages which had caused so much trouble in the English Channel

led to the arrest by the Belgian police of one of their own wireless officials.

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

The new cargo motorships which the Osaka Shosen Kaisha has built for the Yokohama-New York service have a trial speed of 21½ knots.

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

The British Ministry emigrant ship "Captain Cook," originally the Donaldson "Letitia," had £750,000 spent on her in her conversion to a 1,000-passenger ship.

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

American surveying ships last year discovered a mountain rising 12,000 feet above the seabed in the Atlantic and hitherto unrecorded.

Under the new British Ministry of Transport Regulations, seamen must, in addition to having served at sea for three years as a deck rating and other requirements, have passed a qualifying examination before they can be rated A.B.

"You may kick truth around all day, but at the close it is still truth."

—A. Ward.

TWENTY BOYS TO ENTER ROYAL AUSTRALIAN NAVAL COLLEGE

Twenty boys have been selected to enter the Royal Australian Naval College at Flinders Naval Depot (Victoria) under the Intermediate Entry. They entered the College on Wednesday, 11th March, as cadet-midshipmen. The boys are:—

Queensland. — Peter Duncan McKay, Harristown, Toowoomba.

New South Wales. — Brian Charles Meredith Bigelow, Beverley Park, Kogarah; Ian Arthur Callaway, Rose Bay North; Keith Eric Denton, Murwillumbah; Paul Victor Graham, Northbridge; Kelvin Allan Gulliver, Rutherford, Maitland; Donald Francis James, Mittagong; John Kevin Mark, Wagga Wagga; Nigel John Stoker, Abbotsford; Harold Edward Francis Tooth, Chatswood.

Victoria. — Douglas Graeme Bews, Pascoe Vale South; Douglas Henry Dadswell, Red Cliffs; Brian

Campbell Dodd, Brighton; Geoffrey Dove, Brighton; Archibald Alfred McQueen, Glen Iris; Merwyn John Youl, Alphington.

South Australia. — David Arthur Pickford, Lockleys.

Western Australia. — David Francis Gerald Brennan, South Perth; Michael George Rikard-Bell, Sunbury.

Tasmania. — John Charles Wood Boucher, Avoca.

NAVAL CADETS' CRUISE TO WEST INDIES.

With 207 Naval cadets on board, the training cruiser, H.M.S. "Devonshire" (Captain W. G. Crawford, D.S.C., R.N.), left Plymouth on January 19 for a spring training cruise.

The cruise was to the West Indies, where the cruiser will visit Bermuda, Barbados, English Harbour (Antigua), Port of Spain, and other ports.

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BOOK REVIEWS

The second volume of the new British Admiralty **Manual of Seamanship** was published early in November, 1952.

The new "Manual of Seamanship" is a work in three volumes with a text and illustrations totally different from the two volume manual which served as a text book for officers and men of the Royal Navy for more than 40 years. The first volume of this new work published in 1951, was primarily for young seamen and Royal Naval Training Establishments. The second volume now published, is intended to serve as a text book for junior officers and all seamen from A.B. to Boat-swain. It contains some 800 pages and 420 illustrations and is priced (in the U.K.) at 20/- net. There are six chapters on the elements of navigation, including items such as charts, the solar system, compasses, and the

weather. The volume also deals with ship recognition, ship safety, firefighting, rope maintenance, and communications.

The third volume, yet to be published, will deal with the higher aspects of seamanship, including ship handling and advanced aspects of towing and salvage.

The first volume had a wide circulation outside the Royal Navy and is entering upon a second printing, bringing the total copies printed to 95,000. It is hoped that the second volume will similarly prove popular with all those concerned with ships and the sea.

The author of all three volumes, Commander A. M. Rundell, D.S.C., R.N., has received valuable editorial assistance voluntarily rendered by Commander G. A. B. Hills, O.B.E., R.N. (Retired).

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WHAT WOULD NELSON THINK?

After a ceremony in Trafalgar Square, London, on the 147th anniversary of Nelson's victory and death at Trafalgar, the Rt. Hon. J. P. L. Thomas, First Lord of the Admiralty, addressed a luncheon at the Navy League.

What, he asked, would Nelson think, if he could descend from his column in the square, of the health and strength of the Navy he loved and served so well? He would find many of the same old problems rearing their ugly heads. The problem of officering and manning the Fleet was one he knew well, though it was not so grave as in his time. Instead of the Press Gang he would find the young seaman and the young stoker better educated, more able to think for themselves, and quicker to learn than ever before. "It is only in the highly-skilled trades that we are running short," Mr. Thomas said.

"I am not yet quite so happy about the officer entry," Mr. Thomas continued. "I am convinced that there is plenty of the right material throughout the country in every group and walk of life; but at the moment not enough of this material is coming forward. If this trend continues we shall have to face the alternatives of either too few entries to meet our needs or the lowering of our standards, and that is the last thing we want to do. Somehow this problem has to be overcome, for it is vital to the future health of the Royal Navy. That is why a high-powered committee is studying ways of helping with this problem."

"The Navy wants young men for its officers who are prepared to devote their lives to its service and the service of the Queen. This life does not offer great material reward. It brings a tremendous amount of parting from families and friends, but it does offer adventure, great comradeship, and the knowledge of a job well done in the Navy's traditions."

H.M.S. "ROCKET'S" ANTI-SUBMARINE DEMONSTRATION IN KOREAN WATERS.

Further information concerning the anti-submarine demonstration work in American waters of H.M.S. "Rocket," one of the Royal Navy's fast anti-submarine frigates, converted from Fleet destroyers, is now to hand. H.M.S. "Rocket" (Commander T. F. Halifax, R.N.) recently returned to Londonderry following her visit to the United States and Canada.

She had been invited to the United States to enable the U.S. Naval authorities to evaluate the potentialities of the new British anti-submarine devices included in her equipment. After this evaluation had been successfully carried out, she went to Halifax, Nova Scotia, to demonstrate the new weapon and equipment to the Royal Canadian Navy.

The anti-submarine equipment, the subject of interest in America, includes a mortar weapon linked to an Asdic set through an improved electronic fire control system. The weapon itself is a three-barrelled anti-submarine mortar, two of which are fitted in the "Rocket." It can fire a pattern of large projectiles with great accuracy and the projectiles can be automatically set to explode at a pre-determined depth. To ensure accurate flight in the air, they are fitted with tails, similar to those on bombs, which they closely resemble.

The weapon can be trained over a wider arc than was possible with earlier mortars. It is muzzle-loaded and fired electrically when the range is closed and the necessary information from the Asdic set has been automatically and almost instantaneously digested by electronic methods. The increased use of electronics has greatly improved the fire control system, which serves as a link between the Asdic and the weapon.

Experience with the "Rocket" and her sister ships and their



Dr. John B. Sherrock, of Punchbowl, medical officer with the Antarctic ship, "Totten," farewells his friends underneath the Norwegian flag before the ship sailed from Melbourne last month.

equipment are proving well up to expectations and represent a marked advance in anti-submarine frigate design. The "Rocket" was originally built as a Rotherham class destroyer by Messrs. Scotts Shipbuilding and Engineering Company of Greenock and was completed in August, 1943. In the course of her conversion in 1951 at H.M. Dockyard, Devonport,

her bridge and superstructure were materially altered and her armament adapted to her new role.

The following message of thanks for "Rocket's" visit was received by the British Admiralty from the Canadian authorities: "We have profited enormously from what you had to show us and to teach us. Your visit has proved invaluable to us all."

EX-NAVAL MEN'S Association of Australia



Patron-in-Chief: Her Majesty The Queen.

FEDERAL COUNCIL

The Ex-Naval Men's Association of Australia has been fortunate in having received, over the past years, a very large measure of its success from the interest and achievements of its Life Members. The names of members upon whom the Association has conferred its highest honour are as follows:—

Messrs. J. Higginbotham, J. W. Seabrook, C. S. Vaughan, A. S. Smith, H. Boulter, W. H. Powell, H. Callaghan, G. W. Raynor, A. J. Martin, C. G. Suckling, S. C. Williams, W. Edwards, W. J. Pearce, F. F. Anderson, J. P. Peterson and H. R. Lockwood, Dr. L. J. Dunstone and Admiral Lord Mountevans.

Readers of "The Navy" may be pleased to know what the opinions of Admiral Lord Mountevans are concerning the Association. In his Autobiography, published in December, 1946 (see page 168), he writes:—

"Whilst on the Australian Station I decided to devote my energies to working for the institution for which I have the greatest admiration and affection as far as the ex-Service man is concerned—the Ex-Naval Men's Association of Australia—and managed to earn for them and kindred institutions something over £2000 by lectures on the Dover Patrol, by broadcasting and writing occasionally.

"In each of the principal cities the ex-Naval men have their organisation, and they not only helped the seaman and stoker who had been struck down by the storm of disarmament and reduction, but they also looked after ex-Naval petty officers and, to their lasting credit, they had helped many an ex-officer back to a permanent job.

"Ever since the days when Lashly and Green journeyed with me over the glistening snows of Antarctica I have managed to do

some good for the ex-sailor, and I may here say that if all charitable institutions were run as soundly and economically as the Australian Ex-Naval Men's Association, far more folk would be supported per pound subscribed than are at present. All the State presidents and secretaries gave freely of their time, and not inconsiderably from their own modest purses, and when, just prior to my departure from Australia, I was elected unanimously a Life Member and awarded the Gold Badge, I appreciated that the days and weeks given to assisting the unemployed ex-sailor were more than well worth while."

The Federal and State Councils, together with the many Sub-Sections throughout the Commonwealth and Territories, are always on the lookout for active workers and interested members.

—G.W.S.

EARTHQUAKE ROCKS MEDITERRANEAN AREAS.

More than a thousand people were reported killed when an earthquake rocked the Sea of Marmora and Aegean coasts on March 19. The Turkish town of Yenice, near Gallipoli, reported the heaviest damage and loss of life. The earthquake damaged Ankara's water supply and many parts of the city were without water. A message from the Greek island of Mitylene, in the Aegean Sea, said the earthquake killed many people and destroyed houses. At or about the same time an earthquake shook Dutch Guinea and Trinidad, West Indies—many thousands of miles away.

AUSTRALIAN SEA CADET CORPS

FIRST TASMANIAN DIVISION CADET CAMP.

Commanding Officer's Report (abbreviated).

From Friday, 9th January, until Friday, 23rd January, 1953, eighty-eight Sea Cadets from Hobart, Launceston, Burnie and Ulverstone, with ages ranging from fourteen to eighteen years, attended the "first-ever" Sea Cadet Camp in Tasmania.

The Camp was held under supremely ideal conditions at Fort Direction, an Army establishment on the South Coast of Tasmania. The facilities loaned by the Army consisted of a large dining hall (complete with kitchen, store rooms and a large refrigerator) used as a Mess Deck and a Church; a theatre-cum-cinema; a canteen; a fairly large recreation room; an office—used as the Ship's office; a small room—used as a Wardroom, and five sleeping huts with h. and c. laid out. Messing equipment, beds, mattresses, pillows and blankets were also provided by the Army. Last, but never least, the Army placed Sea Cadets for ever in their debt by providing for the duration of the Camp a most excellent Army Cook, a Driver and a Jeep complete with trailer.

After the Sea Cadets had deposited their baggage beside their beds and been given a few minutes to wash, etc., they were piped to supper. Until now all has been hustle and bustle, orders and instructions. Now, however, for a brief moment there was complete silence as the entire newly-formed Sea Cadets Ship's Company stood for the Visiting Chaplain's Offering of thanks before supper.

A Kit Inspection followed supper, and "Pipe Down" followed in due course by "Lights Out" concluded the first day.

Routine swung into Camp life, but Camp life did not swing into the routine which had been planned. This planned routine includ-

ed instructional classes each "working" forenoon and afternoon for about three-quarters of the Sea Cadets—a Route March or two—and Lectures daily during the "dog watches." The first "working" forenoon, a few Sea Cadets took boats away and the remainder, on the large parade ground available, sent semaphore signals to each other, marched about in seaman-like manner with rifles, tied knots, and so on. Then, that afternoon, half the Ship's company embarked in boats to proceed to a beach about two miles away, whilst the remainder route-marched there by road. The separate parties changed over for the return trip.

So it was that, three days after the Camp started, when the Sea Cadets had been given a "Make and Mend" to do their dhobying, roam the nearby hillsides at will, fish, and generally enjoy themselves, and had, every man-jack of them, reported within an hour-and-a-half at the Ship's Office asking, nay, begging "to be taken out again in the boats," it was decided to cancel all shore instruction and spend the remaining eleven days of the Camp, in so far as possible, with all hands afloat. Lectures and yarns about the Navy the Sea Cadets could have all the year round at their Unit's home base. Only one officer was brave enough to try to hold the interest of the Sea Cadets in a talk one evening by telling of his own experiences in the Navy during the last war—before he had been yarning for twenty minutes the Sea Cadets were slipping away to bed, tired out after the day's practical work afloat and aiming to be fresh for the following day's "sea-time!"

Only two shore lectures during the remainder of the Camp caught the Sea Cadets' fancy. One of these, given by the Tasmanian

R.N.O. on a visit to the Camp, consisted of a very brief black-board illustrated talk about a cruiser in action, and was immediately followed by the appointing of a cruiser's Ship's Company using all the listening Sea Cadets, "falling them in" on the parade ground, positioning them roughly as they would be in a cruiser: a group representing "A" Gun's crew; "B" Gun's crew; the Bridge Party; The Director-Layer's party; and sundry other guns' crews back to "Y" Gun's crew. The R.N.O. then announced that the Sea Cadets' cruiser would attack an enemy cruiser. The noise was terrific as the Cadets, enjoying it hugely, shouted (at the tops of their voices) wheel orders, booms and bangs and rata-tat-tats—fire parties rushed hither and thither—all the Cadets screamed and shouted for all they were worth until the R.N.O. announced at the top of his very adequate voice "Enemy Cruiser Sunk!!", and in the ensuing silence said that that had been about one-hundredth of the actual noise experienced under real action conditions.

Throughout the Camp, routine was kept as closely as possible to that of a ship in Her Majesty's Royal Australian Navy. Except for the time when all hands were partaking in a trip afloat, Quarter-masters and Bosun's Mates were on Watch with an O.O.D. Watches were kept throughout the night, volunteers for these night watches actually pestering the 1st Lieutenant, Sea Cadet Lieutenant G. Cutts, to be allowed to keep them! Surely such keenness is unparalleled!

Prizes were presented to ten Sea Cadets by His Excellency the Governor for various feats and performances; the most important being an excellent inscribed stain-

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less steel knife awarded to the Best Cadet. Other prizes were for the Best Leading Seaman, the Best Cook's Assistant, the Best Swimmer, the Sea Cadet who showed the most improvement during the Camp; two prizes for sketching of boats and the 1st Lieutenant's Prize for the Biggest Fish Caught.

The Camp's Canteen supplied all the needs of the Sea Cadets from films to fishing gear. It was open during the forenoon Stand Easy, when the Sea Cadets were in Camp, and every evening after supper until the evening Film Show or Camp Fire Concert started at 2000 hours. A concert staged entirely by the Sea Cadets was a huge success on the last night of the Camp. On that final evening the Camp was visited by the Senior Officer, A.S.C.C. (Tasmanian Division), Commander G. E. W. Bayly, O.B.E., M.R.N.V.R. (Retd.), who gave a thrilling, graphically illustrated description of Minesweeping off the Normandy Coast for the D-Day Invasion, and read a gracious reply to a message of Loyal Greetings (which had been sent from the Camp during its first week) to the Empire's Commodore of Sea Cadets, H.R.H. The Duke of Edinburgh.

No more fitting close to a Camp could have been experienced than this message expressing his best wishes and signed simply "Phillip." It was particularly pleasing to the Camp's C.O., who, long ago, had rubbed shoulders with another Lieutenant in a place called Corsham in England — this same "Phillip."

Finally, the Navy League held a dinner at the Camp and, hearing of the huge success that the Camp had been, made arrangements there and then to spare no effort to make this Camp only the first of many annual Camps.

(Sgd.) C. H. ARMSTRONG,
Lieutenant, R.A.N.V.R.,
Commanding Officer,
First Annual Sea Cadet
Camp,
Fort Direction, Tasmania.

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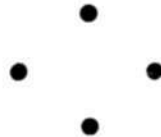
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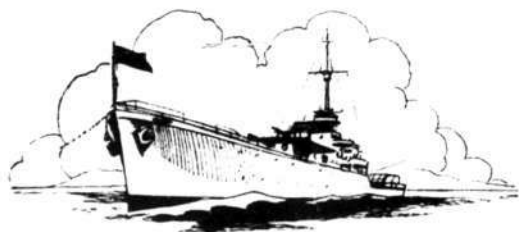
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Australia

Vol. 17 MAY, 1953. No. 5

ANOTHER BRITISH LIGHT FLEET CARRIER LAUNCHED.

The announcement by the First Lord of the Admiralty in the British House of Commons on January 26 that another aircraft carrier for service with the Royal Navy was about to be launched, created a feeling of general appreciation and congratulation in British and Commonwealth Naval circles.

Complementary to the First Lord's announcement, the British Admiralty the same day issued a statement to the effect that H.M.S. "Hermes," the fourth of the "Hermes" Class of improved light fleet carriers, would be launched from the yard of Messrs. Vickers-Armstrong Ltd., at Barrow-in-Furness on February 16 and that Mrs. Winston Churchill would name the ship. The launch, then, is now an accomplished fact.

In many ways, the Admiralty announcement added, H.M.S. "Hermes" will be more advanced than the earlier ships of her class, the "Albion," "Centaur," and "Bulwark." She will incorporate new equipment and arrangements, notable among which will be the Angled Deck arrangement to which emphasis was laid, and details given, in our editorial columns for March, 1953. The arrange-

ment is so devised as to enable aircraft to land on deck without any possibility of over-running the catapult operating positions or aircraft parked at the forward end of the flight deck. The immense value of this to air-sea operations needs no emphasis to Naval men.

The "Hermes" is a ship of 741 feet 6 inches in extreme length (650 feet between perpendiculars) and her beam is 90 feet. Her main machinery, consisting of geared steam turbines, is by Messrs. Vickers-Armstrong Ltd.

The ship has both steam and diesel driven electric generators, connected to a ring main system, from which supplies for power and lighting are distributed throughout the ship. The standard of illumination will conform with the best practice or shore. Illumination of living spaces and offices will be effected by fluorescent lighting. The ship will be fitted with an automatic telephone system and a broadcast system to cover all living and working spaces.

That the Royal and Commonwealth Navies have nine aircraft carriers in various stages of construction and thirteen afloat, is also a matter for congratulation. Work is proceeding on seven of the nine under construction: the "Hermes" and her three sister ships, two light fleet carriers of the "Majestic" Class which are intended for the Commonwealth Navies, and one fleet carrier, the "Ark Royal." Though launched work has been

suspended on the two remaining "Majestic" Class ships, it will no doubt be proceeded with when the necessary facilities can be so diverted.

LOYALTY A VIRTUE.

With the Queen's Coronation now an accomplished fact, we shall hear more and more about the feeling of loyalty. There will be few among us who will not experience a personal impulse toward loyalty as we think of a beautiful young Queen who will dedicate herself to our service.

But what is loyalty? The dictionary says: "In modern usage, loyalty connotes the feeling or sentiment (often strong or even enthusiastic) accompanying a sense of allegiance." Actually, this is only a partial description of the term. Loyalty is a good deal more than that. Loyalty is a virtue, and as such is something greater than an abstraction. It goes beyond the static and abstract to become a positive exercise of intellectual and moral faculties.

This somewhat obscure explanation can be made clearer if we compare the exercise of intellectual and moral faculties with the exercises of the physical body. The average person deliberately exercises his or her body to maintain health and develop muscle. By the deliberate exercise of a virtue like loyalty one can grow in intellectual and moral strength.

In the case of the Queen, the feeling of loyalty should not be based on any sense of obligation, even of duty. It should be spontaneous. When she was crowned on 2nd June, Elizabeth II. rededicated herself to our service. She has already twice declared her feelings about this—in her 21st birthday broadcast and in her Christmas Day broadcast last year. When she does this, do not we owe her something in return?

She will be among us next year. Between now and then we as a nation could build up a great sentiment of loyalty and affection.

H.R.H. THE DUKE OF EDINBURGH PROMOTED ADMIRAL OF THE FLEET.

The announcement on January 15 that Her Majesty The Queen had approved the promotion of Commander H.R.H. The Duke of Edinburgh, K.G., K.T., R.N., to Admiral of the Fleet will be received with a deep sense of pleasure in the Naval forces of the nations over which she so wisely and graciously rules. On the same day Her Majesty approved the appointment of His Royal Highness as a Field Marshal of the Army and as a Marshal of the Royal Air Force. The promotion and appointments date from January 15, 1953.

It has been customary in the present century for a male Sovereign on his accession to assume

the highest rank in each of the fighting services; King George V., however, took the position of Chief of the Royal Air Force instead of the rank of Marshal. It has been thought more suitable for a Queen to bestow these distinctions upon her Queen Anne, in 1702, made her consort, Prince husband.

George Duke of Cumberland, Generalissimo of all Forces, Constable of Windsor Castle, Lord High Admiral, Lord Warden of the Cinque Ports and Captain-General of the Honourable Artillery Company. The first of these dignities no longer exists; the third has been permanently in commission between Lords of the Admiralty since the last individual Lord High Admiral became King William IV. in 1830.

The Duke of Edinburgh now takes his place with twelve other Admirals of the Fleet, none of whom at present holds an active Naval appointment.

N.A.T.O. C-IN-C. VISITS EUROPEAN CAPITALS.

Following the announcement of Admiral the Earl Mountbatten's appointment as Allied C-in-C., Mediterranean, Mr. Koprulu, Turkish Foreign Minister was reported by "The Times," London, to have stated in Istanbul that he was fully satisfied with visits he had paid to Paris and Rome. He also volunteered the information that Turkish naval forces in the Sea of Marmora, the Straits, and the Black Sea would be placed under the N.A.T.O. Mediterranean command of Lord Mountbatten.

The Turkish Minister also stated that out of £80,000,000 allotted to various N.A.T.O. countries £21,000,000 had been given to Hurkey, most of which amount, it is understood, will be spent on the construction of air bases in Turkey.

Early in January Admiral Mountbatten met General Ridgway, Supreme Allied Commander Europe, in Paris, and is reported to have discussed matters relating to the coming into operation of the Allied Mediterranean Command.

"The Times" Paris correspondent reported that "no date has yet been fixed for the 'activation' of the new command, but it is unlikely to be before March [1953]. Lord Mountbatten is here in a dual capacity, as a subordinate commander to General Ridgway and as a British Admiral visiting France. In the latter capacity, he has paid courtesy calls on M. Pleven, the French acting Minister of Defence and on M. Gavini, the acting Secretary of State for the [French] Navy, by whom he was entertained at luncheon, together with Admiral Nomy, the French Naval Chief of Staff, and Mr. William Hayter, British Minister in Paris."



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CORONATION NAVAL REVIEW

PAGEANT OF BRITISH NAVAL SEA AND AIR POWER PLANNED.

The British Admiralty has officially announced that Her Majesty the Queen, accompanied by Admiral of the Fleet, His Royal Highness The Duke of Edinburgh, K.G., K.T., will review Her Majesty's Fleet at Spithead, on Monday, 15th June, from H.M. Ship "Surprise." H.M.S. "Surprise" is a despatch vessel normally attached to the Mediterranean Fleet, and has undergone a routine refit in the United Kingdom. As a warship she will



be painted the normal Admiralty grey. For the Review she will be commanded by Vice-Admiral E. M. C. Abel Smith, C.B., C.V.O., Flag Officer, Royal Yachts. The following information, in addition

to the foregoing, has been made available by the British Admiralty:

The Queen has approved that Admiral Sir George Creasy, K.C.B., C.B.E., D.S.O., M.V.O., Commander-in-Chief Home Fleet, who will be the Senior Officer afloat, should command the Fleet. He, with Admiral Sir John Edleston, G.C.B., C.B.E., who is Commander-in-Chief, Portsmouth, will be responsible for the organisation of the Review.

SHIPS TAKING PART IN REVIEW:

As initially planned, it is probable that about 190 ships will represent the Royal Navy in the Review and about 300 to 350 aircraft of Naval Aviation will take part in the Fly Past. The actual composition of the Fleet will depend, of course, on the Royal Navy's commitments at the time, and the names of individual ships are not, therefore, at time of writing available. The numbers in each class of ship, however, are expected to be of the order of the following (the figures in brackets are the numbers present at the 1937 Coronation Review):

Battleships—1 (11); Aircraft

Carriers—8 (5); Cruisers, including ships of the "Daring" class—12 (16); Destroyers—20 (60); Frigates—40 (8); Fleet Minesweepers—18 (10); Submarines—30 (22); and other vessels (minesweepers, surveying ships, coastal craft, etc.)—62 (10).

The total of 191 H.M. Ships taking part in the Review compares with 142 in the 1937 Coronation Review. They will be representative of the Home, Mediterranean, and Reserve Fleets, and of those employed in the Home Commands. Royal Fleet Auxiliaries will also be represented.

In comparing the figures for the 1937 and 1953 Reviews, the change of emphasis which modern conditions have brought about is clearly shown. Thus, whilst the numbers of battleships, cruisers and destroyers are smaller, the number of aircraft carriers has increased, and the considerably larger numbers of frigates, minesweepers and other smaller vessels indicate the attention being paid to anti-submarine and anti-mine warfare. This development was noted by the First Lord, the Rt. Hon. J. P. L. Thomas, M.P., in introducing the Naval Estimates in March last year.

COMMONWEALTH AND FOREIGN NAVIES:

Her Majesty has expressed the wish to see as full a representation of the Navies of the Commonwealth as possible. As readers know, H.M.A.S. "Sydney" (representing Australia) and H.M.N.Z.S. "Black Prince" (representing New Zealand) have already arrived in the United King-

dom to participate in the Review. Invitations to be represented by one ship have also been addressed to foreign naval powers through diplomatic channels.

Nor have the Merchant Navy and Fishing Fleets been omitted or forgotten. Her Majesty the Queen has granted permission to

the Admiralty to invite both of these services to send representative ships to the Review.

A further announcement stated that an anchorage is being set aside for private yachts at Spithead. The anchorage is understood to be in the vicinity of the Ryde Middle Bank.



May, 1953.

STRENGTH OF THE BRITISH FLEET

THE TABLE BELOW SHOWS THE STRENGTH OF THE BRITISH FLEET IN CLASSES (EXCLUDING MANY VESSELS OF THE FLEET TRAIN, ATTENDANT SHIPS AND NUMEROUS SMALL CRAFT) AT THE END OF FEBRUARY, 1953.

	Active Fleet	Training and Experimental (Special Complements)	In Reserve: Reducing to Reserve	In Course of Construction*
Battleships	Vanguard		Anson Howe Duke of York King George V Victorious (a) Warrior (a)	Ark Royal
Fleet Carriers	Eagle Indomitable	Indefatigable Implacable Illustrious Triumph		Hermes Bulwark Albion Centaur Maestric (d) Leviathan (e) Hercules (e) Powerful (f)
Light Fleet Carriers	Theseus Glory Ocean			
Aircraft Main- enance Ships	Unicorn	Perseus (trooping)	Pioneer	
Escort Carrier			Campania	
Cruisers	11	2	13	3(e)
Destroyers	31	9	67	3
Frigates	31	17	113(b)	13
Fast Minelayers	2	—	1	—
Monitors	—	—	2	—
Submarines	37	—	16	—
Minesweepers:				
Ocean	23	3	38	—
Coastal	17	9	43	47
Inshore	8	2	33(c)	48

*Excludes submarines.

(a) Modernising.

(b) Excludes three refitting for loan to India, three refitting (in Denmark) for loan to Denmark, two refitting for loan to Norway.

(c) Includes those being fitted out for minesweeping.

(d) To be transferred to the Royal Australian Navy on completion.

(e) Work suspended (see Navy Estimates 1953-54, pages 231-232).

(f) Being completed for Canadian Navy at Canada's expense.

The state of preparedness of the Reserve Fleet has been improved during the course of the year by berthing the vessels alongside jetties as far as possible and removing certain of the ships, which are at a longer notice of readiness, to commercial ports where they are being dehumidified and maintained by contractors. It is hoped that this policy will lead to substantial savings and that, in addition, a considerable number of Naval personnel will become available to serve with the active fleet.

"CONDAMINE" RETURNS HOME.

Some three hundred relatives and friends of the 250 officers and ratings on board welcomed the frigate H.M.A.S. "Condamine" when she berthed at Garden Island, Sydney, at 10 a.m. on April 20, after 10 months' service in Korean waters.

The "Condamine," commanded by Lieutenant-Commander R. C. Savage, is the twelfth Australian Navy vessel to serve in Korean waters since the war began. Australia has kept two warships continually in service there. Those in Korean waters at present are the "Anzac" and "Culgoa."

"Condamine's" main duty was to patrol the Korean coast and the ship fought occasional duels with Communist shore batteries.

The Minister for the Navy (the Hon. William McMahon) and the Australian Naval Board sent congratulatory messages to the "Condamine" as she neared Sydney. Mr. McMahon's signal, addressed to Lieutenant-Commander Savage, read:

"On behalf of the Commonwealth Government I welcome home you and those under your command. I congratulate you on your meritorious service in Korean waters, and trust that you will enjoy happy family reunions and restful leave."

The Naval Board message read: "On return to the Australian station after completion of 10 months' arduous service in the Korean area, during which period H.M.A. Ship under your command fully maintained the high standard of her predecessors, the Naval Board are pleased to extend to officers and men their sincere 'well done' and to express the hope that each may experience a happy homecoming and enjoy a well-deserved 'stand easy'."



H.M.A.S. "VENGEANCE" GETS READY FOR SEA

H.M.A.S. "Vengeance," the new aircraft carrier on loan to the Royal Australian Navy, has nearly finished its refit at Garden Island Naval Dockyard. In this picture, naval ratings are painting the anchors and bow. The carrier will take part in Sydney's Coronation Celebrations. Next month H.M.A.S. "Vengeance" will go to sea, and will take on its Australian Naval aircraft for the first time.

TRANSFER OF FLINDERS COLLEGE TO JERVIS BAY

The transfer of the Royal Australian Naval College from Flinders Naval Depot, Victoria, to Jervis Bay, has been approved, in principle, by the Federal Cabinet but no final decision has been reached.

In announcing this in Canberra on March 27, the Minister of the Navy (the Hon. William McMahon), said the transfer could not be contemplated in the current financial year because other projects had greater priority in finance.

Mr. McMahon, who was replying to questions in Parliament,

said he did not know that Navy Department assessors were at present—that is, at the time of the announcement—at Jervis Bay, but he would confirm this or find out the purpose of their visit.

He added: "Naturally enough, if the college is shifted to its traditional home, compensation would be paid to civilians at present occupying businesses at Jervis Bay."

The Jervis Bay college was finished, it will be remembered, in 1915 and the first Naval cadets started their training there on February 10 of that year.

As an economy measure during the depression in 1931 the Naval college was transferred to the Flinders Naval Depot at Point Cribb, Victoria.

The Jervis Bay college closed on June 12, 1931, and was re-established at Flinders Naval Depot on July 15, 1931.

It has been at Flinders Naval Depot ever since.

Incidentally, the proposed transfer has been responsible for some criticism and dissent, mostly, it is thought, from civil sources since the official announcement was made.

THE 1952 BOYD TROPHY AWARD

KOREAN DUTY SQUADRONS,
FLYING FROM H.M.S. "OCEAN,"
GAIN TROPHY.

The Boyd Trophy, presented annually for the most outstanding feat of aviation in the Royal Navy, has been awarded for 1952 jointly to 802 and 825 Squadrons for their operational achievements in the Korean war zone.

The Trophy will be held by H.M.S. "Ocean," the light fleet carrier, from which their aircraft flew against Communist targets from May to October last year.

An official citation states that during this period the offensive spirit, skill, fine airmanship and courage shown by the pilots of the two squadrons resulted in an outstanding performance and much damage to the enemy.

The citation continues: "Statistics are quite remarkable. In 79 days of flying they average a daily sortie rate of 76.3 sorties, 123 sorties being the highest for one day's operations. A division of 802 Squadron accounted for the first Mig to be shot down by Naval aircraft.

"825 Squadron had only four incidents on the deck resulting in a deck landing accident rate of 1 in 496 landings. The highest accident-free sequence was 1,613 landings.

"It is evident that these figures could not have been attained without an extremely and consistently high standard of maintenance by squadron maintenance ratings and outstanding support from all in H.M.S. 'Ocean'."

Between them, the two Squadrons flew a total of nearly 6,000 sorties. Their highest number of sorties in one day—123—compares with an earlier record of 105, the maximum achieved by any other British carrier in Korea. It was set up by H.M.S. "Glory," which the "Ocean," commanded by Captain C. L. G. Evans, D.S.O., D.S.C., R.N., (himself a well-known World War II Naval

fighter pilot) relieved in the Far East.

The two squadrons, which expended some 16,000 rockets and 4,000 bombs in their ground support role, arrived back in the United Kingdom on board H.M.S. "Theseus" in December last.

802 Squadron a Sea Fury unit—was initially commanded by Lieutenant-Commander S. F. F. Shotton, D.S.C., R.N. He was relieved by the late Lieutenant-Commander D. A. Dick, D.S.C., R.N., and after his death the squadron was taken over by Lieutenant-Commander Peter H. London, D.S.C., R.N., who brought it back to the United Kingdom. He has now been succeeded as Commanding Officer by Lieutenant-Commander D. M. Steer, R.N. The Squadron, which was first formed in the Mediterranean in 1933, was one of the front line units in World War II, when three of the ships in which it was embarked were sunk under fire.

One of the most famous of the Royal Navy Squadrons, 825 Squadron, which is equipped with Firefly aircraft, is still commanded by Commander C. K. Roberts, R.N., who led its aircraft in the Korean war zone. Initially formed in 1933 on the China Station, it was embarked in H.M.S. "Victorious" in May, 1941, for the search for the German battleship "Bismarck" and nine of its aircraft took part in the attack on that vessel securing a torpedo hit. In 1942, one of its pilots earned the first Victoria Cross to be gained by a Fleet Air Arm Officer. He was Lieutenant-Commander (A) E. Esmonde to whom it was posthumously awarded for leading six Swordfish aircraft of the squadron against the "Scharnhorst" and "Gneisenau." From this operation, none of the aircraft returned.

BRITAIN SAID TO BE PLANNING NEW TESTS AT MONTE BELLOS.

Britain will begin a series of new tests with atomic weapons at the Monte Bello Islands, off the West Australian coast, in the second half of this year, the London "Daily Mail" stated on April 13.

The Chief Superintendent of High-Explosive Research in the British Ministry of Supply, Sir William Penny, the newspaper said, is working on detailed plans for the tests.

The plans, however, will have to be approved first by the Minister of Supply, Mr. Duncan Sandys, and the Minister of Defence, Lord Alexander, and then finally by the Prime Minister, Mr. Churchill, and the scientific adviser, Lord Cherwell.

The tests will be carried out, the statement went on, with the co-operation of the Australian Government, but it is not likely that the United States will be invited to take part in them unless there is a major change in its attitude to sharing atomic secrets.

The newspaper said that the initial plan is for the explosion of certain atomic weapons—their precise type may never be divulged—to be spread over several months. Continuation of the programme will depend on the results of these initial tests.

When, at Canberra, on April 13, the "Daily Mail's" statement was brought to his notice, the Australian Prime Minister, Mr. Menzies, said he had no comment to make on the report.

BRITISH FREIGHTER STRIKES MINE.

The British cargo ship "Pampas," of 5,576 tons, on March 23 struck a mine off the Dutch coast between Bremen and Antwerp. The owners, the Royal Mail Line, said they had no report of casualties among the crew of 48. Whether the ship sank or not is at time of writing also not known.

King Neptune Visits Coronation Ships

Navy Office advises that the naval correspondent in H.M.A.S. "Sydney" has stated that King Neptune and his Court boarded the Australian aircraft carrier yesterday morning (Tues., April 7) as the Anzac Squadron, which includes the New Zealand cruiser "Black Prince," crossed the Equator carrying the Australian and New Zealand Service Contingents to the Coronation celebrations in London.

Dolphinius, Clerk of Court to His Most Watery Majesty, came on board on Monday evening and ordered the ship to stop while he read a proclamation announcing His Master's forthcoming arrival. Dolphinius was accompanied by the Chief Bear and Bears, The Chief of Police and his Officers and Heralds, all appropriately dressed. They approached the Captain's bridge through fire and water, which had been placed in position, coincidentally perhaps, by the "Sydney's" engineers, with red and green lights playing on the sprinkling cascades. After Dolphinius had read the proclamation and a list of distinguished personages, including the commanding officer of the ship, the leaders of the respective service components, and their officers, upon whom King Neptune wished to bestow orders, he gave permission for the ship to proceed, returned to the vasty deep with the captain's greetings to his Royal Employer.

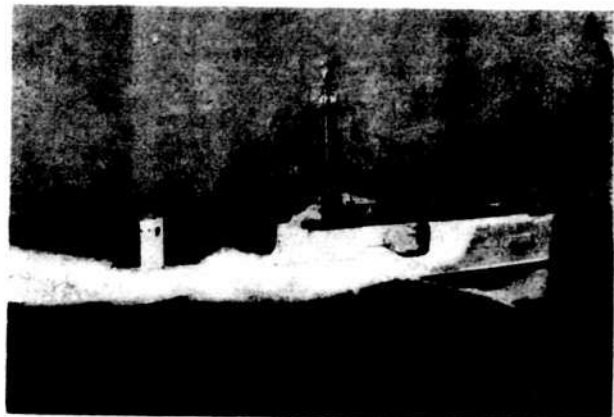
When King Neptune and Queen Amphitrite and the Court arrived on the carrier's flight deck this morning by means of the after lift well, they were received by the ship's band and a guard of honour, both wearing a variety of uniforms which had probably never before been seen beneath the sea or on land. The members of the King's Court also wore a most odd assortment of strange garbs. The King and His Consort and the Court moved along the flight deck, on which

they were welcomed by the captain, who then escorted them to a high, spacious platform, overlooking a big canvas bath filled with sea water, from which, after the orders had been bestowed, some terrible punishments were to be meted out to novices and malefactors whom His Majesty had named. The victims were operated upon on a "theatre table" by the Court surgeon and his assistants for the most horrible internal

complaints, were soaped, lathered and shaved by the Court barbers and were then violently ejected into the canvas bath when they were vigorously dealt with by a pack of roaring Bears, who proved that they were no respecters of persons. Later other officers and men of all three Services were given the full treatment. Meanwhile, Lady Godiva arrived on board mounted on alie, the Australian Army Component's wooden training steed, and was received with loud applause.

Royal Navy's New Diesel Engine

The Royal Navy's new lightweight diesel engine, named the "Deltic," was demonstrated for the first time to the public when installed in Her Majesty's Fast Patrol Boat 5212.



This new engine has been developed and designed for the Royal Navy by D. Napier and Sons, a subsidiary of the English Electric Company. It is the intention of the Royal Navy to use Deltic engines for powering new high-speed coastal craft, and in some installations they will be used in combination with gas turbines. The secret of the Deltic is partly revealed in its name. Instead of arranging the cylinders in the conventional single line or more advanced V formation, the engineers have set them in a com-

plete isosceles triangle, so that a cross section through the middle of the engine reveals a delta-form arrangement, with three sets of opposed pistons, one set horizontal at the top and the other two forming the sides. The Deltic develops 2,500 horsepower and is only nine feet long. This engine is said to have the highest power output per pound of weight of any compression ignition engine in the world. The picture above shows the Fast Patrol Boat 5212 powered by the "Deltic" at speed during trials off Gosport.

"SEA-GOING SANTAS"

Christmas on H.M.A.S. "Tarangau" at Manus Island saw the beginnings of a warm friendship between the Ship's Company and the children of The Spastic Centre, Mosman, N.S.W.

At this time, Officers and men of "Tarangau" decided to organise a concert to help children of the Centre, and, as a result the Honorary Superintendent, early this year, received a letter from them enclosing a cheque for £259/6/0, the proceeds from the concert, and asking if it might be used to maintain a bed for a Spastic child.

The subsequent suggestion from the Centre that the money be used to add a four-bed dormitory to the country children's Hostel was enthusiastically received at Manus Island, and by return letter came another cheque and a promise that each month a donation would be sent to help towards the upkeep of the new dormitory.

A short time later four children were chosen from Queensland, Western Australia and New South Wales, and are now part of the happy family being cared for at the Centre.

Thus, the big airy room with its door inscribed "This dormitory was fully equipped by the Ship's Company of H.M.A.S. 'Tarangau,' Manus Island," came into being as a gladly undertaken charge on the men of that ship.

In February, several officers and men on leave from Manus Island, arrived at the Centre one Sunday, laden with flowers and sweets, and spent the afternoon with the children. The immediate result was, of course, a very seaman-like camaraderie between all concerned and a lasting topic of conversation among the children.

The total amount subscribed to date by "Tarangau" is £1,319/2/5.

"CONDAMINE" JOINS IN.

Prior to leaving Korean war-

ers at the termination of her last tour of duty H. M.A.S. "Condamine" was presented with a wrought silver bowl by Koreans living on an island off the west coast of Korea. The silver bowl was made on the island, and has been presented as a token of gratitude for the clothing, toys and chocolates given to 95 orphaned Korean children living there, by "Condamine's" ship's company. This was revealed on March 23 by the Minister for the Navy (the Hon. William McMahon). On one of "Condamine's" visits to the island, the officers and men had seen the plight of the orphans and immediately raided their own kitbags to give them winter woollies. The ship's welfare fund yielded money to buy tinned fruit, meat, cheese, biscuits and chocolates. "Condamine's" men promised to bring toys back on their next trip, and enough money was collected to buy more than a hundred toys which they gave to the Korean children, when the ship returned. When the ship's gunnery officer went round with the hat, one rating offered £5/0/0 which was refused. Away went the rating and promptly returned with £5/0/0 worth of chocolates. "Now refuse that," he said. The captain of the ship, Lieutenant



The captain of the frigate H.M.A.S. "Condamine," Lieutenant-Commander R. C. Savage, R.A.N., presenting the cheque for £300 to the honorary superintendent of the Spastic Centre, Mrs. A. L. McLeod.

Commander R. C. Savage, R.A.N., has received many hundreds of letters, including one addressed to "The Seagoing Santa from Santa himself . . . Congratulations."

When "Condamine" returned to Sydney on April 20 they made a further generous contribution to unfortunate children, this time in Sydney, when they, also, helped the Spastic Centre, with a gift of £300/0/0, money allocated from the profits of the frigate's canteen during its service in Korea.

What a different place this world would be if we all put a shoulder to the wheel.

SOME INCIDENTS IN THE WAR IN KOREA.

When the Australian destroyer "Anzac" (Captain G. G. O. Gatacre, D.S.C. and Bar, R.A.N.), recently returned to her base after a patrol off the East Coast of Korea, she reported heavy snow falls and temperatures as low as 9 degrees F.

During the patrol Captain Gatacre commanded a Task Unit of American ships which "Anzac" joined. They carried out patrols in defence of friendly islands, maintained the blockade of the enemy coast, and bombarded positions and railways.

News of Australia's Davis Cup win reached the "Anzac" while she was refuelling from an American tanker in company with United States destroyers. Two tennis racquets were promptly hoisted on the signal halliards and some amusing exchanges followed to explain to the Americans this strange signal.

Another very interesting incident concerned an air-sea rescue.

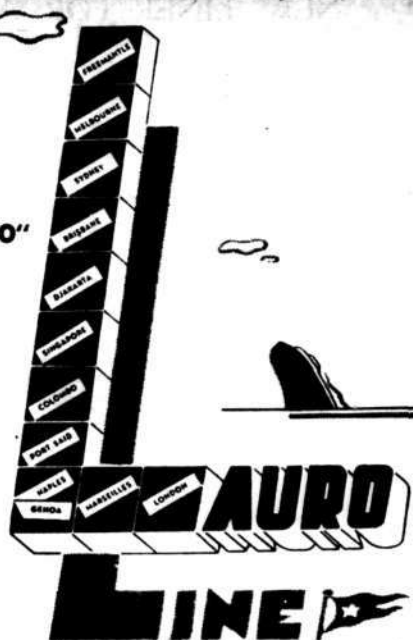
Over loudspeakers on the bridge and flight deck of H.M.S. "Glory" during air operations in the Yellow sea, the voice of the Air Controller in the ship's operations room told officers and men that one of their aircraft had been forced down by enemy flak to land in the sea.

Immediately a United States Air Force helicopter was alerted and flew twenty miles to rescue the pilot, Lieutenant Wilfred Russell Heaton, R.N., of Nottingham, who was in an inflated dinghy. Soon afterwards in gathering darkness the helicopter landed on the "Glory's" deck. There the helicopter pilot and Lieutenant Heaton were greeted by Vice-Admiral Clark, U.S.N., commanding the United States 7th Fleet, Rear-Admiral Gingrich, U.S.N., commanding Korean blockade and escort forces, and Rear-Admiral E. G. A. Clifford, C.B., R.N., commanding Korean West coast Naval forces, who

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were visiting the "Glory" at the time.

A bottle of Scotch whisky was presented by Captain E. D. G. Lewin, D.S.O., D.S.C. and Bar, Commanding Officer of the "Glory," to the helicopter pilot as an expression of his ship's gratitude.

LINERS TO TAKE PART
IN CORONATION NAVAL
REVIEW.

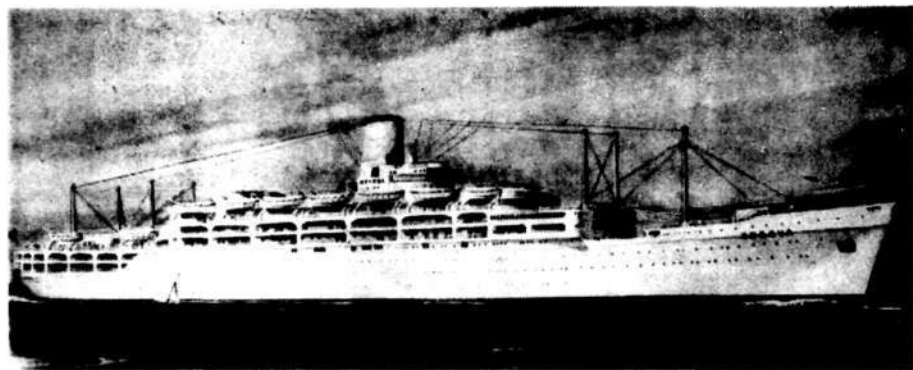
The Orient liner "Orcades" and the P. & O. liner "Strath-

naver" are to take part in the Coronation Naval Review at Spithead on June 15. They will carry official guests of the British Government.

RUSSIAN WHALER AT CAPETOWN.

The crew of a Russian whaler newly arrived at Capetown from the Antarctic smiled and waved to people on the quayside as their ship docked on April 10. Later the captain of the vessel invited Press reporters aboard and disclosed details of his catch.

NEW LINER FOR AUSTRALIAN SERVICE



Two new 28,000-ton liners for the England-Australia run were launched within two hours of each other at British shipyards last month.

They are the Orient Line's "Orsova" (pictured above) and the P. and O. Line's "Arcadia".

Both were started in January last year and are to be completed early next year.

The "Orsova" is being built at Barrow-in-Furness by Vickers-Armstrong, and the "Arcadia" at Clydebank, Glasgow, by John Brown and Company Ltd.

The "Orsova" will be the first ship of her size to be mastless, and the largest liner in the world with an all-welded hull, every inch of which has been x-rayed for flaws.

Both ships will have stabilisers to reduce rolling.

The liners will be launched by the wives of the Anderson brothers—Sir Colin Anderson, a director of the Orient Line, and Mr. Donald Anderson, the deputy chairman of the P. and O.

The "Orsova" will replace the "Ormonde" which was taken off the Australian run last year after 36 years of service.

She will carry 685 first-class passengers and 813 tourist-class passengers.

The "Arcadia" will be more conventional in outline, following the lines of the "Himalaya" and the "Chusan".

She will be named after a district in Greece. Her name means "Happy".

The "Arcadia" will have a service speed of 22 knots and the "Orsova" 22½ knots.

Each liner will cost £A7,500,000, or about as much as the "Queen Mary" cost.

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NEWS OF THE WORLD'S NAVIES

U.S. BUILDS ATOMIC POWER PLANT FOR SUBMARINE.

The world's first version of an atomic power plant to propel a submarine has been placed in operation, the United States Atomic Energy Commission announced in Washington on March 31. The engine—a working model of one that eventually will power the U.S. atomic submarine "Nautilus"—has been set in operation on land at the Commission's testing station in Arco, Idaho, the announcement said. It added that the engine had entered a phase of development where the atomic fuel used was sustaining a chain reaction and yielding atomic energy that could be harnessed for propulsion of a submarine.

NAVAL MEMORIAL TRIBUTES TO QUEEN MARY.

H.M.A.S. "Shoalhaven" fired a 40-minute gun salute in Sydney Harbour on March 31, the day of the late Queen Mary's funeral. A memorial church service was held in the Garden Island dockyard chapel at 11 a.m. Similar memorial services were also held on all other H.M. ships and establishments.

NEW PHASE OF NAVAL HISTORY PREDICTED.

Mr. Carl Hinshaw, chairman of the U.S. reactor sub-committee of the Joint Congressional Committee on Atomic Energy, said on March 31 that the development of the working model of an engine that eventually would power the U.S.S. "Nautilus", opened the most significant new phase of Naval history. He predicted that "soon the high seas may become completely untenable for surface vessels." A nuclear-powered submarine, as already explained in a previous issue of this journal, will

be able to stay submerged for great lengths of time, and to travel thousands of miles without refuelling.

"SYDNEY" AND "BLACK PRINCE" SALUTE QUEEN MARY.

Forty-gun salutes were on March 27 fired from the aircraft carrier H.M.A.S. "Sydney" and her escort H.M.N.Z.S. "Black Prince" in honour of Queen Mary. Both ships, carrying the Australian and New Zealand Coronation contingents, were 125 miles south of Cape Pasley when the salutes were given.

BIKINI ATOM BOMBS OUTMODED.

Admiral W. H. P. Blandy, United States Navy, who planned and commanded the atomic-bomb tests at Bikini in 1945, addressing a group in Baltimore, U.S.A., on March 29, said a modern atomic bomb could wipe out a city the size of New York. The bombs tested at Bikini were now as outmoded as a model T Ford car, he said.

NEW ONE-MAN SUBMARINE.

According to the "Sunday Sun," a new one-man submarine, the "Manta Ray," has been tested successfully by its Californian inventor. It is operated by a diving-suited man who rides it like a surf-board. It is 13½ feet long, 7 feet wide and an inch thick. Made of wood covered with aluminium, it will float when motionless. The operator, lying prone, steers with a rudder bar at his feet. He wears a frogman's suit and an aqualung, a recently-invented breathing apparatus to replace the old-type diver's helmet. Designer-inventor J. R. Monroe, said the "Manta Ray" can submerge to 300 feet, which

is the limit for an aqualung diver's suit. It can stay submerged for a maximum of four hours. The submarine is noiseless and will cost about £450, mass produced.

SAVING NELSON'S "VICTORY".

The London "Daily Mail" said on April that the British Ministry of Works and the Admiralty have asked atom scientists to help save Nelson's famous old "wooden-wall" flagship, H.M.S. "Victory," from the ravages of that damaging wood-borer, the Death-watch beetle. A committee of specialists will decide whether to use X-ray equipment to render the beetles and their eggs infertile, or whether it will be more effective and economical to use radio-active isotopes prepared from the atomic pile at Harwell. Neither method will kill the beetles, but will ensure that the present generation of beetles is the last. The "Daily Mail" says that the British Government is following the experiments closely, because if they are successful they may save many thousands of pounds spent each year on maintaining old monuments.

BRITISH ADMIRALTY INVESTIGATES PLASTIC BOATS.

The British Admiralty has been investigating the possibilities of the technique for building small boats of plastic material for several years and has been keeping in close touch with developments in the United States. A recent official announcement stated that: "About two years ago, the Admiralty purchased two fibre glass plastic dinghies. These have been subjected to trials, the results of which are fairly promising. Consequently it was decided to proceed with further investigations

and to use the technique for boats of more complicated construction. It is possible that the technique may prove more advantageous for the rapid production of large numbers of similar craft. The investigation into this technique is further encouraged by the hope that plastic boats may be free of ship worm in tropical waters and that the trouble due to rot may be avoided."



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

H.M.S. "Armada," (Commander W. F. Skelton, R.N.) arrived at her home port of Chatham on January 15 after twelve months' service in the Mediterranean. The "Armada" originally left the United Kingdom for the Mediterranean in August, 1949, and returned to recommission in December, 1951, going back to the Mediterranean in January, 1952. She was one of the two destroyers to cover the withdrawal in the cruiser "Mauritius" in October, 1951, of the last remaining employees of the Anglo-Iranian Oil Company from their refinery at Abadan. On that occasion, she stood by while nearly 300 oilmen were transported by launch from Abadan to the cruiser in the Shatt-el-Arab river and then accompanied the ship up river to the Iraqi port of Basra, where they were disembarked to be flown home.

TWO R.N. FRIGATES BACK HOME.

In another paragraph under this heading we tell of the return of H.M.S. "Armada," destroyer, to the United Kingdom. After nearly two years' service with the Mediterranean Fleet, two frigates have also arrived back home. They are H.M.S. "Loch More" (Commander P. J. Wyatt, D.S.C., R.N.), and H.M.S. "Loch Craggie" (Commander P. B. N. Lewis, D.S.C., R.N.). The "Loch More" returned to Chatham and the "Loch Craggie" to Devonport.

SPANISH ADMIRAL VISITS GIBRALTAR.

Admiral de Ozamiz Lastra, Captain-General of Cadiz naval base, paid a courtesy call on the Flag Officer, Gibraltar, Rear-Admiral St. J. A. Micklethwait, C.B., D.S.C., on January 14. The Spanish Admiral was returning the call made by Admiral Micklethwait last October. Admiral Ozamiz Lastra arrived by sea, flying his flag in the frigate "Sarmiento

De Gamboa." It is the first time that a Spanish warship has visited Gibraltar since the Spanish Civil War and it is believed to be the first time for more than a century that a Spanish Admiral has arrived by sea flying his flag.

H.M. CRUISERS EXCHANGE STATIONS.

The cruisers "Bermuda" (Captain H. P. Currey, O.B.E., R.N.), flagship of the South Atlantic Squadron since December, 1950, is to relieve, if she has not already relieved, the cruiser "Euryalus" in the Mediterranean Fleet. The "Euryalus" will then join the South Atlantic Station as flagship of Vice-Admiral P. B. R. W. William-Powlett, C.B., C.B.E., D.S.O., Commander-in-Chief, South Atlantic. H.M.S. "Euryalus" has served several years in the Mediterranean since World War II. and began her present commission there in September, 1951.

BRITISH PARLIAMENTARY SECRETARY VISITS FLEET.

The Parliamentary and Financial Secretary of the British Admiralty (Commander Allan Noble, D.S.O., D.S.C., M.P.), visited the Mediterranean Fleet during the House of Commons Parliamentary Recess, flying to Malta early in the year. While in the Mediterranean he spent several days at sea witnessing exercises from several types of ships. During the flight from Malta to Athens on his way to join H.M.S. "Ocean" in the Eastern Mediterranean, the Parliamentary Secretary's aircraft was hit by lightning and the pilot took the machine back to Malta for safety reasons. Commander Noble later continued his journey in another aircraft. No one was hurt in the incident.

INDIAN NAVY'S NEW CREST.

The Indian Navy has decided on a new crest to be used for badges, letterheads, and other forms of display. In the new design the Crown, which surmount-

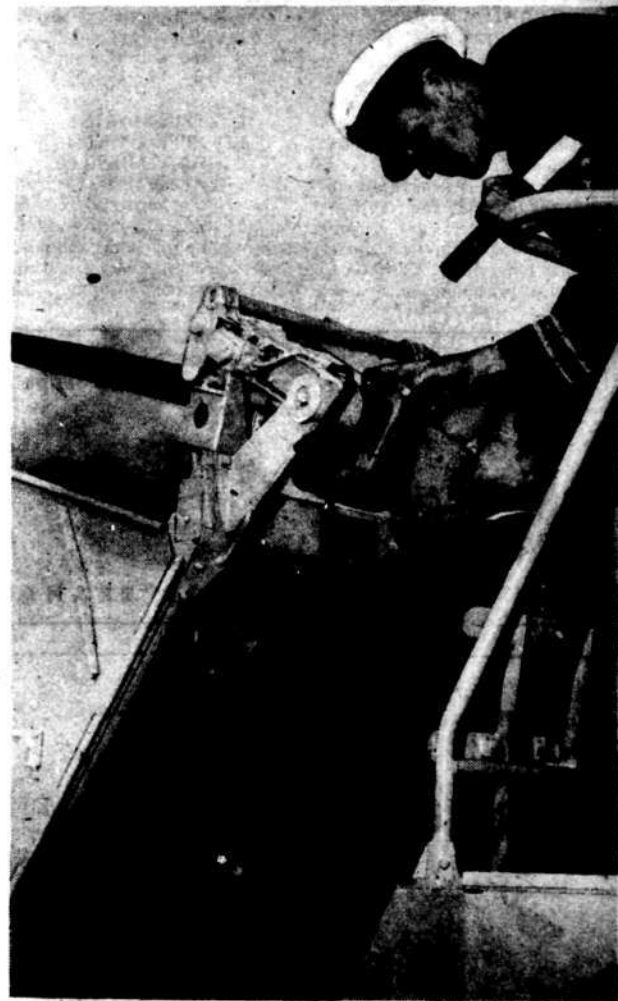
ed an anchor in the original crest, has been replaced by the three Asoka Lions, as in the symbol of the Republic of India. The word "India" which was carried on a scroll under the old crest has been replaced by the motto "Shan no Varunah," meaning "May Ocean (God) be auspicious unto us." The words are taken from the Vedas. The original has been retained.

N.G. TRAINEES RECEIVE TRAINING IN NAVAL AVIATION.

Naval National Service Trainees are now being trained in ground staff duties associated with naval aviation. Thirty-seven trainees had been selected for training as naval airmen, and had been sent to Royal Australian Naval Air Stations. They are the first Naval National Service trainees to undergo training in naval aviation. Ten of the trainees had gone to Schofields (N.S.W.) which was commissioned as H.M.A.S. "Nirinda" on April 1, for technical instruction in the maintenance of airframes of naval aircraft. Twenty-seven are at H.M.A.S. "Albatross" at Nowra (N.S.W.) for training in aircraft handling, meteorology, fire-fighting, aircraft ordnance, safety equipment, damage control and air medical aid. Their course would take eight weeks. This was announced on April 1 by the Minister for the Navy (the Hon. William McMahon). All of the trainees had completed nine weeks preliminary training in gunnery and seamanship at H.M.A.S. "Penguin" in Sydney, and three weeks training at sea in H.M.A. Ships "Cootamundra" and "Murchison." They began their National Service training on January 12 and had been selected from New South Wales, Victoria and Queensland trainees.

"HIGH SEAS PIRACY" ALLEGED AGAINST EGYPTIAN NAVY.

A report from London on April 18 said that an Israeli Army spokesman alleged on April 17 that an Egyptian warship had fir-



The Consul-General for South Korea, Mr. Moon Lincoln Kim, showed interest in a Bofors gun in the frigate "Condamine" at Garden Island recently. His guide is the captain of the "Condamine," Lieut.-Commander R. C. Savage.

ed on Israeli fishing craft in the open sea 15 miles from the Israeli coast. Egyptian naval officers had then boarded and searched the boats, which later were allowed to proceed. The spokesman de-

scribed the Egyptian action as "high seas piracy and a breach of the Israeli-Egyptian armistice agreement." He said that Israel had lodged a strong protest with the Armistice Commission.

LOITERING IN GARDEN ISLAND WATERS.

A fisherman, Frank Squadrito, 37 Bourke Street, Woolloomooloo, was fined £5 in Sydney Central Court on April 17 for having allowed his vessel without permission to loiter in Naval waters around Garden Island on April 16. Sergeant Barrett, Naval dockyard police, said it was not alleged Squadrito was doing anything but fishing at the time, but he had previously been warn-

ed out of the area. Fishermen from time to time, it was stated, had boarded warships moored in the prohibited waters around the island and stole from them.

U.S. SUBMARINE EQUIPPED WITH GUIDED MISSILE LAUNCHER.

The United States Navy on March 30 revealed it has a submarine equipped with a guided missile launcher. Officials said the U.S. submarine "Tunny" has

been modified so that it can launch a "Regulus" type of guided missile. The "Regulus" missile carries a powerful warhead for blasting targets. Experts also envisioned the use of the weapon in amphibious warfare by the United States Marine Corps units. Launching equipment for the "Regulus" missile can be installed on several types of vessels in a short time, the U.S. Navy said. And it can be done, it added, at relatively low cost, and with only slight modifications to the ship itself. The Navy said the "Regulus" missile was initially developed in 1948. In appearance it resembles a conventional, swept-wing jet fighter. It is about 3 feet in length.

BRITAIN SELLS NEW MINESWEEPERS TO U.S.

Britain's newest minesweepers have been bought by the United States, by which country, as in Britain, they are rated highly.

The contract for the orders, understood to represent a total of £3,960,000, was recently signed at the British Admiralty, London.

All the ships in question will come from British shipyards. They embody many novel features.

Twenty have already been launched under priority conditions for Britain's own use; 28 more are under construction.

The minesweepers are about 106 feet long, with a beam of 20 feet 6 inches, and are of the Inshore type, details of which were given in the March issue of this journal. They mount only one gun but are packed with new electrical equipment capable of dealing with all types of mines, magnetic and acoustic.

They are specially designed for work in the shallow waters of estuaries, a favourable place for minelaying.

Anti-mine operations, we understand, now have the highest priority in Britain's Naval defence plans.

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MARITIME NEWS OF THE

WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL



FOREIGN LEGION SOLDIER RESCUED AT SEA.

The British freighter "Alendi Hill" picked up an emaciated, nearly exhausted man from a small raft drifting among ravenous sharks in the Bay of Bengal on March 27. The man stated that he was a member of the French Foreign Legion who, with a companion, had dropped overboard at night from a troopship bound for Indo-China 34 days before. His companion, he said, had died from starvation after 18 days on the raft, which measured only four feet square. The man, believed to be a Finn, was taken to hospital when the "Alendi Hill" docked in Singapore on April 1. He said in hospital that when he and his companion had left the troopship they thought they were close to the shore of Sumatra, which they hoped to reach. Instead, they were blown on their raft back across the Bay of Bengal. The master of the "Alendi Hill," Captain E. J. Lumby, said that "it was a chance in a million that we found him and a shark nearly got him as we hauled him aboard."

LINER'S LUXURY CRUISE.

The Cunard liner "Caronia," so well known over the past few years for her luxury cruises, is to leave New York in January, 1954, on a 100-day Pacific Ocean cruise, including calls at Sydney, Melbourne, and Port Moresby.

SHIPS FOR NORTH QUEENSLAND PORTS.

The Australian Minister for Shipping and Transport, Senator G. McLeay, said in Canberra on March 29 that the interstate liners "Manoora" and "Kanimbla" would begin trips to North Queensland ports this month (May) when the winter tourist season begins. The "Manunda," which normally maintained the service during the summer, had been laid up with engine trouble. Senator McLeay said it was also hoped to improve cargo services to Queensland ports.

SOVIET SEAMEN VISIT

Departing from recent precedent, 18 members of the crew of a Russian ship delivering wheat at Rouen, visited Paris by bus as tourists on April 5. The ship's master was among them. Crews of Russian vessels calling at French ports in the past have been kept on board or confined to the neighbourhood of the port.

BOSUN RESCUED FROM SULPHUR FIRE.

Crew members of the English freighter, "Lochybank" on March 27 saved their bosun from falling on a burning heap of sulphur in the hold. The bosun, James Hughes, 31, of Liverpool, England, was overcome by sulphur fumes and was in danger of falling into the fire when crew members climbed down the ladder in to the hold and hauled him to

safety. By the time the local Fire Brigade arrived, explosions in the sulphur were already sending flames roaring 10 feet in the air. The firemen had to pour hundreds of gallons of water and the ship's crew pumped in sea water, before the fire was extinguished.

SOVIET AND CHINA RELEASE JAPANESE BOATS.

Two Japanese fishing boats held by Russia for six months returned to a northern Japanese port on April 5 with 26 men aboard. Three Japanese fishing boats with crews totalling 147 returned to Nagasaki on March 6 from Communist China, where they had been prisoners. They said they had received better treatment from the Communists than they had expected.

TOWED SCRAP SHIPS REACH JAPAN.

The two old Australian coastal vessels—the 6,000-ton "Diriga" and "Hundrila"—finished their 5,000-mile tow from Sydney to Yokohama on April 6. They are expected to yield 4,000 tons of scrap metal for Japanese industry. The 1,100-ton Hong Kong tug "Castle Peak" cast off the ships outside Yokohama and they were picked up by waiting Japanese tugs who towed them into harbour. The "Castle Peak" had towed them parallel at 4½ knots. Not a single person was aboard either ship during the entire

journey, which started on February 27 in Sydney.

FINNISH VESSEL ON REEF: CREW SAFE.

The Finnish vessel "Angela" (491 tons) ran aground on a reef off the west coast of Scotland early on the morning of April 10. She sent a radio message that all the crew had been landed safely on the island of Coll.

OPIUM CARGO IMPOUNDED ON SALVAGED LAUNCH.

A motor launch, manned by a solitary Chinese and carrying a 17,000-lb. cargo of opium, was towed into Colombo harbour on April 5 by the Polish freighter "Mickiewicz." The freighter

picked up the launch 750 miles out from Colombo in the Indian Ocean. Custom officials in Ceylon impounded the opium, worth about £A.56,000 on the black-market. Police said the launch was bound from Bangkok, Siam, to Penang, Malaya.

DARWIN PEARLERS RUN FOR SHELTER.

The first four luggers of the Darwin pearling fleet to put to sea this year were forced on April 8 to seek shelter by storms. They anchored at Goulburn Island in the Arafura Sea. The storms probably upset the luggers' schedule of operations, which meant they missed the first neap tide of the season and had to wait a fortnight for the next.

BRITISH TANKER AFIRE: PRESUMED TOTAL LOSS.

A message from San Francisco on April 16 said that an engine-room fire early that day forced the crew of 80 to abandon the British 7,800-ton tanker "Menestheus," 600 miles south of Los Angeles. There were no casualties. One hour after the tanker had sent an S.O.S. reporting the fire, the American ship "Navajo Victory," which had rushed to the aid of the "Menestheus," radioed that the abandoned ship was burning fiercely and looked like a total loss. The "Menestheus" left Balboa, port of Panama City, on April 5 for Los Angeles. She is owned by the Ocean Steamship Company, Limited, of Liverpool, England.

"CUTTY SARK" APPEAL FUND.

A world-wide appeal for £250,000 was opened in London on April 19 to constitute a fund to preserve the 84-year-old, 962-ton former tea clipper "Cutty Sark." The "Cutty Sark" Preservation Society, whose patron is H.R.H. The Duke of Edinburgh, plans to repair and refit the famous old windjammer with some of the money and with the rest to provide bursaries for young men to train as Merchant Navy officers. The "Cutty Sark," which after her tea-clipper days carried grain from Australia to Britain, later became a training ship for Merchant Navy officers. She now lies anchored, awaiting her fate, in the Thames. Contributions to the fund can be sent to the "Cutty Sark" Preservation Society, 40 Westminster Palace Gardens, Artillery Row, Yondon, S.W., England.

SALVAGING JAPS' SUNKEN GOLD.

It is reported from South Africa that the British salvage ship "Twynford," 800 tons, may soon make a bid to recover gold lying in two Japanese submarines sunk off the east coast of Africa during the war. The submarines were

carrying the gold from Japan to Germany. The "Twynford" at present is salvaging the 1,500 tons of copper in the cargo of the Dutch liner "Klipfontein" which sank, as reported in the February issue of this journal, in the Mozambique Channel in January, and this job may occupy her until the middle of May. Other possible salvage jobs for the "Twynford" are five ships which U-boats sank south of Capetown in 1942-43.

SHIP RECALLED 200 MILES FOR LATE PASSENGERS.

The American steamer "Pioneer Reef" sailed from Sydney on April 15 for New York without three of her passengers and had to return the following day to embark them. The passengers, from Melbourne, missed the ship because of a misunderstanding in sailing time. When the agents found that the passengers had missed the "Pioneer Reef," whose first call was Panama, they recalled the ship by radio. She steamed more than 200 miles to pick up the passengers and sailed again a few hours later.

SYDNEY SEES ITS LARGEST TANKER.

The first ship to reach Sydney flying the Liberian flag, and the largest ever to enter Sydney Harbour, the 20,607-ton oil tanker "Adrias," berthed at Balmain on April 18 on her maiden voyage. Built by Japanese shipyards near Yokohama in 15 months, the "Adrias" began her trials on February 5 and then sailed to the Mexican Gulf to load fuel for Australia. The 575-foot tanker cost her Greek owners four million dollars. She is manned mostly by Greeks but has nine Japanese in her crew. Each member of the crew has his own cabin, partially lined with mahogany, and containing a writing desk, a fan, and central heating. In addition crewmen have a giant washing machine, a smoking room and mess room, both furnished on modern design.

FIVE COLLISIONS OFF BRITISH COASTS IN ONE DAY.

Ten ships were involved in five collisions in long-prevailing heavy fog off the coast of Britain and Holland on March 20. Three of them sank. The German ship "Waldemar Sieg" (4,877 tons) and the Dutch motor-ship "Spaarnestroom" (857 tons) collided in a dense fog among heavy seas 4 miles off Dover. Fifteen people were saved by the "Waldemar Sieg" from the sinking "Spaarnestroom," but one from the latter ship was reported missing. A woman cook went down with the Finnish ship "Roine" (1,085 tons), which sank in the North Sea after colliding with the British ship "Briardene" (538 tons). The "Briardene" was damaged below the waterline, but picked up 15 men and a stewardess from the "Roine." The Belgian steamer "Liege" (3,513 tons) sank after a collision with the Panama

freighter "Marinucci." The crew of the "Liege" was taken aboard the "Marinucci," which ran aground but was refloated. The Turkish ship "Cuma" and the German steamship "Johanna" collided off the East coast of England. They needed no help. The Greek ship "Vassiliades" reported a collision with the British steamer "Statesman," but again apparently neither ship required assistance.

BRITISH FREIGHTER REFLOATED.

The British freighter "Milbourne," carrying a cargo of highly explosive raw carbide, was refloated on March 20 several hours after she had run aground in fog off Holyhead, North Wales. The crew twice abandoned ship because of the danger of an explosion if water reached the cargo, but they stayed aboard when the ship was refloated on the high tide and taken in tow.

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PERSONAL PARAGRAPHS

EARL MOUNTBATTEN PROMOTED ADMIRAL.

The British Admiralty has announced that Acting Admiral the Earl Mountbatten of Burma, K.C., etc., Commander-in-Chief British Mediterranean Fleet and first Commander-in-Chief Mediterranean under the North Atlantic Treaty Organisation, has been promoted Admiral in Her Majesty's Fleet. The promotion dates from January 27, 1953.

ADMIRAL HARCOURT CREATED G.B.E.

Among the New Year's Honours conferred upon officers of the Royal Navy and its Reserves was that of the Grand Commander of the Order of the British Empire (G.B.E.) upon Admiral Sir Cecil Halliday Jepson Harcourt, K.C.B., C.B.E.

ADMIRALTY CONGRATULATES ADMIRAL OLIVER.

The Board of Admiralty took the unique step of sending their warm congratulations to Sir Henry Francis Oliver, G.C.B., K.C.M.G., M.V.O., LL.D., on the occasion of the 25th Anniversary of his promotion to the rank of Admiral of the Fleet on January 21 last. A letter to the Admiral, signed by Sir John Lang, K.C.B., Secretary to the Admiralty, stated: "I am commanded by my Lords Commissioners of the Admiralty to convey to you their warm congratulations on the occasion of the 25th Anniversary of your promotion to the rank of Admiral of the Fleet. They and the whole of the Royal Navy, take pride in this notable event. They are happy to recall the fine services you have rendered to the Royal Navy before, and during, the First World War, and they believe that your subsequent work as Second Sea Lord and as Commander-in-Chief, Atlantic Fleet, did much to lay the founda-

tions of the success of the Royal Navy in the Second World War. My Lords trust that the occasion will recall for you many happy memories of the Service in which you have had such a long and distinguished career." It is only the second occasion within living memory that an Admiral of the Fleet has served 25 years in the rank. Admiral of the Fleet Sir Henry Keppel, who died in 1904, had served 27 years in the rank. He was promoted Admiral of the Fleet in 1877. Sir Henry Oliver is 88.

ADMIRAL HARCOURT RETIRES.

A change in the Flag List, to date January 27, 1953, was announced recently with the retirement of Admiral Sir Cecil H. J. Harcourt, G.B.E., K.C.B. Admiral Harcourt has been placed on the Retired List.

TWO VICE-ADMIRALS CREATED K.C.B.

In the New Year's Honours Vice-Admiral Charles Edward Lambe, C.B., C.V.O., and Vice-Admiral (S) William McBride, C.B., C.B.E., respectively, have been created Knight Companions of the Order of the Bath.

ADMIRAL WILLOUGHBY'S FLAG OFFICER APPOINTMENT.

The appointment of Rear-Admiral G. Willoughby as Flag Officer Flying Training (R.N.) in succession to Rear-Admiral W. T. Couchman, D.S.O., O.B.E., the appointment to take effect in June, has been announced by the British Admiralty.

NEW CAPTAIN OF "VANGUARD."

The appointment in the rank of Captain, of Captain R. A. Ewing, D.S.C., to H.M.S. "Vanguard," in command and as Flag Captain to the Commander-in-Chief, Home Fleet, has been announced by the British Admiralty.

PROMOTION TO ADMIRAL ON RETIRED LIST.

Vice-Admiral Sir Richard V. Symonds-Taylor, K.B.E., C.B., D.S.C. (Retired) has been promoted to Admiral on the Retired List, to date from January 27.

APPOINTMENT TO PORTSMOUTH.

The appointment in the rank of Captain has been announced of Captain J. H. Unwin, R.N., as Deputy Superintendent, Captain of the Dockyard and Queen's Harbourmaster, Portsmouth.

FLEET SUPPLY OFFICER, FAR EAST STATION.

The appointment in the rank of Captain, of Captain (S) R. Williamson Jones, R.N., as Fleet Supply Officer to the Commander-in-Chief, Far East Station, has been announced.

QUEEN'S COMMENDATION FOR R.N. RATING.

The Queen's Commendation has been awarded to nineteen years-old Ordinary Seaman Stephen Richard Thomas Ratsey, of H.M.S. "Watchful," a motor fishing vessel of the Fishery Protection Flotilla, who dived into the sea during a gale to save the life of a shipmate washed overboard from the vessel. It is considered that but for the action of O/S Ratsey, whose home is at Cowes, Isle of Wight, the man would undoubtedly have been drowned, while even an instant's delay on his part would have meant that he would have been too late to effect a rescue.

P. & O. COMMODORE TO RETIRE.

The Commodore of the P. and O. fleet and master of the "Himalaya," Captain S. W. S. Dickson, will retire when the liner, which sailed from Sydney on April 4, arrives in London. Captain Dickson has been visiting Australia in the course of his seafaring career for 40 years. He came to Australia first in January, 1910. "It took us three and a half months to make the trip out via

the Cape," he said. Captain Dickson joined the P. and O. in 1914 as fourth officer in the "Moldavia." His first command was the "Ile de France"—in 1944. He was subsequently in command of the "Stratheden." In November, 1951, he took over the "Himalaya," the company's largest liner, and became commodore in December, 1952. Captain Dickson spent 10 years in wartime duty at sea in the two world wars. "I must have been one of the luckiest seamen in the world because in all that time I never got even a minor fright from enemy action. We met no enemy submarines, surface craft, aircraft or anything disturbing in either war," he said.

NEW AUSTRALIAN APPOINTMENTS FOR NAVAL OFFICERS.

The Minister for the Navy (the Hon. William McMahon) announced on March 25 a number of new appointments for officers in ships and shore establishments of the Royal Australian Navy. They are:

Captain S. H. Beattie, V.C., R.N., at present in command H.M.A.S. "Shoalhaven" and Senior Officer, First Frigate Squadron, has been appointed to H.M.A.S. "Quadrant" in command on commissioning, and Senior Officer, First Frigate Squadron.

Commander W. J. Dovers, D.S.C., R.A.N., of Beaumaris, Victoria, at present Director of the Planning Division at Navy Office, Melbourne, would become the Commanding Officer of H.M.A.S. "Arunta."

Commander H. D. Stevenson, R.A.N., of Rose Bay, Sydney, would become the new Director of the Planning Division at Navy Office.

Commander V. A. T. Ramage, A.D.C., R.A.N., of Melbourne, at present Inspector of Naval Recruiting at Navy Office, Melbourne, would become the Commanding Officer, H.M.A.S.

"Huron," (the Naval Shore Establishment in Hobart, Tasmania), and the Resident Naval Officer, Tasmania.

Commander F. D. Shaw, R.A.N., of Sydney, at present Commanding Officer H.M.A.S. "Huron," and Resident Naval Officer, Tasmania, would become the Commanding Officer, H.M.A.S. "Shoalhaven."

Acting Commander R. H. E. Kerruish, R.A.N., of Sydney, at present Commander of the Garden Island Dockyard and Deputy Captain Superintendent, Sydney, would become Director of Plans at Navy Office, Melbourne.

Lieutenant Commander A. N. Dollard, D.S.C., R.A.N., of Sydney, at present Staff Officer Operations to the Flag Officer-in-Charge East Australian Area, would become Deputy Director Manning and Inspector of Naval Recruiting at Navy Office, Melbourne, in the rank of Acting Commander.

Lieutenant Commander A. W. Savage, R.A.N., of Collaroy, New South Wales, at present at Flinders Naval Depot, Victoria, would become Commanding Officer H.M.A.S. "Murchison."

R.N. RATINGS ON AMERICAN TELEVISION.

During a ten days' tour of the Korean war zone, Mr. Edward Morrow, the American television commentator, found his schedule too tight to allow a visit to the ships of the United Nations' Navies, but he did see small Royal Navy contingents on shore, 25 miles from the front line.

He was so interested in this forward Naval maintenance unit, which looks after carrier aircraft forced to come down on land, that he included it in a 20 minutes spot recording along with a United States land unit which looks after Sabre jets.

Petty Officer C. O. Garrard, whose home is at Maldon, Essex, England, joined United States mechanics around Mr. Morrow's microphone and while cine cameras clicked away, explained his job with piston-driven Sea Furies and Fireflies.

"It's a much harder job than jets," he said. "I've done both."

Mr. Morrow with a 12-man team of technicians and lorry load of cameras and recording machines, toured Korea to prepare for a nation-wide television programme intended to show the United Nations' effort in the Korean war.

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SEA-ODDITIES

In few places are there more curiosities of the deep than in the waters of the Caroline Islands and the Micronesian seas. In the open waters, porpoises rise and fall in a black wave beside the ship, or glide across its bows; porpoises have been seen to zig-zag in front of a destroyer doing 32 knots. Flying fish shoot up from the water with a powerful "take off" and, with fins outspread like wings, glide through the air, if the wind currents are favourable, for a hundred yards or more. Sharks are hunted by the natives everywhere, the fins of their victims going to China in table delicacies or for use in making gelatine. The swordfish is also hunted, but sometimes becomes the hunter, shattering the canoes of its pursuers. The rare dugong or sea-cow, is occasionally seen.

In the lagoons, brilliant blue starfish lie reflected like scintillating gems on the pink coral floors. Squid and the octopus live in holes in the reefs. The reef eels and sea-snakes are rightly dreaded. So is the stingray and the tiger fish whose tentacles burn the skin like red-hot iron and whose squirted poison will blind one if it reaches the eyes. Then there are the bladder-fish which can blow themselves up like balloons and which are also deadly poisonous. And lastly (but lastly only so far as this paragraph is concerned and not in actuality) there are the climbing fish which spend half their time on the shores, hopping from rock to rock, or clambering up the trunks and branches of the trees.

We were asked a little time ago if turtles are dangerous. Our answer was no, not in the accepted sense, but they can be, if handled carelessly. When handling them (and this particularly

applies to the Loggerhead variety) it is advisable to keep clear of their flappers which can be wielded with great force, and these being provided with a spur about half-way up the outside can inflict a bad wound if they come in contact with your arms or feet. Also, the strength of a turtle's jaws is enormous, the moral here, that of keeping your hands away from the jaws, being likewise apparent. To demonstrate the strength of a turtle's jaws an aboriginal on the North-West coast of Australia thrust a stick in a turtle's mouth and the creature fastened on to it with such vicious determination that he was able to drag the turtle about the beach by the stick. Any tendency on the part of the turtle to exhibit this bull-dog attribute on one's arm or leg should therefore not be encouraged.

Many sea creatures have strange attributes in their life-habits to help preserve them from harm or as aids in hunting for food. One such characteristic is suction power, illustrated, for example, by the lump-sucker, or owl fish. This strange fish carries a portable anchor in the shape of a large sucker-disc on its under parts and in a rough sea it can attach itself to a rock and rest as securely as a ship at anchor in harbour. Writing of another fish of this type, the sucker-fish of the Great Barrier Reef, Frank W. Lane in his fascinating book "Nature Parade," says: "The sucker-fish . . . is used by the natives to catch turtles. This fish has one of its dorsal fins modified to form a lamellated disc on the top of its head. With this sucker it attaches itself to sharks, whales, and other means of transport and enjoys a free ride. Knowing this habit of the fish, the natives secure a cord round its tail, and when out fishing throw it over-

board in the vicinity of a turtle. Almost inevitably the fish clamps down on the quarry, and a pulling match between fish, turtle and native is on."

But, of course, a turtle is no mean creature to land. It may weigh upwards of four hundred-weight and is capable of dragging a canoe or row-boat over miles of sea. Yet "the slinging powers of a sucker-fish are equal to the high strain caused by the frantic struggles of the be-clamped turtle and the hefty pulling of the natives. Few turtles escape," concludes Mr. Lane, "when once a sucker-fish has a firm hold . . . It has been proved by experiments that a shark sucker a little over a foot long can adhere with a suction of over 70 pounds."

One of the most valuable marine products of the North Australian coasts and the islands of the Pacific is the beche-de-mer, or sea-slug. Though a most repulsive-looking object it is nevertheless a much-prized one. This piece of "animate ooze" is like a great snail, a yard long at its extreme length, and four or five inches thick. We once scooped one of these holothurians from a coral pool, put it on the beach, and forgot it. On looking for it half an hour later it seemed to have dissolved, as it were, into little more than a pool of slime. When the beche-de-mer of commerce is cured it shrinks from a yard in length to about a foot. The Chinese, who slave, cook, and eat it with great relish, place the slug in a chemical which restores it almost to its living length. Another variety, often seen in the Capricorn Group at the southern end of the Great Barrier Reef, is about six inches long, is shaped like a cucumber, and has its body dotted with blunted spikes.

Admiral Mountbatten Aboard "Sydney"

Inspiring and instructive incidents marked the Anzac Squadron's passage through the Western Mediterranean, on its way to the U.K. to attend the Coronation on June 2.

The Australian Navy Office in Melbourne on April 27 announced that the Commander-in-Chief of the Mediterranean Fleet, Admiral the Earl Mountbatten of Burma, and Lady Mountbatten inspected H.M.A.S. "Sydney" at Malta during the week-end commencing April 25.

Lord and Lady Mountbatten, high Naval and Air Officers, and a Senior Turkish Naval Officer attended a church service on the "Sydney" as she lay at anchor with the New Zealand cruiser "Black Prince."

Lord Mountbatten told the ship's company and members of the Anzac Coronation Contingent, lined up on the flight deck, that the Anzac Squadron would accompany the Mediterranean Fleet as far as Gibraltar.

Later, Officers from the "Sydney" and "Black Prince," representing the three Services, attended an Anzac Day service at the Memorial at Floriana, near Valletta.

For the "Sydney's" airmen the voyage from Malta to Gibraltar was particularly memorable. A dispatch received at the Navy Office in Melbourne on April 30 stated that Firefly aircraft from H.M.A.S. "Sydney" joined Fireflies and Sea Furies from Admiral Mountbatten's flagship, H.M.S. "Indomitable," in a heavy mock attack on the Rock of Gibraltar late in the afternoon of April 30.

The aircraft also "attacked" the adjoining dockyard and airstrip.

The aircraft left their ships at 4 p.m. when the Rock was 150 miles away, and swept down upon their targets in several waves. They returned to the carrier at 7 p.m.

Earlier in the day the aircraft

had made "attacks" on H.M.S. "Indomitable" and H.M.A.S. "Sydney."

"Sydney's" commanding officer, Captain H. J. Buchanan, R.A.N., on May 1 lunched with the Earl Mountbatten in the "Indomitable." Captain Buchanan flew to his luncheon engagement in the observer's seat of a Firefly aircraft. He flew back to the "Sydney" about 3 o'clock.

RESCUE WORK ON SUNKEN TURKISH SUBMARINE UNAVAILING.

Salvage and rescue ships on April 5 abandoned attempts to raise the 1,562-ton Turkish submarine "Dunlupinar," which sank with 81 sailors aboard, off Canak Kale, a port at the southern end of the historic Dardenelles, on April 3. All efforts to rescue the trapped men were unavailing.

The "Dunlupinar" broke in two after a night collision with the 4,000-ton Swedish freighter "Naboland." Only five of six men who happened to be on the submarine's deck at the time of the sinking, were saved of the whole ship's company.

Radio Ankara said on April 5 that a telephone cable was connected with the watertight compartment where 40 of the trapped men remained alive. They reported that they then had oxygen for about 8 hours.

The last message from the submarine was from Petty Officer Selami, who said: "We are waiting with courage. If we die, give our last greetings to our families. Long live our Fatherland."

After that, the voices of the trapped men could be heard praying aloud. Suddenly the swift-moving current snapped the cable and the voices were cut off.

This latest submarine tragedy is one of the worst in the last 20 years.

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SPEAKING OF SHIPS

The Cunard Line announced on April 26 that it had 11 ships under construction, including two 20,000-ton liners, at a cost of £14,425,000.

Merchant seamen who arrived in Hong Kong early in February said that Chiang Kai Shek's Chinese Nationalist forces had four gunboats near the harbour entrance of Amoy, 300 miles north-east of Hong Kong.

The United Nations Review of Economic Conditions in the Middle East says that crude-oil production there has increased in the past two years—by 10 per cent. in 1951 and 8 per cent in 1952—despite the loss of Persian exports.

The British India Line freighter "Chantala," which berthed in Melbourne recently, had 31 Merchant Navy officer cadets aboard. Some of the cadets on board her have been all over the world.

A gale which swept the East coast of the South Island of New Zealand on April 11 caused widespread damage and considerable disruption to power lines and sea and land communications in many parts.

India has built up her merchant shipping fleet to 450,000 tons. In 1939 India's shipping tonnage was 125,000 and she lost 75,000 tons in the war.

With the completion of its present construction programme, embracing in all 11 new ships, the Cunard Line group's gross tonnage of ships in service will total almost one million.

The United States Supreme Court on April 27 held Lloyds of London liable for 860,000 dollars (£384,000) insurance for the steamship "Portmar," which Jap-

anese planes sank in Port Darwin on February 19, 1942.

Canada's exports declined by 46 million dollars (£20,000,000) in March this year, when shipments to Britain and other Commonwealth countries continued to fall for the third consecutive month, the Canadian Bureau of Statistics reported in Ottawa on April 28.

Japanese Customs figures released at the end of April this year show that in the year ended March, 1953, Japan's imports exceeded exports by about £A49,000,000.

The revival of the West Australian whaling industry, with stations at Point Cloates and Carnarvon, has been marked with success. The value of the 1,224 whales caught in the course of its operations in 1951 was £1,200,000.

The owners of the German motorship "Hans Hoth" sent a donation of £100 to the South Shields Mission to Seamen in appreciation of the care taken of the wrecked survivors of that ship.

The Ellerman Group's ship-building programme includes nine 15-knot ships of 10,500 tons gross, in addition to three of 4,000 tons of the "Malasian" class, and one of 2,200 tons.

Shipowners are voicing strong complaints about the general lack of dry-dock facilities of a type which suits the dimensions and shape of their new vessels. They say that they often are compelled to keep certain of their ships in service with foul bottoms with greatly increased fuel consumption.

The search for oil now going

on in West Australia in the North-West Basin between Exmouth Gulf and the Murchison River has aroused keen public interest. The fixing of the first drilling site is expected shortly. Expenditure up to a recent date amounted to £1,250,000, and another £1,000,000 may be spent by the end of the year.

Federal Grand Jury (of the United States) in New York on April 25 indicted 22 people in a gold and diamond smuggling racket involving more than £11,000,000. Among those indicted was a U.S. Treasury official.

The Lebanon would support Egypt in achieving evacuation of British troops from the Suez Canal zone, the Lebanese President, Camille Chamoun, said in Cairo at the end of a six-day visit to Egypt on April 26.

Two R.A.A.F. fighter aircraft—a Vampire jet and a Mustang—crashed into the sea off Morna Point, North of Newcastle, N.S.W., on the morning of April 30. The two pilots have been officially listed as "Missing, particulars unknown."

The French wine tanker "Nady" had four seamen suffocated on board her, apparently by alcohol fumes rising from her empty tanks.

Some second-hand ships, purchased by Germany in 1950 and of obsolete age, are said to have earned their purchase price within twelve months.

Some experts say that the world's oil deposits will be expended within twenty-six years; others, again, say seventy years. In any case, they mostly agree that the life of the oil-age has a very definite comparatively short-term time limit.

H.M.A.S. "SYDNEY" WILL VISIT CANADA AND AMERICA ALSO PEARL HARBOUR AND NEW ZEALAND.

After the Coronation, H.M.A.S. "Sydney" would visit Canadian, American and New Zealand cities on her return voyage to Australia from the United Kingdom. This was announced on March 23 by the Minister for the Navy (the Hon. William McMahon).

"Sydney" will sail from Portsmouth on June 16 for Halifax (Canada) and arrive there on June 25 for a five-day stay. She would then visit Annapolis in Maryland (U.S.A.) on July 2, where the United States Naval Academy is situated. On July 5, "Sydney" would sail from Annapolis for Pearl Harbour via the Panama Canal, calling at Colon on July 11, which is at the northern end of the canal, and at Yantam, at the other end of the canal, on July 12.

"Sydney" would arrive at Pearl

Harbour, in the territory of Hawaii, on July 26. Pearl Harbour is the main American naval base in the Pacific. She would leave Pearl Harbour on July 29 for Auckland (N.Z.) reaching there on August 10, and would sail next day for Sydney where she would arrive on August 15.

Mr. McMahon said the visits of H.M.A.S. "Sydney" to Canada and America would be regarded as the returning of visits paid by warships of the Royal Canadian Navy and the United States Navy since the end of the war.

When "Sydney" sails for Canada from the United Kingdom she would travel in company with five ships of the Royal Canadian Navy. All of the ships, including H.M.A.S. "Sydney" would be under the operational control of the Canadian Flag Officer, Rear Admiral R. E. S. Bidwell, who would

fly his flag in H.M.C.S. "Quebec." Manoeuvres and flying exercises would be carried out during the passage.

The Minister said he was certain that exercises of this nature would be of great benefit to all the ships taking part. It would also show the Coronation members of the Australian Army and R.A.A.F. in H.M.A.S. "Sydney" how navies operated at sea.

Mr. McMahon stated that he was sure that every city H.M.A.S. "Sydney" visited would make the men of the Australian Armed Services very welcome and cement even firmer the friendships between the peoples of Canada, America, and New Zealand.

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REVIEWS

The British Admiralty recently issued a 25-page document entitled "British Commonwealth Naval Operations in Korea," Part IV. It is a most interesting commentary on Naval operations in that war zone up to the time it was written.

Although the pattern of the Naval war in the Far East has not changed the document shows that there has been no slackening of the calls made on Commonwealth Naval forces, and that many ships, including the aircraft carriers "Glory," "Sydney," and "Ocean," the cruisers "Belfast" and "Ceylon," and smaller ships of the Royal Navy, the Royal Australian Navy, the Royal Canadian Navy, and the Royal New Zealand Navy have been engaged.

These ships have operated principally off the West Coast of Korea, and the document describes the long-drawn-out battle

for the control of certain strategic islands, arduous Naval Air operations, dull routine and blockade patrols, and the bombardment of enemy targets ashore.

Additionally, a section is devoted to the work of the replenishment fleet of Royal Fleet Auxiliaries without which warships could not operate for long periods so far from their main base.

The document concludes:

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

The New R.A.N. Air Base at Schofields

The former R.A.F. air station at Schofields, taken over by the Royal Australian Navy and named H.M.A.S. "Nirimba," was commissioned on April 1 as a Naval air base. H.M.A.S. "Nirimba," 20 miles north-west of Sydney, is the Royal Australian Navy's second land-based air station.

In announcing that the new air station would shortly be opened, the Minister for the Navy (the Hon. William McMahon) said in Canberra on March 23 that because of the growth of aviation in the R.A.N. it is now no longer possible for the air station at Nowra, H.M.A.S. "Albatross," to fully meet the tasks of training aviation personnel and of maintenance, repair, and storage of aircraft.

The School of Aircraft Maintenance will be transferred to Schofields, together with aircraft for storage and certain technical facilities.

The R.A.N.'s development at Schofields, Mr. McMahon said, will provide aircraft maintenance and repair facilities close to the Australian fleet's main base at Sydney.

Captain D. Sanderson, of the Royal Navy, commander of the new Naval air station, said at the commissioning ceremony on April 1 that H.M.A.S. "Nirimba" was equipped not only to handle the latest types of Naval aircraft but also to meet the requirements of the modern Sea Venoms and Gannet planes.

MEMORIAL FOR COAST WATCHERS.

Coast Watchers of the Second World War want to erect a memorial on a site to be selected in Papua-New Guinea, in memory of their comrades who lost their lives on active service.

Captain J. Plunkett-Cole, R.A.N., Director of Naval Intelligence at Navy Office, Melbourne, sponsored a meeting held at 8 p.m., Tuesday, 14th April, at the White Ensign Club, Exhibition Buildings, Melbourne, for this purpose.

A representative Committee was elected at the meeting and donations were invited to meet the cost of the memorial. It is understood that the Committee will also be responsible for the selection of the site. In a statement made prior to the meeting Captain Plunkett-Cole said that the work and courageous exploits of the Coast Watchers during the Second World War had necessarily been kept secret, but since the end of the war they had, to some extent, become known to Australians. He went on to say that the contribution towards the Allied victory in the Pacific by the comparatively small number of men comprising the Coast Watchers, had been a most substantial one.

Coast Watchers were installed in islands occupied by the Japanese and succeeded, in the face of great difficulties, in sending by teleradio, from jungle hideouts, invaluable intelligence information about movements of enemy warships and aircraft. They were also successful in retrieving and later bringing back to safety, many allied airmen who were shot down over enemy-occupied territory.

Captain Plunkett-Cole extended an invitation to former Coast Watchers and all other people interested in the erection of the memorial, to attend the meeting.

"The true civilisation is where every man gives to every other every right that he claims for himself."

H.M.S. "Ceylon" at Maldivian Republic Inauguration

A description of the world's youngest republic—the Maldivian Islands, some 400 miles South-West of Ceylon—received from H.M.S. "Ceylon," flagship of the Commander-in-Chief, East Indies (Vice-Admiral Sir William Slayter, K.C.B., D.S.O., D.S.C.), who was present at the inauguration of the Republic, makes informative and interesting reading. Commanded by Captain J. C. Stopford, O.B.E., R.N., the "Ceylon" took the United Kingdom High Commissioner in Ceylon, Sir Cecil Syers, K.C.M.G., C.V.O., to Malé, the principal island of the group, for the ceremony. The description reads:

"Malé comes as something of a surprise to those who think of coral islands as something remote from civilisation. It is in fact a centre of thriving life, owing much to both Eastern and Western cultures. There is a clean well-built township with wide streets of crushed coral, parks, well-constructed houses and community centres, electric lighting and a wireless station. There are only three cars and neither trams nor buses in the peaceful and quiet island, which has the general appearance of a well-planned garden city occupied by a clean and orderly people."

A message from Her Majesty the Queen was read at the inauguration in an open durbar hall and the ceremony was watched from the outside by crowds of brilliantly clad men, women and children. Purdah having been recently abolished, women took an equal part with men at the function and a prominent role was played by one lady leader of the Maldivian Lower House, while two uniformed young women formed a part of the entourage of the Maldivian President.

The celebrations ended in the evening with a State banquet, festivities in the open square and fireworks, while the cruiser "Cey-

lon," which dominated the harbour, was floodlit.

A delegation from Ceylon—the island, not the ship—was taken to the Maldives by H.M.Cy.S. "Vijaya." The Air Officer Commanding, Ceylon, who was also present, travelled in a R.A.F. "Sunderland."

FEDERAL CABINET AMENDS RETIREMENT FUND TO ASSIST NAVAL PERSONNEL.

Federal Cabinet recently considered a matter relating to the future welfare of certain serving officers and men of the Permanent Naval Forces who are not members of the Defence Forces Retirement Benefits Fund. This was announced on April 4 by the Minister for the Navy (the Hon. William McMahon).

Mr. McMahon explained that a number of naval personnel had elected not to become members of the Retirement Benefits Fund when it was instituted in July, 1948. They wish to remain on deferred pay.

In 1951 the Government had made attractive increases in pension rates and had also increased the entitlement for the retention of a pension up to an amount of £312 per year after a naval man had retired from the R.A.N., but was then employed in a civil capacity in the Commonwealth Government Service.

In view of the increased liberal benefits, a number of naval men still serving who had elected not to become members of the Defence Forces Retirement Benefits Fund, had asked if they could now join the Fund in preference to receiving deferred pay.

The Minister said that their requests had been very sympathetically received and the Government had decided to amend the Defence Forces Retirement Benefits Act, to give officers and

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men concerned another opportunity of electing to contribute for pension. They would be given six months in which to make up their mind.

RECORD "COMET" LONDON-TOKYO-LONDON FLIGHT.

A B.O.A.C. Comet jet airliner landed at London airport on the morning of April 7 after completing a 20,400-mile trip from London to Tokyo (Japan) and back in 55 hours 59 minutes actual flying time. The Comet left London on April 3 on the first jet passenger service between Britain and Japan. It took 35 hours 55 minutes to reach Tokyo and 38 hours 50 minutes to return, including stops. It stopped at Tokyo for 17 hours 37 minutes. It made the round-flight in 11 hours 13 minutes less than B.O.A.C. piston-engined airliners take on a single outward journey from London to Tokyo.

EX-NAVAL MEN'S Association of Australia



Patron-in-Chief: Her Majesty The Queen.

(FEDERAL COUNCIL) EACH FOR ALL—ALL FOR EACH.

Annual Reports and Balance Sheets received to date by the Federal Executive from some of the State Councils indicate that most of their Sub-Sections are in a sound and flourishing position. Executive officers of these Sub-Sections have compiled extensive and detailed reports of their many activities over the past financial year and, although there has been a very slight decrease in the numbers of fully financial members, the amount of festive organisation has not abated at all, in fact most Sub-Sections are busily increasing the number of social evenings and arranging day bus outings, "Chop Picnics," etc., for members and their families and friends. Balls, Dances, Lectures, Debates, Theatre Parties, Card Evenings, Film Nights, Annual

Dinners and Smoke Nights are amongst the varied forms of entertainment provided to help keep the members interested in the social life of the Association.

Both Federal and State Councils are still receiving urgent requests from ex-Royal Navy personnel, at present resident in the United Kingdom, for Association nominators for themselves, wives and families, to enable them to migrate to Australia; some of these chaps are not particular in which State they desire to work, so long as they can obtain responsible persons to nominate them. Members and their friends are asked to inform their Honorary Secretary if they know of any person willing to shoulder the task of a nominator for these ex-Navalmen.

The Association is continually on the lookout for suitable accommodation, be it rooms, flats or houses, either furnished or un-

furnished, for its members. Don't forget to let the Sub-Section officers know promptly when and where any vacant properties can be found.

At the March General Meeting of the Melbourne Sub-Section the President read out to members of the Association a list of names of five men with over thirty years membership each. Some original members of the Victorian Section are now enrolled in metropolitan Sub-Sections, whilst a few are on the books of other States' Sub-Sections. Listed amongst recent intra- and inter-state transfers are the undermentioned members:—Messrs. S. O. Slattery, A. Ongarello, R. J. Philippi and A. Stewart from Melbourne to Heidelberg; J. W. Pross, A. Freyer and J. E. Pinsle to Sydney; W. L. Sayers to Geelong; G. Anderson to Fremantle; K. P. Scott and L. J. Crewther to Mildura; W. J. Pearce to Brisbane; J. P. Murphy to Adelaide; K. J. Phillips from Essendon to Headquarters S.S. South Australia; N. S. Grant, Essendon to Adelaide; M. H. Lazarus from Mildura to Melbourne; F. R. Ferguson and A. W. Grainger from Heidelberg to Melbourne; C. H. Choake, A. E. Thrush and G. J. Bray from North-Eastern to Melbourne; B. T. Drummond, D. N. Smith, G. R. White, J. A. White, and Dr. J. F. M. Payne from Latrobe Valley to Melbourne. Movements in New South Wales are:—Messrs. R. D. Lee and E. V. Buss from Sydney to Manly-Warringah; M. V. Crawley to Parramatta; F. A. Wruck to Brisbane; W. R. Chorley to Adelaide; W. A. Smale to Northern Suburbs

(N.S.W.) and J. L. Field from Parramatta to Canterbury-Bankstown. In South Australia Messrs. P. E. Holloway and B. G. Dayman have been transferred from Port Adelaide to Adelaide; A. E. Passmore from Adelaide to Perth, and J. H. Stockbridge from Adelaide to Leederville-Wembley Sub-Section.

Since the last obituary notice, which was published in the February issue of "Navy," State Secretaries have advised the Federal body of the passing of the following members:—Messrs. John F. Towns, Ivan A. Chapman, Alan R. Webb and William T. Harris, of South Australia; John T. Cooper, William H. Stevens, William T. Harries and Thomas A. DeCarteret, of Victoria; Richard W. Williams, Grenville S. Lewis and Samuel B. Parmenter, of New South Wales; and Frank Conrad Humphreys, of Western Australia.

The Association's Diploma of Merit has been awarded to Mr. Arthur Ernest Vincent, of Footscray Sub-Section, for his outstanding efforts on behalf of ex-Naval personnel.

Readers of "Navy" and ex-Naval men living in the North-Western portion of Victoria will be pleased to learn that the Ararat Sub-Section of the Association was successfully inaugurated at Ararat, on Saturday, 28th February. There were fifteen foundation members present with the State Executive officers to launch the new venture. Names of the founders are:—Messrs. F. O'Brien (President), W. Stainson (Hon. Secretary) of 29 Palmer Street, Ararat, F. R. Avent, H. E. Boyle, R. J. Brady, S. J. Brooks, G. Dant, G. H. Dibbs, A. Hollis, P. J. Hughes, A. Maxwell, N. F. Osborne, C. P. Schultz, J. Stillie and I. J. Webster. At the following monthly General Meeting, held on Friday, 27th March, Messrs. R. J. Milliken and J. Pendlebury were admitted as members. Arrangements will be made shortly to transfer additional

members from the Melbourne Sub-Section lists to Ararat Sub-Section.

G.W.S.

THE "ORONSAY" TO ENTER PACIFIC SERVICE.

The Orient Line's 28,000-ton liner "Oronsay" will enter the Pacific service experimentally in 1954. She will replace the "Aorangi," which goes off the trans-Pacific route in June this year. Commenting on the announcement by the Orient Line in London to this effect on April 2, the Line's Sydney branch manager, Mr. A. Leunig, said that when the Canadian Australasian

Line's "Aorangi" was withdrawn there would be no passenger ship on the trans-Pacific route between Australia, New Zealand, and North America. The company would run two experimental voyages next year with the "Oronsay" and then review the position. The first run would begin on January 1, 1954, from Sydney and the second on May 21 from Sydney. The liner would call at Auckland, Suva, Honolulu, Victoria (British Columbia), Vancouver, and San Francisco. The round trip would take 39 days.

"It is seldom we find out how great are our resources until we are thrown upon them."



Rear-Admiral H. A. Showers gives a trophy to naval national service trainee R. O. Morris at the passing-out parade at Balmoral Naval Base. The trophy was awarded for his crew's success in the R.A.N.R. in March, described in the April issue of The Navy

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JAPANESE FISH POACHERS FINED.

The Rabaul District Court on April 10 fined a Japanese fishing boat captain, Kimio Ohyama, £500 for having fished in Australian territorial waters without a licence. The court also ordered that his ship, the "Sumiyoshi Maru," a diesel-powered vessel of 164 tons with a capacity to ice-pack 60 tons of fish, to be detained for 60 days. The vessel was sighted by an Australian Department of Civil Aviation launch inside the three-mile limit off the south coast of New Britain, where it was subsequently arrested by the assistant district officer at Kandrian. The penalty imposed on the "Sumiyoshi Maru" should leave no doubt in the minds of the Japanese fishing companies as to the law covering Australian territorial waters. The fine was subsequently paid.

NAVAL CLUB FUND LAUNCHED.

It has been decided to establish a White Ensign Club at Nowra, N.S.W., for the use of Naval men. A fund inaugurated for this purpose was launched by the Lord Mayor of Sydney, Alderman P. D. Hills, at a public meeting in the Town Hall vestibule on April 9.

The club will cost £37,000.

It is intended to provide meals and accommodation and reading and writing facilities for Naval personnel whilst on leave and afford relaxation away from the Service environment. It is hoped to make it self-supporting.

Rear-Admiral H. A. Showers, supporting the appeal, said that 1,500 men were permanently stationed at Nowra—as many as in Sydney—yet there was no comparison between the leave and entertainment facilities provided in the two areas.

Donations to the fund should be sent to the Secretary, White Ensign Club Appeal, Naval Headquarters, Wyde Street, Sydney.



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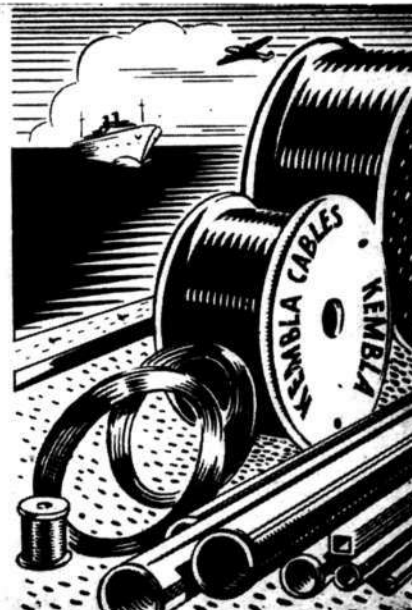
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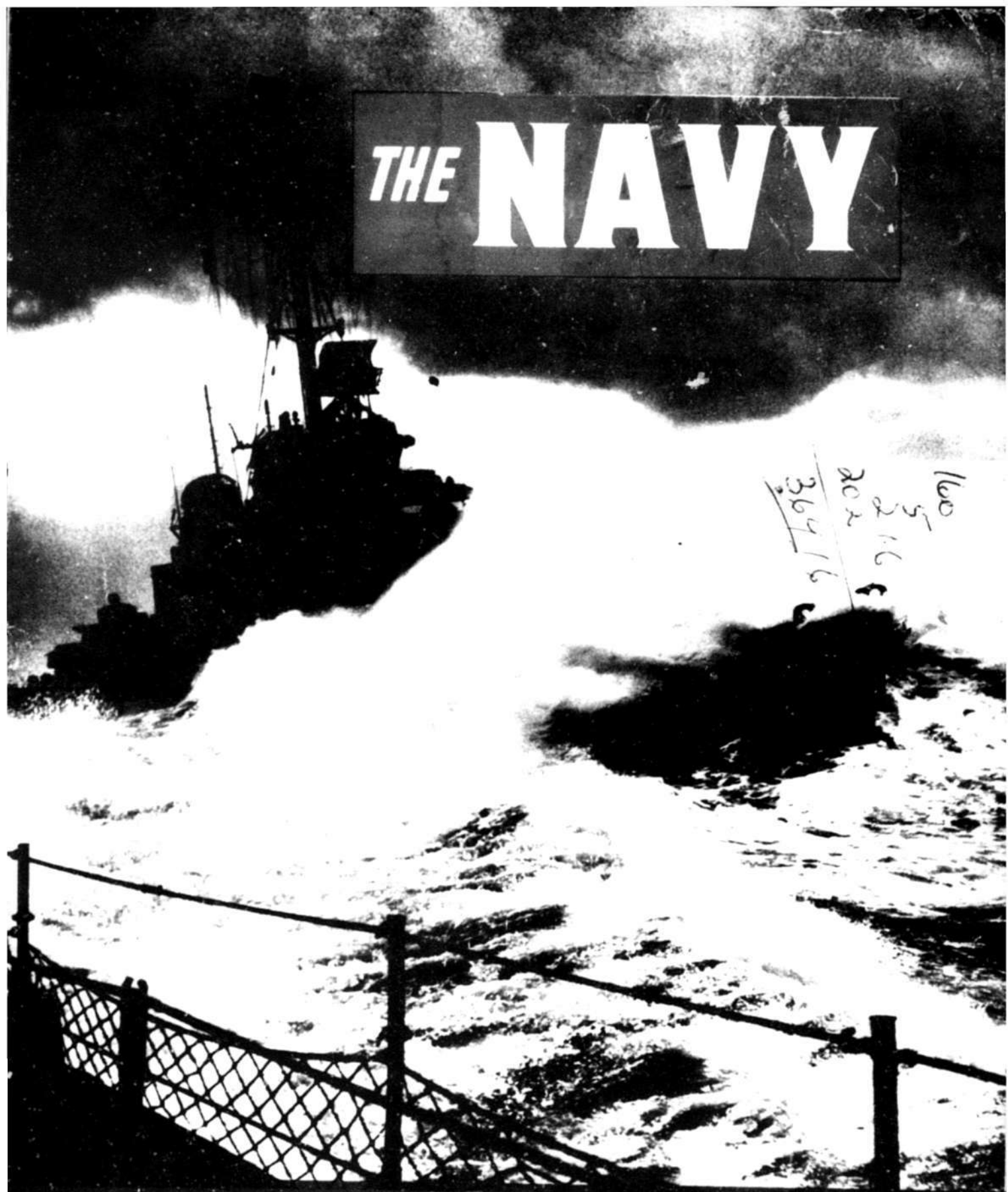
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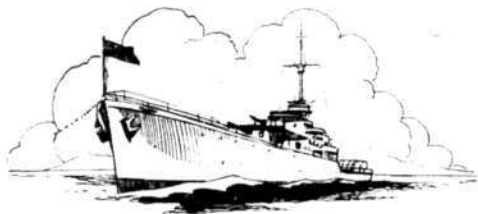
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Vol. 17. JUNE, 1963. No. 6.

CONSTRUCTION, CONVERSION AND MODERNISATION.

Work also will continue on the fleet carrier "Ark Royal" and on the four light fleet carriers of the "Hermes" Class. Three of these light fleet carriers should be completed within twelve to eighteen months.

Of the "Daring" Class destroyers two more, the "Duchess" and the "Defender" have now joined the Fleet and the "Dainty" is about to do so; the remaining three are nearing completion.

The frigate and submarine programmes have suffered some delay from the steel shortage, but difficulties are being overcome and better progress should now be made.

Progress with the new minesweepers is being maintained though there have been some delays arising inevitably from the introduction of a large programme of vessels of a new type embodying novel features. The first vessels of this category are nearly finished, and 1953-54 should witness a steady stream of completions, and more are to be ordered during the year.

Most of the seaward defence boats and fast patrol boats on order should be completed before the end of 1953-54. Two experimental fast patrol

boats are now in service. It is expected that the small hospital ship which will, in peacetime, serve as a Royal Yacht for Her Majesty the Queen, will be completed this year.

Work continues on the fleet carrier "Victorious," being reconstructed in Portsmouth Dockyard, to enable her to operate the latest types of Naval aircraft. The work on the light fleet carrier "Warrior," undergoing a less extensive modernisation, is well advanced, and the modernisation of the cruiser "Royalist" has been started. Conversion of the destroyers "Verulam," "Venus," "Virago," and "Orwell" to anti-submarine frigates has recently been completed, and a number of others are nearing completion. A number of submarines have been modernised and others are in hand.

BRITAIN'S 1953-54 NAVY ESTIMATES.

Britain's belief in the need for a strong Navy in modern warfare, as reflected in her Navy Estimates for 1953-54, is, without question, generally shared by all Commonwealth countries. That is not to say that there goes with that belief a concomitant foreboding that war is inevitable. Clearly the Churchill-Atlee mind encourages no such trend. Britain's £364½ million Naval Budget is merely in the nature of a high but well-considered premium against unpreparedness; and as such

will be universally regarded by the Western world as an all-wise provision.

In actual fact, the First Lord of the British Admiralty has asked Parliament for a Vote of £329,500,000, to which will be added a sum of £35,000,000 to be provided by the United States as an appropriation in aid of contract expenditure on ships and aircraft.

Thus the total British Naval Estimates amounting to £364,500,000 will be £7,250,000 more than the previous year (when there was an American appropriation of £25,000,000) or £4,250,000 more if allowance is made for the supplementary estimate presented to Parliament on January 20, 1953.

The manner in which the amount budgeted for is to be spent is at once apparent. Almost half the Estimates—£157,600,000—is to be spent on production and research. Thus production will not only continue to go on apace but it will be a production strengthened and enhanced by all that the science of war can apply to it.

EMPHASIS ON SMALL SHIPS.

In his memorandum presented to the British Parliament with the Navy Estimates on February 26th, the First Lord of the Admiralty (the Rt. Hon. J. P. L. Thomas, M.P.) explained in a broad way various aspects of the proposed expenditure.

He said that in the field of new construction, the bulk of expenditure proposed would be in respect of ships approved earlier on which work is proceeding, but, in addition it is proposed to begin a further programme of anti-submarine and mine-sweeping vessels, together with a number of miscellaneous small craft. Indeed, the emphasis of the Naval programme continued to be placed on the building up of the minesweeping and anti-submarine forces. The production of minesweepers and minesweeping equipment is being progressed with super priority.

NAVAL AVIATION.

"During the last year Naval aircraft have continued to take an important part in the hostilities in Korea in support of the United Nations naval and land forces. Squadrons operating from H.M. Ships "Glory" and "Ocean" have carried out a record number of sorties against a vast variety of targets.

The modernisation of our Naval air stations has made considerable progress. Work on runway reconstruction and extension has been completed at two air stations while a third, formerly in reserve, was commissioned and is being developed to accept a major flying task. Two others are expected to re-open in 1953 on completion of work on their runways. The improvement of radio aids to Naval air stations to provide for the operation of new

types of aircraft continues and will be much helped by the receipt of equipment from the United States. All of the aircraft carriers in the active fleet have been equipped with helicopters for search and rescue duties.

The overall manpower during the year 1953-54 is provided for in the Estimates to a limit of 151,000. The First Lord placed on record the appreciation of the Royal Navy of the services rendered by those officers and men who made it possible (by their retention) to strengthen the sea-going fleet considerably, to place the Reserve Fleet in a greater state of readiness, and to strengthen other essential Naval services.

RESEARCH AND DEVELOPMENT.

"The main objectives of the Admiralty research and development programme," the First Lord said, "being based on the future strategic role of the Navy, remain unchanged, but the programmes have been completely reviewed since the announcement of changes in Government policy" [that is, to spread rearmament expenditure over a longer period and to hold it to a lower level], "in relation to defence. There has been steady progress in investigations designed to provide adequate defence against the threat of mines of a number of different types, against modern submarines of high underwater speed and endurance, and against aircraft. Anti-submarine weapons, both shipborne and airborne, far more effective than anything known during the last war are becoming available, and arrangements have been made to enable heavier and faster types of Naval aircraft to be handled in, and operated from, our fleet carriers.

"The efficiency of the propulsion machinery of ships and submarines has been greatly improved from the point of view of generating more power for a given weight of plant, and more power for a given weight of fuel. Both these factors are of high importance as, apart from questions of speed and endurance, savings in weight and space achieved in these ways can be applied to the improvement of ships' armaments.

"Satisfactory progress is being maintained in Naval contributions to the development of guided missiles and in electronic valve research, which the Admiralty carries out on behalf of the three Services and the Ministry of Supply. Good progress has been made in improving our means of co-ordination with N.A.T.O. Naval authorities in the research and development field, and it is hoped to extend the range of subjects in which collaboration has been started. The experiment of attaching a scientist to the sea-going staff of the Commander-in-Chief, Home Fleet, has been successful and a similar appointment will shortly be made in the Mediterranean Fleet.



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BRITAIN TO BUILD MANY MINESWEEPERS AND ANTI-SUBMARINE FRIGATES

BY LIEUTENANT-COMMANDER NOWELL HALL, D.S.C., R.N.V.R.

Minesweepers and anti-submarine frigates, the kind of "little ships" all the NATO navies need in large numbers, will be in the forefront of the Royal Navy's big building programme for the next twelve months. Small warships, particularly mine-sweepers, will continue to have top priority. The "balance" of naval building stresses the possible trend of future sea warfare, in which an enemy would largely rely on the mine and the fast submarine to destroy allied shipping and cut sea communications.

Of about 140 ships under construction in British yards between now and the end of next March, thirteen will be anti-submarine frigates and no fewer than ninety-

five will be coastal and inshore minesweepers.

In addition, a further programme of these vessels, together with a number of miscellaneous small craft, some of which can be converted if necessary for mine-sweeping duties, is to be put in hand. Mr. J. P. L. Thomas, the First Lord of the Admiralty, in announcing this extra programme recently (February 26) did not reveal details.

There has been little to show, in the number of actual ships completed, for the work done in the current period of naval building. During the year ending March 31 only thirteen warships have been finished, the largest of

them being three Daring class destroyers which had been on the stocks for two or three years. The other ships consisted of one minesweeper, eight fast patrol boats and one seaward defence craft.

But although building activities were hampered, one of the factors being a shortage of steel—a difficulty which has now largely been overcome—1952-53, the second complete financial year of Britain's rearmament programme, was essentially a period of planning and preparation. The results of this ground-work will be seen in the steady flow of new ships into the Royal Navy in the next twelve months, and especially in the build-up of minesweeping forces.

THE SIZE OF THE NAVY

When considering such a programme, one is too often apt to overlook the strength of the existing Fleet, or to think of it only in terms of the numbers of ships actively discharging the Navy's heavy and increasing commitments at home and abroad.

Details given in the First Lord's memorandum accompanying the new Naval Estimates are illuminating. The Estimates provide for an expenditure of £329½ million during 1953-54, of which more than £157 million is earmarked for production and research. These sums, imposing as they are, assume their right proportion when considered in relation to the size of the Fleet on which the money is to be spent. Indeed in the memorandum is a table setting out in the different categories the numbers of Britain's warships serving in the active fleet, devoted to training and experimental duties, and in reserve or reducing to reserve. Adding the figures given, one gets a grand total of 545 ships of types rang-

ing from battleships and carriers to submarines and minesweepers. Some 166 of them are "active," 47 are carrying out special training and other duties, and 332 are in reserve or reducing to reserve.

This total, by the way, by no means represents the real strength of the Royal Navy, for it does not include the large number of vessels, such as tankers and supply ships, in the fleet train. Nor does it include attendant vessels or innumerable small craft, or take into account well over 100 ships now being built for the Navy and for Dan to allied navies.

The strength of Britain's Navy should not be judged—as it too often is—by the number of ships actually in the active fleet. Behind this fleet is a vast "shadow fleet" which is maintained for use at short notice.

Among warships now under construction in British yards are:

Launched: Aircraft carriers 8, Cruisers 3, Destroyers 3, Minesweepers: coastal 17, Minesweepers: inshore 20, Seaward defence

boats 10, and several motor torpedo boats and other ships.

Not Launched: Frigates 13, Minesweepers: Coast 30, Minesweepers: Inshore 28

The eight carriers, six of which are in an advanced state of building, are the "Ark Royal," 36,800 tons, sister ship of the "Eagle," which recently joined the Home Fleet; four 18,300 tons light fleet carriers of the "Hermes" class—the "Centaur," "Albion," "Bulwark" and "Hermes"; the light fleet carrier "Majestic," 14,000 tons, which is to be transferred to the Royal Australian Navy on completion; and the 14,000 tons "Leviathan" and "Hercules," on which work has been suspended since 1946. A ninth carrier, the "Bonaventure" (ex-"Powerful") has been bought by the Canadian Government and is being completed in a British yard for the Royal Canadian Navy.

The Admiralty hopes that three of the Hermes carriers will be

Continued on page 8

H.M.A.S. "HERMES" LAUNCHED

"MOST MODERN AIRCRAFT CARRIER IN THE WORLD"

Watched by hundreds of workmen who have helped to build her and by thousands of other spectators crowding the shipyard and the hulls of other ships, the aircraft carrier "Hermes" slid into the Walney Channel at Barrow-in-Furness on February 16.

The "Hermes" was launched from the yard of Messrs. Vickers-Armstrongs and was named by Mrs. Winston (now Lady) Churchill.

After the launching, the Rt. Hon. J. P. L. Thomas, M.P., First Lord of the British Admiralty, said that when completed the new "Hermes" would be the

most modern aircraft carrier in the world. "Her flight deck is larger than a football field; her distilling plant is sufficient for most small towns; her generators could supply 10,000 homes without fear of power cuts; and two games of badminton could be played on the after lift," he said.

The "Hermes" is the last of four ships of her class to be launched. Of the others, two, the "Centaur" and the "Albion," are expected to be completed this year, and the third, the "Bulwark," by early next year. She is the tenth vessel of her name, the last having been a small aircraft carrier sunk by Japanese aircraft off Ceylon in 1942.

The new "Hermes" has a total length of 741 feet 6 inches, and a beam of 90 feet. She will take a war-time complement of about 1,400 men, most of them sleeping in bunks instead of hammocks.

The Naval Correspondent of "The Times," London, states that the "Hermes" will be the first British carrier to embody three post-war developments: the angled deck, the steam catapult, and the side lift. "These," says the correspondent, "will remove many limitations usual to an aircraft carrier and will enable her to operate efficiently the most powerful Naval aircraft available."

For instance, the "Hermes," whose launching I attended recently, will be the first carrier to have the steam catapult, a British invention which will enable her to launch the most powerful naval aircraft likely to be in service for years to come, and the "angled deck" arrangement, another British idea which will enormously facilitate the landing of aircraft and reduces risks of accidents.

Both of these ideas have been adopted by the United States Navy for use in its carriers. The "Hermes" will also be the first British carrier to be equipped with a side-lift making for greater ease in servicing aircraft during operations. The addition of this improvement involved a considerable alteration in the ship's structural design.

"Both the angled deck and the steam catapult are recent British developments. The former is an arrangement of the flight deck [referred to in detail in the editorial columns of this journal's March issue] which permits aircraft to land at an angle of about 8 degrees, so that should they overshoot the arrester wires they can fly straight off over the port side. The latter is a high-powered catapult driven by steam from the main boilers which can, if necessary, launch heavy aircraft while the ship is lying at anchor.

SHAW SAVILL LINER'S LAST VISIT TO AUSTRALIA. S.S. "Mahia"

The "Mahia," Captain J. L. Carroll, which arrived in Sydney recently is the last of the Line's coal-burners to visit Sydney and on completion of loading cargo at No. 1A Darling Harbour she proceeded to Ball's Head to bunk. After discharging in the United Kingdom she will be handed over to ship breakers.

This vessel is 10,835 tons and like her sister ship "Mahana" was built in 1917. She was, of course, immediately taken up under the British Government's Liner Requisition Scheme and escaped untroubled by enemy action during the 1914/18 war.

As with the other 1914/18 war-built and standardised ships she shared the general nickname of "One of the Old Iron Dukes."

The "Mahia" has enjoyed an uneventful career with the exception of the occasion in 1930 when she was stranded in Port Royal, Jamaica, but came off safely.

Her Commanders included Captains V. J. H. Bosdet (1917/20), Captain J. Williams (1924/28), Captain A. McIntosh (1928), Captain C. M. Adams (1928/35), and Captain W. M. Thompson (1935) from the Aberdeen & Commonwealth Line.

As a matter of interest her sister ship "Mahana" left Wellington on the 10th March for England via South Africa and will likewise end her days in the hands of the ship breakers.

SHIP SINKS IN COLLISION.

A message from the Hague on April 18 said that the 197-ton German motor vessel "Ingrid Becher" sank off the Danish island of Moen during the previous night after a collision in heavy fog. The "Ingrid Becher" collided with the 475-ton German ship "Norder," which picked up the sinking vessel's crew.



Sailors decorated the eight-inch gun turrets and crest on the cruiser H.M.A.S. "Australia" at Garden Island in preparation for the cruiser's part in Sydney's Coronation celebrations. The ship was dressed with bunting, and illuminated at night.

H.M.A.S. "MELBOURNE" TO COMMISSION IN 1954

H.M.A.S. "Melbourne," a light fleet aircraft carrier for the Royal Australian Navy, would be commissioned about the end of 1954, the Minister for the Navy (the Hon. William McMahon) said on 28th April.

The carrier is at present being built in the United Kingdom. When completed, "Melbourne" would be capable of carrying and operating jet aircraft. Mr. McMahon said that the delay in H.M.A.S. "Melbourne's" commissioning was due partly to the modifications that are being made to the carrier and partly to a lag in

the shipbuilding programme.

The Minister said that the aircraft that would be operated from the R.A.N. carriers would be the Sea Venom turbo jet fighter aircraft and the Gannet turbo-propeller anti-submarine aircraft.

The Sea Venom was a two-seater day and night all-weather aircraft, of high speed and rate of climb. It was made by the De Havilland Aircraft Company Ltd., of Hatfield, England.

The Gannet had a double Mamba turbine engine, which drove two propellers. It had a wide cruising range which was

increased when one of the engines was cut off. It was fitted with modern radio and radar equipment and weapons necessary to enable it to hunt and destroy submarines of every type. Unlike the present type of naval anti-submarine aircraft, it would carry three men instead of two—a pilot, an observer and a crewman, who would act as telegraphist and operate some of the equipment. Forty had been ordered, and thirty of these would arrive in Australia in 1955. The Gannet is made by the Fairey Aviation Company, of Hayes, England.

ANZAC SQUADRON AND CORONATION CONTINGENTS PAY TRIBUTE AT TOBRUK

A high and unique tribute to all those officers and men, including Australians and New Zealanders who lost their lives in the North African and Middle campaigns was paid by the Australian and New Zealand Coronation Contingents and the ship companies of the Anzac Squadron at the Australian Memorial in the Tobruk War Cemetery on the morning of Thursday, April 23.

The itinerary of the Squadron, comprising H.M.A.S. "Sydney" and H.M.N.Z.S. "Black Prince," had been altered so that wreaths might be laid on the Memorial and a Service held there. More than 1000 officers and men of the Royal Australian Navy, the Royal New Zealand Navy, the Australian Military Forces, the New Zealand Military Forces, the Royal Australian Air Force and the Royal New Zealand Air Force were present.

A special armed guard, including members of the three Services from the two Dominions, was accompanied by H.M.A.S. "Sydney's" band. Aircraft from the "Sydney" and from No. 78 Fighter Wing R.A.A.F. at Malta engaged in formation flying and a fly past. The naval aircraft flew in the form of a letter "T", the colour patch of the 9th Australian Division, and the R.A.A.F. aircraft, in the form of a Cross.

Among those in the official party were the Commander of the Australian Coronation Contingent (Brigadier D. A. Whitehead, C.B.E., D.S.O., M.C., E.D.); the Commanding Officer of the "Sydney" (Captain H. J. Buchanan, D.S.O., A.D.C., R.A.N.); the Commanding Officer of the "Black Prince" (Captain G. V. M. Dolphin, D.S.O., R.N.), and the Commander of the New Zealand Coronation Contingent

(Lieutenant Colonel T. C. Campbell, D.S.O., M.C.). Others in the party were: Chaplain B. C. Archbold, M.C., of the Australian Coronation Contingent, who served as Chaplain of the Australian Division for eight months of the siege of Tobruk. The Rev. H. F. Harding, D.S.O., M.B.E., of the New Zealand Army Component of the Contingent, who was Chaplain of the New Zealand Forces of the 8th Army which took part in the relief of Tobruk, and the Rev. J. O. Were, R.A.N., and Rev. Father K. P. Ellis, R.A.N., the "Sydney's" chaplains. The First Secretary of the British Legation at Benghazi (Mr. F. Manard); Brigadier J. D. Anderson, C.B.E., D.S.O., Commander of the 25th Armoured Brigade District; Wing Commander C. R. Betmead, D.F.C., Commanding Officer, R.A.F. El Adem, the Acting Mutassirif of Tobruk, and the Mayor of Tobruk were also included.

Chaplain Archbold, assisted by the Rev. H. F. Harding and the Rev. J. O. Were, conducted the main service in front of the memorial. Shortly before it began, armed guards resting on "Arms Reversed" were posted at the four corners of the monument. Another service was conducted by the Rev. Father Ellis in a different part of the cemetery, but all those present combined for an address given by Brigadier Whitehead and the laying of the wreaths.

In his address, Brigadier Whitehead said "That on the more recent impact of final victory in Europe and the Pacific and the world and the resounding events that led up to it, the early struggles, of which Tobruk was the focal point, might have become dimmed. A brief survey of the desert campaigns show that the

whole aspect would have been changed but for the dogged and active defence of all those who formed, supported and supplied the garrison of Tobruk." "With pride and humility," Brigadier Whitehead added, "We honour the memory of all those who served in these parts."

At the conclusion of the address, the wreaths which had been made in Melbourne, Perth and Colombo, were laid on the memorial.

Brigadier Whitehead laid one on behalf of the 9th Australian Division Councils; Captain Buchanan on behalf of the Royal Australian Navy; Group Captain K. R. J. Parsons, D.S.O., D.F.C., A.F.C., R.A.A.F., on behalf of the R.A.A.F.; Chaplain Archbold on behalf of the Australian Army Component; Lieutenant Colonel Campbell on behalf of the New Zealand Returned Services Association, and Major L. H. Lyon on behalf of the West Australian 9th Australian Division Council.

An "Ode of Remembrance" was then read by Sergeant G. F. Plummer, of Hampton, Victoria, whose father served with the 2/48th Battalion throughout the siege of Tobruk and was killed at El Alamein. Sergeant Plummer then joined his father's old Battalion, and he served with it until the end of the war. After the reading of the "Ode" the Last Post and Reveille played in echo were sounded by buglers from H.M.A.S. "Sydney," the armed party and memorial guards "Presented Arms" and all officers saluted while the National Anthem was played and air-craft roared past overhead. The armed party and memorial guards "Sloped" and "Ordered" Arms and the historic ceremony was over.



Lieutenant G. McPhee, R.A.N., carried a wreath from a naval helicopter at Kingsford Smith Oval, Longueville, recently, before a service commemorating the 25th anniversary of the flight of Sir Charles Kingsford Smith and Uim across the Pacific.

BIG CANADIAN COAST DEFENCE PLAN.

A message from Ottawa on March 25 said that the Canadian Defence Department, bent upon preparedness against possible enemy attack from the frigid North-West, has disclosed plans for a multi-million dollar programme designed to strengthen the coastal and far northern defences of the Dominion. The greater part of the immense bill will pay for improvements and modernisation at an old base used in the Second World War by the United States Army and Air Force at Edmonton, the gateway to the far north. The programme also embraces a \$5,000,000-dollar Naval explosives magazine at Rocky Point, Vancouver Island.

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THE ROYAL NAVY'S MERCY WORK

The Royal Navy sent thousands of men, many ships and craft and much material to help in the relief work in the devastated areas of England's East Coast and Europe's Low Countries following the floods which swept them early in February. The world heard little of these things at the time, for the British people were ever silent workers on mercy jobs.

The destroyer "Contest" and other H.M. Ships were still searching for survivors from the British Railways steamship "Princess Victoria," lost in the Irish Sea, when the abnormal weather conditions and the exceptionally high tide disaster to Britain, Holland, and Belgium. In the darkness of the night of Saturday, January 31, the worst floods in living memory swept inland from Lincolnshire to Kent, causing damage estimated at between £40-£50 millions and resulting in the death of more than 300 men, women, and children.

At Sheerness, Naval and civil officers struggled waist-deep in the deluge of water surging over the high sea walls and racing feet deep through the dockyard. H.M. S. "Berkeley Castle," frigate of the Reserve Fleet at Sheerness, had the shores washed away from her and she turned on her beam with her masthead resting on the side of the dry dock in which she was being refitted. Nearby, in another dry dock, the submarine "Sirdar," with hull plates removed in the course of work in progress, was swamped as water poured in from the adjoining basin.

Within a few hours on Sunday, February 1, the Royal Navy, alerted as to the magnitude of the emergency, were assisting in rescue work, helicopters of 705 Squadron at the Naval Air Station at Gosport were sent to A.A. D. airfields in Kent soon after dawn and made an early aerial survey to discover the full extent of the damage. Boys from H.M.

S. "Ganges," the training establishment at Shotley Gate, near Ipswich, manned dinghies to evacuate women and children from flooded houses at Harwich; Reserve Fleet personnel took part in the withdrawal of officers and men from the R.A.F. base at Felixstowe which was cut off by the floods; Service divers were made available to assist in essential repairs to sewerage systems; and Royal Marine D.U. K.W.'s used to maintain important communications.

In the week that followed, there was non-stop back-breaking work from first light to dusk for officers and men drawn from many ships and shore bases in the race against time to fill the gaps in the sea defences along England's East Coast before next high tides. Much of the Navy's efforts were concentrated on the Isle of Sheppey, isolated from the rest of Kent by the flooding, and while hundreds of ratings repaired breaches in the sea walls and reinforced partial breaks, a small fleet of vessels sailing from Chatham to Sheerness ferried food-stuffs and other supplies to the 25,000 marooned inhabitants of the island.

Naval lighters, harbour craft and motor launches were used to move 2,000 tons of food in fourteen days, and to transport emergency clothing, water bowsters and over a million sandbags. Newspapers and milk were also carried each day, while more than 16,000 civilian passengers were also moved to and from the island.

On the second day of the floods, nine Naval helicopters of 705 Squadron flew to Holland to assist the Netherlands Government and during their service on the Continent earned the highest praise of the Netherlands people by rescuing 752 people in five days.

With the immediate task of

saving life completed in Britain, the Navy turned its efforts to rescuing sheep and cattle, and in the Eastchurch area of Sheppey D.U.K.W.'s were employed in this work.

At Kingsley Bridge—the link between Sheppey and the mainland—the Isle of Grain, the Essex coast, and the Gravesend, Whitstable and Sittingbourne area, working parties of ratings and Royal Marines were on duty, many of them working continually for ten days through the daylight hours, receiving their meals from mobile canteens and field kitchens.

On the West coast of Scotland at Ullapool, the Navy helped to reinstate the severely damaged local fishing fleet. More than half of this fleet—27 motor fishing vessels—were left high and dry by the gales, and the Boom Defence Vessel "Barnet" assisted fishermen to refloat their stranded craft, which were hauled to the water by wire cables.

During the danger period of high tides commencing on February 14, nearly a thousand men of the Royal Navy and Royal Marines stood by from dawn until dusk each day ready at thirty minutes' notice to leave for any area where further flooding might occur.

Fifteen days after the flooding, the work of salvaging the two vessels in Sheerness Dockyard, which was originally considered might take several weeks, was completed. The submarine "Sirdar" was refloated and on Monday, February 16, the Commander-in-Chief, The Nore, Admiral the Hon. Sir Cecil E. Douglas-Pennant, K.C.B., C.B.E., D.S.O., D.S.C., was among those who saw the "Berkeley Castle" swing upright in the basin. Salvage officers had closed valves in her hull, plugged and placed plates over openings, and when the water flowed into the dock she floated on an even keel.

BATTLE OF THE CORAL SEA COMMEMORATED

As in former years the annual Coral Sea Week in Sydney, which began on May 2 and ended on May 8, was notable for its impressive well-attended ceremonies and highly inspiring tokens of remembrance.

Highlights of the Week, inaugurated to mark the anniversary of the great Allied victory over the Japanese in the Coral Sea in May, 1942, were a special Commemorative Service at St. Andrew's Anglican Cathedral, and a Coral Sea Ball, organised by the Australian-American Association.

Among the people who attended the St. Andrew's service, held on Sunday morning, May 3, were the American Supervising Consul-General (Mr. Donald W. Smith), the N.S.W. president of the Australian-American Association (Sir Iven Mackay), and the head of the Sydney Seamen's Mission (the Rev. Colin Craven-Sands), who delivered the address.

Also present were representatives from the Australian Navy and Air Force and the Australian-American Association, and members of the American Consulate staff.

The Coral Sea Ball, held at Prince's, Martin Place, on Thursday night, May 7, though somewhat marred by heavy rain, was a spectacular event, fully worthy of the occasion. The Ambassador for the United States, Mr. Pete Jarman, and Mrs. Jarman, who had flown through stormy weather from Canberra specially to attend the function, were welcomed by the president of the ball committee, Mrs. H. A. Showers, and Rear-Admiral Showers, and the N.S.W. president of the organising association, Sir Iven Mackay, and Lady Mackay.

As the guests arrived they passed through a guard of honour of Australian Navy League cadets—and Naval uniforms were seen almost as often as "tails," as many officers attended the dance.

On Friday, May 8, terminating

the anniversary proceedings, the Acting Vice-Chancellor of the University of Sydney (Professor A. D. Trendall) gave a special luncheon to members of the Australian-American Association and several visiting Fullbright scholars from America.

For some days prior to Coral Sea Week, a panel of Australian Naval officers who took part in the battle gave lectures, during school hours, to pupils at Sydney schools describing the object and success of the Coral Sea encounter.

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NEWS OF THE WORLD'S NAVIES

U.S. "ATOMIC INVASION" EXERCISES.

One hundred United States warships and 24,000 marines took part in "atomic invasion" exercises on the Pacific coast of America on May 5. Wave after wave of landing-craft put ashore troops, tanks, and artillery in mock warfare designed to teach troops how to overcome an enemy with atom-bombs. Fifty helicopters helped to land troops, and planes strafed and bombed the beaches.

FIRST SPACE SUIT PRODUCED.

The United States Navy claims to have produced the world's first space suit. It cost £100,000 to produce the outfit, which is said to carry its own pressure, oxygen and air-conditioning apparatus and has already been worn successfully at a ground-chamber altitude of 70,000 feet, and could be worn to the moon tomorrow. However, its claim that secret devices give the suit almost complete mobility is challenged by the United States Air Force. The Air Force says it abandoned research along the lines adopted by the Navy some time ago because suits of the Navy's type were too cumbersome, making it impossible for the wearer to move in them properly.

NEW TRANSPORT PLANE FOR U.S. NAVY.

The United States Navy has taken acceptance of the first R7V-1 Lockheed Super Constellation, the country's fastest transport plane, to enter service with the Fleet Logistic Air Wing in the Atlantic. The new long-range planes have speeds of 350 miles an hour and can fly 106 passengers. They can be converted to carry 20 tons of cargo or be reconverted as air ambulances. They are the first transport planes to fly with the new Curtis-Wright turbo-compound engines, which the U.S. Navy has been using on the Lockheed P2V Neptune patrol bomber for several years. Their range is more than 5,000 miles.

BRITISH ADMIRALTY ENTERTAINS GREEK KING.

The Lords Commissioners of the British Admiralty had the honour of entertaining King Paul of the Hellenes at Admiralty House, London, on February 23 to mark the occasion of His Majesty's recent appointment as an Honorary Admiral in Her Majesty's Fleet.

U.S. PURCHASES BRITISH MINESWEEPERS FOR N.A.T.O.

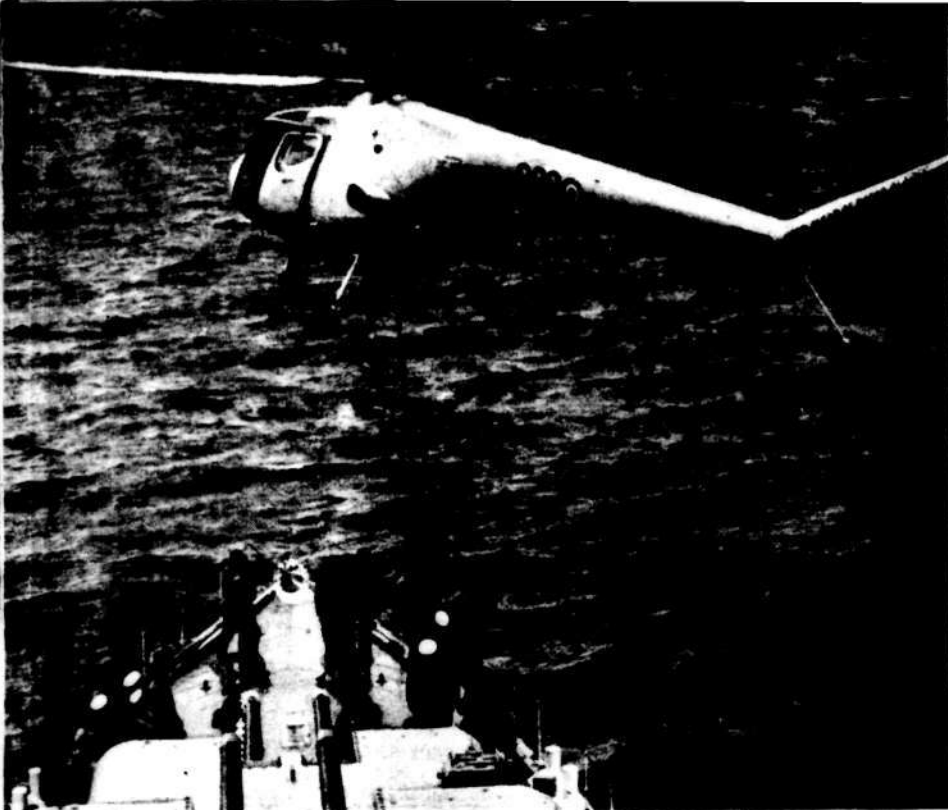
A contract for the purchase of a number of Inshore Minesweepers by the United States from the Admiralty was signed on March 13. Forming part of the U.S. Navy's off-shore procurement programme, they will be for allocation to N.A.T.O. countries as future requirements dictate. Mr. Graeme C. Bannerman, Head of a U.S. Navy Contracting Team visiting Britain, signed the document, which concludes the "Letter of Intent" at the Admiralty. Mr. P. N. N. Synnott, C.B., Under Secretary (Finance) signing for the Admiralty. Admiral L. A. Kniskern, U.S.N., the U.S. Navy Shipbuilding Representative, Europe, was among those present. The value of the orders is understood to be in the region of 11,000,000 dollars. The Admiralty will place contracts for the minesweepers in British yards.

TRANSFER OF H.M. SHIPS TO OTHER COUNTRIES.

During the financial year 1952-53 just concluded, the British Admiralty transferred the following ships to other Commonwealth countries and to member nations of the North Atlantic Treaty Organisation: The light fleet carrier "Vengeance" has been lent to Australia and is now attached to the R.A.N., and the light fleet carrier "Powerful," which was laid down at the end of the Second World War but on which work had been suspended, was sold to Canada. A destroyer was sold to South Africa and three frigates are being refitted for loan to India. Three frigates are refitting in Denmark for loan to Denmark and two frigates are refitting for loan to Norway. Two minesweepers, sold to Belgium as part of an agreement made in 1949, have been delivered. The last of the four submarines being lent to France was delivered. In addition a landing craft (assault) was sold to Jordan.

H.M. SHIPS RETURN TO U.K.

Four of Her Majesty's ships returned to home ports recently following service overseas. Two of them arrived at Portsmouth: H.M.S. "Vigo" (Commander K. C. Grieve, R.N.), a destroyer attached to the Mediterranean Fleet since January, 1951; and H.M.S. "Perseus" (Captain P. C. S. T. Carey, R.N.), aircraft maintenance ship, returning from Singapore after a trooping trip to the Far East, during which she took No. 848 R.N. Helicopter Squadron to Malta. The "Vigo" visited her name port in Spain during her passage from Malta. The cruiser "Cleopatra" (Captain J. Grant, D.S.O., R.N.), attached



A Bristol Sycamore helicopter from H.M.A.S. "Albatross," taking a "wounded" man off the Battle class destroyer H.M.A.S. "Tobruk" during recent exercises off Jarvis Bay. The destroyer left for Korea late last month.

H.M.A.S. "SYDNEY" FOR KOREA

The light fleet carrier H.M.A.S. "Sydney" would proceed to Korean waters in October for her second tour of duty in that area. This was announced on May 11 by the Minister for the Navy (the Hon. William McMahon).

H.M.A.S. "Sydney" would relieve a Royal Navy carrier.

The Minister said that "Sydney," which had arrived in the United Kingdom on May 5 with the Coronation Contingent, would be back in Australia on August 15. The ship's company would be given leave whilst the carrier underwent a refit. On completion of the refit a working-up programme would be carried out, and an Air Group would be embarked.

Mr. McMahon said that when the carrier left Australia for Korea she would be attended by the Tribal class destroyer H.M.A.S. "Bataan". "Bataan" would travel in company with "Sydney" to Hong Kong and then return to Australia.

The Minister said that "Sydney's" second tour of duty in Korea would enable officers and men, especially pilots and observers, of the Royal Australian Navy—who would be serving in her—to obtain operational experience.

Ships of the Royal Australian Navy had served in the Korean war from the outset and had made substantial additions to Australia's contributions to the United Nations Forces. H.M.A. Ships "Anzac" and "Culgoa" were at present serving in Korean waters.

to the Mediterranean Station since 1951 returned to Chatham and the cruiser "Bermuda" (Captain G. K. Collett, D.S.C., R.N.), flagship of the South Atlantic Squadron since 1950, returned to Devonport.

FORMER FAR EAST FLAG OFFICER ON T.V.

In the B.B.C. Television Service programme on February 13 Rear-Admiral A. K. Scott Moncrieff, C.B., C.B.E., D.S.O., who as Flag Officer, Second-in-Com-

mand British Far East Station, was until recently in command of Naval operations in Korean waters, was interviewed by Rear-Admiral A. D. Nicoll, C.B., C.B.E., D.S.O., of the British Broadcasting Corporation, European Service. Rear-Admiral Scott Moncrieff gave to the wives, parents and families of the men serving in Korean waters an idea of the important part that the ships of the Royal Navy are playing in the United Nations war in the Far East.

R.N. LAUNCHES TWO FAST PATROL BOATS.

Two fast patrol boats, the "Gay Charger" and the "Gay Fencer," were launched for the Royal Navy in February, the former from the Teignmouth yard of Messrs. Morgan Giles Ltd., and the latter from the Clynder yard of Messrs. McGruer and Co., Ltd. The craft are 75 feet 2 inches in length, with a beam of 19 feet 8 inches. Their main machinery consists of conventional petrol engines by Messrs. Packard. The hulks incorporate structural members of water-resistant plywood.

BRITISH FIRST SEA LORD VISITS MEDITERRANEAN.

To witness exercises to be carried out by the British Home and Mediterranean Fleets, the First Sea Lord (Admiral Sir Rhoderick R. McGrigor, G.C.B., D.S.O.) flew to Gibraltar on February 28, accompanied by his Naval Assistant, Captain C. W. Malins, D.S.O., D.S.C., R.N.

H.M.S. "EAGLE" ADOPTED BY CITY OF EXETER.

A meeting of Exeter City Council (England) recently accepted an invitation on behalf of the City of Exeter to adopt H.M.S. "Eagle" (Captain A. N. C. Bingley, O.B.E., R.N.), the largest and most modern aircraft carrier of the Royal Navy. It establishes a friendly unofficial link between the "Eagle," a Devonport-manned ship, and the county town of Devon. The

"Eagle," now serving with the Home Fleet, was commissioned in October, 1951. She was launched by H.M. The Queen, then Princess Elizabeth, at Belfast, in March, 1946.

JAPAN BUILDING WARSHIPS.

A message from Tokyo on May 23 said that the Japanese National Safety Board (a body corresponding with a Defence Ministry) is planning the construction of 17 small warships.

H.M.S. "ACTAEON" VISITS MONROVIA.

H.M.S. "Actaeon" (Commander R. C. P. Wainwright, D.S.C., R.N.), a frigate of the British South Atlantic Station, recently arrived at Freetown after making the first visit of a British warship to the port of Monrovia for six years. During her four-day stay, the President of Liberia honoured the ship by lunching on board, and took the salute at a combined parade through the streets of the Liberian Army, carrying the Liberian colours, and 100 officers and men of the "Actaeon" with the White Ensign. Officials and people of Liberia showed great friendship and generously entertained the ship's company. Before the "Actaeon" left there was a reception on board for leading citizens of Liberia and members of the Diplomatic Corps.

BRITISH SAILOR DIES ON UNDERWATER CHECK.

At Port Said on May 24 a sailor of the Royal Navy died while making a routine underwater check to see if any "limpet" mines had been attached to the hull of H.M. destroyer "Chevron."

AMNESTY FOR R.N. DESERTERS.

Royal Navy deserters may claim exemption under the terms of the Amnesty for World War II deserters, announced by the British Prime Minister in the

House of Commons on February 23. Those to whom it may concern, are instructed to apply in writing to the Commodore of the Barracks on the books of which they were originally borne. Royal Marine deserters should apply in writing to the Commandant General, Royal Marines, Queen Anne's Mansions, The Admiralty, London, S.W.1. The deserters affected are not required to report in person to any Naval authority.

NEW N.A.T.O. C-in-C, SOUTHERN EUROPE.

The North Atlantic Treaty Supreme Commander, General Ridgway, on May 25 announced the appointment of Admiral William Fechteler as Commander-in-Chief of NATO forces in Southern Europe. President Eisenhower has nominated the present Commander, Admiral Robert Carney, to be United States Chief of Naval Operations, the post now held by Admiral Fechteler.

H.M.A.S. "AUSTRALIA" FIRES ROYAL SALUTE ON CORONATION DAY.

H.M.A.S. "Australia" fired a Royal Salute of 21 guns at noon on Coronation Day, Tuesday, 2nd June, in honour of Her Majesty's Coronation.

SEA FURY PILOT CRASHES AT NOWRA.

The Australian Naval Board announced in Melbourne on May 21 that a Sea Fury aircraft piloted by Lieutenant P. John Andrew Bolton, R.A.N., of Nowra, N.S.W., crashed when taking off from the R.A.N. air station at Nowra on that day. The pilot was dangerously injured. Lieutenant Bolton, who is married, joined the R.A.N. in October, 1948.

SUBMARINE "TACTICIAN" TO VISIT NEW ZEALAND.

H.M. Submarine "Tactician" will visit New Zealand next August to take part in anti-submarine exercises and training with ships

of the New Zealand Navy. This was announced by the Minister for the Navy (the Hon. William McMahon) on 29th April. "Tactician" is one of the three Royal Navy submarines based in Australia for anti-submarine training of ships of the Royal Australian Navy, the Royal New Zealand Navy and units of the Royal Navy based in the Far East. "Tactician" will remain in New Zealand waters until the end of September and will then return to Australia. The submarine will pay visits to Auckland, Wellington, and Dunedin during her stay in New Zealand.

H.M.A.S. "TOBRUK" SAILS FOR KOREA.

H. M. A. S. "Tobruk" sailed from Sydney on the 26th May

for Korean waters, where she will relieve H.M.A.S. "Anzac." H.M. A.S. "Anzac" has been serving in Korean waters since last September. The other R.A.N. ship at present serving in the area was H.M.A.S. "Culgoa." Mr. McMahon said recently that nine different ships of the Royal Australian Navy had been on service with the United Nations Forces in Korean waters since the outbreak of the war in 1950. Every Australian warship which had served there had won high praise from senior British and American officers. The "Tobruk" visited Labuan, in Brunei Bay, North Borneo, for the unveiling of the Cross of Sacrifice to war dead in the Labuan war cemetery, on June 10 during her voyage to the Far East.



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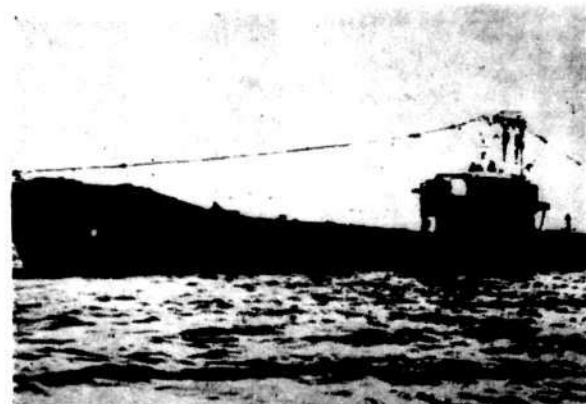
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ALSO AT MELBOURNE AND BRISBANE WITH AGENTS AT ALL MAIN PORTS IN AUSTRALIA.



H.M. Submarine "Andrew" surfacing after making a 2,500-mile underwater voyage from Bermuda to the English Channel. The submarine used "Snort" breathing devices. She is the first British boat to cross the Atlantic while submerged.

THE EIGHTH QUEEN.

Queen Elizabeth II. is the eighth English Queen to reign in her own right since the Norman Conquest, but she will be the first to have different titles in different parts of the Commonwealth of Nations. As far as Australia is concerned she was crowned on 2nd June, 1953, as "Elizabeth the Second, by the Grace of God of the United Kingdom, Australia and her other Realms and Territories Queen. Head of the Commonwealth. Defender of the Faith."

Of her seven predecessors as reigning Queen, the most brilliant and glorious was her namesake, Elizabeth Tudor. Gloriana, as her adoring subjects called her, reigned during a period when English arms, arts, culture and adventurousness reached a pinnacle.

The first Queen of post-Conquest England was a lady named Matilda, who spent most of the time fighting King Stephen for the Crown, but had it only for a few months in 1141. She annoyed some powerful barons, who withdrew their support for her.

Next Queen was Mary I, daughter of Henry VIII. Tragically marked her reign, as she tried to turn an England which had already become Protestant back to Catholicism. She did not really deserve the nickname of "Bloody Mary."

Lady Jane Grey reigned for nine days in 1553.

Then came Elizabeth.

Next was Mary II, who reigned coequally with her husband under the title of William and Mary.

They were followed by Queen Anne, who was the last of the Stuarts. Though she had 19 children, she left no direct heir. They all died before she did. So the Hanoverians came to the Throne.

Queen Victoria, Elizabeth II.'s great, great-grandmother, had the longest reign in British history—64 years.



MARITIME NEWS OF THE

WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

NORWEGIAN SHIPYARDS BUSY.

Norwegian shipyards have more orders in hand now than probably ever before, the chairman of the Norwegian Shipbuilding Association, Dr. C. N. R. Amundsen, said in Oslo recently. Several shipyards are fully booked until 1959-60. Norwegian shipyards have under construction, or on order, 124 steel vessels, totalling 692,000 gross tons. Three-quarters of the tonnage ordered comprises tankers. The remaining quarter consists of cargo liners, smaller freighters, passenger vessels, coastal boats, ferries, and whale catchers. Seven of the tankers ordered are 32,000 tons deadweight, and two are 20,000 tons deadweight. In 1952, Norwegian shipyards completed altogether 35 steel vessels totalling more than 100,000 gross tons. In 1951, deliveries totalled 75,000 tons.

SYDNEY PORT IMPROVEMENTS TAKING SHAPE.

The Maritime Services Board of New South Wales, which controls the Port of Sydney, is said to be making good progress with its plans prepared some years ago, to provide for expanding trade and modern handling. These plans embrace: (1) Reconstruction of existing wharves; (2) extension of wharfage facilities for large vessels to new areas; (3) provision of waterfront sites for industries; (4) development of

the upper reaches of the Parramatta River and other localities as industrial areas associated with the port. Long-range plans include the provision of a port roadway to follow the foreshore from Circular Quay to connect with Pyrmont.

COLLISION IN ENGLISH CHANNEL.

The Dutch motor vessel "Markab N" (499 tons) was beached at Dover on the night of April 24 following a collision in the English Channel with the Norwegian tanker "Sarita" (9,874 tons) a mile off Folkestone.

"FOREMOST 17" RECOVERS TWO BARS OF "NIAGARA'S" GOLD.

The British salvage ship "Foremost 17" has already recovered two of the 35 gold bars which were known to lie in the wreck of the "Niagara." The "Foremost 17" proceeded to her new job following completion of her salvage work on the sunken "Cumberland" at Twofold Bay on the south coast of New South Wales. The two bars recovered are estimated to be worth about £10,000, of which the salvors get 90 per cent. The "Foremost 17" brought the gold to Auckland on April 30 and returned a day or so later to try to recover the remaining 33 bars. The liner "Niagara," it will be remembered, was sunk by a German mine in 1940. Gold weighing 10 tons, worth about £2,500,000, was salvaged from her in 1941.

"KORANUT" FOR NEW CALEDONIAN SERVICE.

A New Caledonian company, Societe Maritime et Miniere Hagen, is reported to have bought the steamer "Koranui" from the Union Steamship Company for cargo service between Sydney and Noumea. Renamed the "Neo Hebridaïs II," she will replace the original "Neo Hebridaïs" which is to go off the run after 15 years' service. The "Koranui" sailed on May 2 on her first voyage to Noumea.

FIRE EXTINGUISHED ABOARD FREIGHTER.

After an all-night battle, eight fire-tugs on February 13 extinguished a fire in the American freighter "President Pierce" (7,953 tons) in Yokohama Harbour after she had been damaged by a fire which sent explosions ripping through her holds. A United States Naval tanker took three injured and one sick seaman and nine passengers from the blazing ship. The blaze originated when the ship was 130 miles from Yokohama, and a running fight with the fire took place until the ship reached harbour, where firefighting reinforcements eventually subdued it.

JAPANESE SHIP AT DARWIN.

The first Japanese ship to visit Port Darwin since the war began discharging 2,000 tons of Japanese cement there on May 5. The captain granted no shore leave to

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his crew, who remained on board the whole time the ship was in harbour.

FIVE DEAD IN NORTH SEA FERRY DISASTER.

Five persons are presumed dead following the collision between the British Railways ferry "Duke of York," (5,737 tons) and the United States freighter, "Haiti Victory" (7,607 tons), in the North Sea early in the morning of May 6. The two vessels collided 46 miles off Harwich. The "Duke of York" had 437 passengers

and a crew of 72 aboard. The "Haiti Victory," only slightly damaged, picked up many of the ferry's passengers. The "Duke of York" had her bows sheared off.

ZOOLOGICAL CARGO.

The American 8,000-ton cargo liner "Pioneer Star" arrived in Sydney on May 18 carrying 616 Australian birds and animals from Adelaide, South Australia, to the United States. The shipment contained six young camels, 140 lizards, a dingo, 150 kangaroos, 24 wallabies, 40 wombats, 10

pairs of black swans, 4 emus, 150 parrots, 9 geese, 6 mallee fowl, 240 possums, 6 kookaburras, 6 magpies, and 30 pigeons, all bound for the Catskill Game Farm, New York, which distributes supplies to zoos throughout the United States. The consignment was the largest of its kind that had ever left Australia.

GIANT CARGO LINERS TO BE BUILT IN JAPAN.

A British United Press message from Tokyo on May 19 said that three 60,000-ton cargo liners, designed by a London firm of naval architects and larger than any cargo ships now afloat, are to be built in a Japanese shipyard. When they are completed, there will be only four larger ships, among which are the "Queen Elizabeth" and "Queen Mary," in the world. The firm of Sir Joseph W. Isherwood and Co., London, were asked to design the ships. National Bulk Carriers, of Newport, Virginia, a United States company, will build them in the Kurc dockyards, laying the first keel in August. The first of the three ships will be ready for service in May of next year.

NEW BLUE FUNNEL LINER.

The 7,802-ton Blue Funnel liner "Neleus," which is on her maiden voyage to Australia, from the United Kingdom, arrived in Sydney on May 16. The vessel is the second of a new class of ship equipped with high pressure, steam-turbine machinery. Built with refrigerated space, she can carry 3,000 tons of meat or fruit. The "Neleus" was built by the Caledon Shipbuilding and Engineering Company Ltd., Dundee. Her overall length is 489 feet.

WIDOW'S LONE SMALL-BOAT VOYAGE.

That intrepid small-boat voyager, 38-year-old British widow Mrs. Ann Davidson, arrived in the Bahamas on May 22 on another stage of her voyage which took her across the Atlantic single-handed in her 23-foot sloop "Felicity Ann." Mrs. Davidson began her journey at Plymouth,

England, on May 17, 1952, and has since sailed alone by way of the Breton coast, Spain, Gibraltar, Casablanca, the Canary Islands, Dominica, Antigua, Nevis, St. Thomas, and the Virgin Islands. Her husband was killed when they set out together to cross the Atlantic in 1949, and it has ever since been her dream to complete the trip by herself, in his memory. Her final destination is Miami, Florida.

PERSIAN OIL FOR JAPAN.

The Japanese 19,000-ton tanker "Nisio Maru," which recently brought 18,000 tons of oil to Japan from Abadan, Persia, left Japan on May 14 to bring another oil cargo from Abadan. Shell and Standard spokesman simultaneously denied that their companies, as alleged by the Japanese Press, intended cutting prices to meet competition in Japan when and if the Persian oil goes on the market.

LAST VOYAGE.

The whole port of Vancouver said goodbye to the "Aorangi" when she left on her last voyage to Australia on May 15—the last of all her voyages. Bagpipes skied and played the "Skye Boat Song" as the liner was given a last farewell. With all the dignity of her 29 years of service, the "Aorangi" moved amid tugs under the Lion's Gate Bridge as the Canadian Pacific Railway's liner "Princess Patricia" signalled a sad "Good-bye and good luck" with her flags. The historic old ship will be sadly missed on her Canadian-Australian trans-Pacific run.

COASTWATCHERS MEMORIAL APPEAL.

An appeal for funds to erect a memorial in New Guinea to the Coast Watchers who lost their lives in the Second World War, was officially opened last April by the Coast Watchers' Memorial Committee. The Chairman of the committee is Captain J. Plunkett-Cole, R.A.N., the Di-

rector of Naval Intelligence. A regional sub-committee will be formed in New Guinea to help raise funds. The form of the memorial will depend on the amount of money subscribed. The Coast Watchers were a small body of men who operated behind the enemy lines in New Guinea and the Solomon Islands. They sent back valuable information about the enemy's movements. Admiral Halsey, of the United States Navy, said that the Coast Watchers saved Guadalcanal and Guadalcanal saved the Pacific. Donations can be sent to the Honorary Treasurer, Coast Watchers Memorial Committee, c/- Naval Intelligence Division, Navy Office, Melbourne.

BATTLE OVER JAPAN'S REARMAMENT.

The "New York Times" correspondent in Tokyo on June 16 said that a major political battle seems certain to develop in Japan over rearmament. He said that Japanese industrialists and some Government officials have plans to restore Japan to her pre-war position as Asia's arsenal.

JAPANESE SUPERSONIC RESEARCH.

A message from Tokyo on May 26 reported that Japanese scientists recently completed a wind tunnel at Tokyo University and will soon re-enter the field of research into supersonic flying.

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PERSONAL PARAGRAPHS

ADMIRAL PACKER RETIREES.

The retirement of Admiral Sir Herbert A. Packer, K.C.B., C.B.E., has been announced by the British Admiralty. Admiral Packer has been placed on the Retired List.

PROMOTION TO ADMIRAL IN HER MAJESTY'S FLEET.

The promotion of Vice-Admiral Sir Maurice J. Mansergh, K.C.B., C.B.E., to the rank of Admiral in Her Majesty's Fleet, has been announced by the British Board of Admiralty.

NEW FLAG OFFICER (FLOTILLAS) BRITISH HOME FLEET.

The appointment of Rear-Admiral J. P. L. Reid, C.B., R.N., as Flag Officer (Flotillas) British Home Fleet in succession to Rear-Admiral W. G. A. Robson, C.B., D.S.O., D.S.C., to date from August, 1953, has been announced. Meantime, from February, Admiral Reid has been engaged on the staff of the Commander-in-Chief, Portsmouth, for the Correlation Naval Review.

PROMOTION TO VICE-ADMIRAL IN H.M.'s FLEET.

The promotion of Rear-Admiral J. Hughes Hallett, C.B., D.S.O., to Vice-Admiral in Her Majesty's Fleet, has been announced by the British Admiralty.

ADMIRAL TORLESSE'S NEW APPOINTMENT.

The British Admiralty has announced the appointment of Rear-Admiral A. D. Torlesse, C.B., D.S.O., as Flag Officer Ground Training in succession to Rear-Admiral C. R. L. Parry, C.B., D.S.O., as from May, 1953.

R.N. RETIREMENTS.

Recent R.N. retirements to the Retired List include Rear-Admiral D. M. Lees, C.B., D.S.O., and Rear-Admiral P. V. McLaughlin, C.B., D.S.O.

R.N. NAVAL PERSONNEL APPOINTMENT.

Rear-Admiral H. W. Biggs, D.S.O., was in January appointed Deputy Chief of (R.N.) Personnel (Personal Services) in succession to Rear-Admiral D. M. Lees, C.B., D.S.O., whose recent retirement to the Retired List is announced elsewhere in these columns.

CAPTAIN OF THE FLEET TO C-IN-C. MEDITERRANEAN.

The appointment in the rank of Captain of Captain M. Everard, R.N., as Captain of the Fleet to the Commander in Chief, Mediterranean, has been announced.

FIRST PAKISTANI C-IN-C. OF R.P.N.

Rear-Admiral H. M. S. Choudhri, Royal Pakistan Navy, has succeeded Vice-Admiral J. W. Jefford, C.B., D.S.O., R.N., as Commander-in-Chief, Royal Pakistan Navy. He is the first Pakistani to become Commander-in-Chief.

ASSISTANT DIRECTOR OF NAVAL INTELLIGENCE, ADMIRALTY.

In the rank of Captain, Captain M. G. Haworth, D.S.C. and Bar, R.N., has been appointed to the British Admiralty as Assistant Director of Naval Intelligence.

DUKE WINS HIS WINGS.

The Duke of Edinburgh, wearing the uniform of a Marshal of the Royal Air Force, received his pilot's wings at a private ceremony at Buckingham Palace on May 4. The R.A.F. Chief of Staff, Air Chief Marshal Sir William Dickson, presented the wings.

FLAG LIST CHANGES.

The following changes in the Flag List are announced by the British Admiralty to date 18th March, 1953: Admiral Sir Herbert A. Packer, K.C.B., C.B.E.—to be

placed on the Retired List; Vice-Admiral Sir Maurice J. Mansergh, K.C.B., C.B.E.—to be promoted to Admiral in Her Majesty's Fleet; Vice-Admiral P. W. B. Brooking, C.B., D.S.O.* (Retired)—to be promoted to Admiral on the Retired List; Rear-Admiral I. M. R. Campbell, C.B., D.S.O.*—to be promoted to Vice-Admiral in Her Majesty's Fleet.

R.N. ATHLETE DIED IN IRISH SEA DISASTER.

An outstanding Royal Naval and inter-Service athlete is presumed to have lost his life when the Irish Sea ferry steamer "Princess Victoria" sank off the Scottish coast on January 31. He was Petty Officer George T. Wright (23), of Holly Cottage, East Heathley, Sussex. It was not known at the time that he was on the "Princess Victoria," although he was due to proceed to the Royal Naval Air Station at Eglinton, Northern Ireland, from the United Kingdom. Wright was the holder of the Navy mile and three-mile records, the inter-Service three-mile record, and he won the Navy cross-country championship in 1948, 1949, 1950, and 1951.

MOUNTBATTEN APPOINTED PERSONAL A.D.C. TO QUEEN.

The appointment of Admiral the Earl Mountbatten of Burma, K.G., etc., as Personal Aide de Camp to Her Majesty the Queen, has been announced by the British Admiralty.

GREEK KING APPOINTED HON. ADMIRAL IN H.M.'s FLEET.

In pursuance of Her Majesty's pleasure, His Majesty King Paul of the Hellenes has been appointed an Honorary Admiral in Her Majesty's Fleet.

PROMOTED TO ADMIRAL ON RETIRED LIST.

Vice-Admiral P. W. B. Brooking, C.B., D.S.O. (Retired), has been promoted to Admiral on the (R.N.) Retired List.

FLEETS' COMBINED EXERCISES IN MEDITERRANEAN

BY LIEUTENANT-COMMANDER NOWELL HALL, D.S.C., R.N.V.R.

Mediterranean,
March, 1953.

Seldom has the month of March been marked by such Naval training activities as are now proceeding in Mediterranean. Hundreds of warships and large numbers of aircraft of NATO nations are taking part in series of large-scale exercises which emphasise the great contribution of combined sea and air power to Western defence.

Each exercise largely concerns protection of sea communications vital to the allies. And all stresses strategic importance of the Mediterranean both as an area covering Europe's south flank and what is even more important as an ocean highway linking Europe to Middle East and beyond. It is also significant that in the day and night "battles" now going on carrier and land-based aircraft, particularly Naval aircraft, have a bigger role than ever.

First exercise was the three-day "Crossbow" conducted at the western end of the Mediterranean by British Home and Mediterranean Fleets. Such manoeuvres are held annually when the Home Fleet goes south for its spring cruise. They afford opportunity for both fleets to put in some advanced combined tactical training. "Crossbow" hinged on defence of convoys against air surface and underwater attack, that being the central theme of all exercises having to do with protection of sea communications. On this occasion there were differences. Admiral Sir George Creasy, Commander in Chief Home Fleet who directed the exercise had overall charge of 50 to 60 warships. They included one battleship, the 42,500 tons "Vanguard," which is his flagship, five carriers, seven cruisers, 19 destroyers and several frigates and submarines. The carrier

force consisting of the "Eagle," "Indomitable," "Theseus," "Implacable," and "Indefatigable" (the last two from the Training Squadron) was the largest yet seen in these annual combined exercises. Among frigates were the "Venus," "Verulam" and "Virago," three of the Royal Navy's newest vessels designed and equipped to hunt and destroy fast submarines of the type which might well be used in considerable strength against allied shipping in a future war. It was the frigates' first appearance in the Home and Mediterranean fleet manoeuvres.

Two other exercises, "New Moon" and "Rendezvous," in both of which NATO sea and air forces are engaged, are being staged in the middle and possibly the eastern part of Mediterranean. Forces involved include many ships of Britain's Mediterranean Fleet. "New Moon" is designed to test sea and air defences of Southern Europe and is being directed from his Naples headquarters by Admiral Robert B. Carney in his NATO capacity of Commander in Chief, Southern Europe. It is stated that the two exercises which are closely integrated are the biggest planned for the Mediterranean since the war. But though they can be regarded almost as one, the second marks a definite advance in the NATO scheme of Mediterranean sea defence. It is directed by Admiral Earl Mountbatten, Commander in Chief, Britain's Mediterranean Fleet in his new NATO post of C-in-C. Mediterranean.

In time of war Admiral Mountbatten or his successor would be responsible for maintaining communications right through the sea, and would thus control movement of all NATO Naval forces to this end. The United States Sixth Fleet as a force designed to support land offensives remains

under the command of Admiral Carney with whom the Commander in Chief, Mediterranean, closely co-operates.

In "Rendezvous," which Admiral Mountbatten is directing from his headquarters at Malta, naval and air forces of many NATO nations are combining to ensure safe passage of convoys through the Mediterranean. Among forces under him are warships of Turkey, a comparative newcomer to NATO. I believe this is the first time Turkey has joined in a major sea exercise of the Organisation. Turkey is the fourth sector of the Mediterranean command, the others being the Western Central (Italy), and Eastern Mediterranean (Greece). The Turkish naval command is divided into two parts. The first, under Admiral Sadik Altincan, Commander-in-Chief, Turkish Navy, covers the Black Sea area. The second, under Admiral Ridvan Koral, covers the Straits and the Sea of Marmora and protects sea communications through that area between European and Asian Turkey. Turkey's participation in this big convoy exercise indicates the growing strength of NATO defences in the Mediterranean.

R.A.N. AIRMAN KILLED IN CRASH AFTER AIR COLLISION.

A R.A.N. officer, Lieutenant-Commander Reginald Albert Wild, D.F.C., was killed when a Sea Fury plane crashed following a collision with a Tiger Moth aircraft over Forest Hill aerodrome, near Wagga, on May 17. The Tiger Moth also crashed, but its pilot escaped with injuries to the collarbone and wrist. Lieutenant-Commander Wild, a veteran of World War II and the Korean War, was leading a flight of four Sea Furies back to Nowra air base after air exercises.

SEA-ODDITIES

How do the rare Emperor penguins at their rookeries on Adelie Land, keep alive on the ice, through the terrible winter blizzards, with their only food fish which they must catch from the icy, half-frozen sea? How do they keep warm their eggs, and feed their chicks? One of the mysteries of natural history is this bird's ability to withstand the intense cold of Antarctica. It was in an attempt to solve these questions and some others that led the latest French Antarctic Expedition, recently in Melbourne, to Adelie Land and to choose winter as the time for the attempt. The members of the expedition, which was led by Monsieur Mario Marret, believe they have some of the answers to the mystery surrounding this bird, but are not making any public statements until they have delivered their report to the French Government. M. Marret did disclose, however, that from one of the six rookeries on Adelie Land the penguins had to make a trip lasting about a fortnight—walk, in fact, for the penguins cannot fly—over 100 miles of pack ice to reach the sea. There the birds "would eat about 8 lb. of fish, and walk back and disgorge it to feed their young," he said. Who said the allotted ways of man are hard? Evidently an Emperor penguin wouldn't think so.

Though Pacific Ocean eruptions seem to be somewhat fashionable these days, the eruptive forces which cause them are apparently not always on the winning side. A party of scientists from the Scripps Institute of Oceanography, returned to New York recently from a cruise in the Pacific with the news that the Pacific is apparently proving the victor in a battle with a volcano over the existence of Falcon Island. The island is about 2,000 miles south-west of Hawaii. It has been a South Sea phantom

and trouble-centre since it was discovered by a British ship in 1865. In that year it was just a reef. By 1894 it was 50 feet high. Four years later the ocean had beaten it down to a shoal again. Thirty years passed; then, in 1928, the volcano, over which the island lies, erupted again, and Falcon Island towered 600 feet above the sea. But by 1938 the ocean had chopped it down to 30 feet. And today, the scientists said they had to dive 75 feet into the sea to find what remains of it. The Pacific has evidently doused the volcano.

The whole world has now twice been stirred by the discovery of a Ganoid type of fish, which, since the beginning of scientific research, was believed to have become extinct 50 or 60 million years ago. The story of the first discovery, made in South Africa in 1938, was told, in brief, in the June, 1952 issue of this journal: the capture of the second specimen of what has been called the "missing link fish", was recently the subject of a fine popular article by Professor J. L. B. Smith, of Rhodes College, South Africa, the man chiefly responsible for it. The discovery of this second coelacanth (pronounced "seela-kanth"), as the fish is now called, was made last year in the Comoro Islands, on the East Coast of Africa. That the second discovery caused just as much excitement as the first, proving as it did beyond question that the first discovery had not been the "last of the race," may be judged from the fact that the group to which this 5ft., 100 lb., blue coloured, ganoid-scaled fish, to which our Lung-fish is related, dates back 350 million years, predating even the long-extinct, prehistoric animals such as the pterodactyl and dinosaurs. The coelacanth is the closest relative of the fish that are supposed to have been the ancestors of all

land vertebrates, or animals that possess a backbone. Of all known creatures the coelacanth has lived the longest and has remained almost unchanged in general form. It has presumably survived by living at great depths in the ocean, escaping the later-evolved predatory fish, and the ancient and modern deep-sea fishermen, by virtue of its remoteness from the worst elements of destruction. Apparently it still lives usually in the primeval slime of the oceans, from which all life emerged. It is to us the "wonder fish" of our time.

Today, if we read of a ship leaving for Guam, we know that she has left for the big United States naval base in the north Pacific. But terminologies, like times and customs, change. Years ago, when the present writer was a youth, the island of Guam had no trade and no importance at all, and to clear a ship for Guam was equivalent to declaring that she was bound on some secret mission or perhaps on some shady business in the Pacific, either smuggling into Japan, or China, or gun-running into the Philippines, or doing a score of things that were only regarded as absolutely illegal or immoral when the transgressor was caught by the country that suffered. But those who cleared for Guam were generally wideawake people, and usually got clean away with the job they were out to do.

A waterspout 200 feet high was seen off Burleigh Heads Beach, on the south coast of Queensland, on April 26. People who saw it said the sea appeared to boil as the column of water shot up. Water was flung hundreds of yards all around it. The top of the column resembled the "mushroom" of an atomic bomb explosion. From the time the waterspout developed to when it

subsided was about thirty minutes.

According to a "Fact" correspondent, Able-Seaman Frank Burrows, of Cheshire, England, saved the lives of 10 men recently by dipping his macintosh in oil, lighting it and waving it above his head. The men, survivors from the sinking steamer "Stanley Force" were drifting hopelessly in the treacherous Race of Alderney, off the Cherbourg Peninsula of France, until Burrows' improvised signal attracted help.

Elliott Napier, in his book "On the Barrier Reef," reminds us that in the glorious region of "The Barrier" Nature "has bestowed a gift upon Australia which is as unique as it is wonderful. The Barrier Reef contains an area of over 80,000 square miles; of its length of 1500 miles, over 1000 miles are in purely Australian waters. It contains thousands of islands, both mountainous, such as every passenger on the northern tourist boats has seen from their decks with admiration, and 'low islands' in every stage of their growth, from mere hillocks of broken sand to tree-clad, bird-haunted islets of verdure and beauty. The Great Barrier, indeed, is not, as so many people think of it, a single long low wall of coral reef, but a perfect maze of islands, cays, and reefs, inter-twined and threaded by the lanes and channels which to miss is to court disaster."

And the teeming, almost untouched life of it! The thronging islands of this wonderful chain of coral face what is perhaps the loneliest coastline in the Pacific. Few settlements of any size or importance break the silence of the lands and seas between Cooktown and Cape York. All these abnormal characteristics combine to leave these northern lands and reefs and islands practically untrodden. As a field for investigation they therefore afford the

rarest of opportunities. A century would not be enough to examine properly the thousands miles of reef and islet, cay and lagoon.

There is nothing like the Great Barrier in the world!

Another interesting creature of the North Australian waters is the sail fish. Specimens of this beautiful blue coloured, brown dotted fish have been caught up to 7 feet 9 inches in length. The fin on the back of one of that size was 3 feet long and 2 feet wide, and, when erected, stood up exactly like the mainsail of a schooner. When the fish are approached or become alarmed they close it down with a snap.

R.A.N. APPOINTMENTS.

The Minister for the Navy, the Hon. William McMahon, announced on May 22 new appointments for officers in the Engineering Branch of the Royal Australian Navy.

Captain (E) E. A. Good, R.A.N., of Sydney, at present engineer manager, Garden Island, Staff Officer (Engineering) to the Flag-Officer-in-Charge, Eastern Area, and general overseer, will become Director of Naval Engineering at Navy Office, Melbourne.

Captain (E) K. McK. Urquhart, R.A.N., Melbourne, at present general manager of the Williamstown Naval dockyard, Melbourne, and principal Naval overseer, South-Eastern Area, will succeed Captain Good at Garden Island.

Commander (E) G. McD. Wilson, R.A.N., of Melbourne, at present director of Naval construction at Navy Office, will become general manager of the Williamstown dockyard, and principal Naval overseer, South-Eastern Area.

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SPEAKING OF SHIPS

The news that the Orient Line is to maintain Australia's sea link with America, with the diversion to the Pacific of the liner "Oron" has been welcomed most appreciatively in Australia.

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.

Foreign investments in Middle Eastern oil industries totalled about 1,900 million dollars (£848,000,000) in 1951, compared with 100 million dollars (£44,600,000) in 1952.

Greater supplies from Iraq, Kuwait, and Saudi Arabia, made possible by the extension of pipelines and other facilities, have led to an 8 to 10 per cent. increase in Middle East oil production, despite the loss due to Persian industrial confiscation and the consequent falling off of Persian exports.

The Mutual Security Director (of the United States), Mr. Harold Stassen, on April 30 said that the United States would not use coercion to make friendly governments stop trading with the Chinese Communists.

Mr. Harold Stasse, Mutual Security Director (U.S.A.), on April 30 said that large rubber shipments from Ceylon to China were a major problem, but the United States was not contemplating outbidding the Chinese to prevent the rubber from reaching them.

Collision of the Port Jackson Company's ferry steamer "Curl Curl" with the wharf at Manly, Sydney Harbour, on the night of February 12 was the fault of the

engineer, James Arthur Tiver, a Sydney Court of Marine Inquiry held on May 7. The court, however, was of opinion that the fault did not amount to gross misconduct.

There is growing need for over-age vessels on the Australian coast to be replaced by modern ships. As at April 1, 1953, there were 70 Australian-owned interstate and intrastate vessels totalling 122,142 gross tons which were 25 years of age or more, and reaching the end of their useful life, the Sydney Morning Herald said on May 19.

Three 60,000-ton cargo ships, designed by a London firm of marine architects, and which will be larger when completed than any cargo ships now afloat, recently reported shortly to be built by an American company in a dockyard at Kure, Japan, are said to have been specially designed for the carrying of iron ore from Venezuela to the United States.

The present-day cost of a 4,000-ton cargo ship constructed in Australian shipbuilding yards is said to be approximately £900,000. The same vessel constructed in United Kingdom yards would cost approximately A£600,000.

Tornadoes in the Gulf Coast area of New Orleans, in the United States, on May 20, killed six people and left 3,000 homeless.

Wild seas raged off the West Australian coasts during the latter part of the week ending May 17, battering a £6,000 cray-fishing boat to pieces and delaying ocean-going steamers. The Italian liner "Nepturna" reach Fremantle six hours late after fighting through a gale all the way from Melbourne.

French merchant navy officers ended their three-week-old strike on May 18. They did not get the reduced hours they demanded, but will receive longer monthly leave.

The Idemitsu Oil Company of Japan, which is buying oil from Persia, transporting it in the 19,000-ton Japanese tanker "Nisso Maru," has promised a Tokyo Court not to sell the first oil cargo it received from that country until the Court rules on an injunction application by the Anglo-Iranian Oil Company, which claims ownership of the Persian oil.

Mr. Harold Wilson, who for part of the British Labour Government's term of office was President of the Board of Trade, arrived in Moscow on May 13 from Prague, presumably on a British-Soviet trade discussion.

The Director of the New South Wales Dockyard, Newcastle, Mr. D. L. McLarty, sailed in the latter part of May to study overseas developments in shipbuilding and engineering.

Britain on May 22 denied the charge, made by the United States Senate's permanent investigating committee, that British ships had carried Chinese Communist troops in the Far East. The British Information Service said that no evidence to support the charge had come before the committee, which is headed by Senator Joseph McCarthy, who is being strongly criticised for his un-democratic attacks on people and nations.

Lord Aberconway, 74, the chairman of John Brown, Limited, in whose shipyards the giant liners "Queen Elizabeth" and "Queen Mary" were built, died on May 23 at his home in Denbighshire, Wales.

Canadian Destroyer Shells Communist Guns

When Communist guns on the Korean mainland shelled a friendly island in the Haeju area, the Canadian destroyer "Nootka" (Commander R. M. Steele, R.C.N.) came to the rescue with such accurate gunnery that four out of six shells scored direct hits on the gun position and caused a big explosion in a cave. The target burned until after dark.

The Communists, who were using heavy calibre guns, hit another island, damaged a house and killed a woman civilian. The "Nootka" again replied and the enemy guns were silenced. During the same day's operations the Canadian destroyer, who has a fine record in the Korean campaign, covered a successful raid on the enemy mainland, killing and wounding many enemy troops.

British Commonwealth and Allied Navies often come under fire as they carry out their

blockade of the Korean coast and the defence of friendly islands close to the mainland. To the islanders the warships are much more than protectors. They carry food to the islands that cannot now obtain supplies from the mainland, give medical treatment, and mark out fishing areas.

The islands, in turn, provide recreation grounds to the ships' companies. Men from the ships regularly play football on some of them, and on one occasion the British cruiser H.M.S. "Newcastle" sent her Royal Marine Band ashore to give the islanders a concert.

"Australia must encourage development of secondary as well as primary industry. No country aspiring to be economically powerful can afford to fly on one wing."

—Mr. Menzies, Prime Minister.

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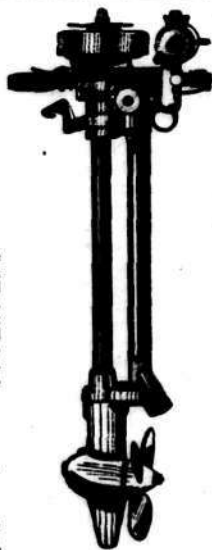
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REVIEWS

Farewell Windjammer. By Holger Tresselt With Preface by Alan Villiers. Published by Thames and Hudson, London and New York.

This is the story of the last outward and homeward voyage of one of the last of the big square sail windjammers. The author in his subtitle calls it: "An Account of the Last Circumnavigation of the Globe by a Sailing Ship and the Last Grain Race from Australia to England." And that, in fact, in a broad sense, fits the book exactly.

Yet the book in a spiritual sense is more than that: it is a personal record of experience at sea, the like of which may never be written again.

And that is the work's greatest charm. If here and there the author's approach and manner of treatment is somewhat amateurish, the lapses if such they can be called, contrarily merely contribute greatly to the book's sincerity and genuineness.

The author is in fact so genuine at times that in certain circumstances and events the reader almost feels as though he is working aboard with him, one of his curious intrepid shipmates. He finds himself reacting almost as he and they reacted. But can the author be called at fault for that? Not in sincere work like this. Quite the reverse, in fact.

Though the reader's reaction against the author may on occasions be adverse, even disputatory, most often it will find him feeling only the highest respect and admiration. In fact, Tresselt's experience was an extraordinary seafaring achievement. It is indeed a tribute to personal worthiness—and an event surely unique—that the young author of the book should succeed in becoming ac-

ting third mate of a great sailing ship after only four months' experience on the high seas. Yet perhaps an even greater tribute to his ability and character is the fact that he filled the post with a no inconsiderable measure of success.

We voyage with a lively fancy in chapter after chapter. The book first deals with the "Last Days of Sail" and with the decline and oblivion of the ships that figured in it: the "Lawhill," "Viking," "Pamir," and "Passat". The author's ship is the "Passat", a four-masted barque of 4,700 tons burthen and the largest of the four. How its crew, comprised mainly of dilettantes with little or no seafaring experience, faced up to the work, knew some of the glory, of square-sail seamanship is shown in pictures that, if a little naive and landsman-like, are none the less extremely interesting.

Perhaps the two best chapters are those entitled "Rising Seas" and "Howling Desolation." Here is the author encountering the "Passat's" first major mishap of the voyage.

"I stepped out of the poop and, still drunk with sleep, looked around me in the rolling ship. I saw at once that something unusual had occurred. No. 2 had had the topgallants furled during the morning watch, but there were figures still crawling about the main upper topgallant yard and seemingly hard at work. No. 2 was standing amidships watching them. . . . I went across to find out what had happened. The starboard yard-arm had crumpled a fathom or so from the end, and it appeared that the steel pipe was very badly corroded internally through water lodged there. This did not augur well for the strength of the rigging,

and we began to wonder about the condition of the lower yards which would have to support the pressure in a storm."

And here he is, in "Howling Desolation," watching the black storm clouds piling up in their wake and thundering down upon the ship, a momentary glimpse of the Grain Race home, which the "Passat" won.

"We had now reached latitude fifty degrees south and by five o'clock it was already dark. There were now three men at the wheel, two of them lashed, and with the wind on the quarter they had literally to fight to keep the ship on her course. No. 1 never left the immediate vicinity of the binnacle, and his gaze played between the howling rigging and the face of the compass, which was lit by the fluttering light of two paraffin lamps. A point or so off the course and up into the wind would set the sails aback, and if that happened we should be extraordinarily lucky to escape major damage to the sails and rigging. . . . That night the howling of the rigging turned into a roar. . . . a whole gale. . . . The helmsmen were glad of their lashings. . . . Through seas that really were enormous, 'Passat' plunged along at a logged speed of thirteen knots, despite her load and the few sails she was carrying."

It is of interest to note that the last two deep-water windships—the "Pamir" and the "Passat"—had started out on their last voyages practically about the same time as the U.S.A. announced that work was about to begin on the first two vessels designed to be driven by atomic power. The era of deep-sea sailing was ending and another just beginning. Will the era of atomic power be as romantic and as interesting as the sail? Perhaps! Anyhow, one thing may be said: it will almost certainly be safer and faster.

"Farewell Windjammer" is a book well worthy of an honoured niche in the library of the seafarer.

R.A.N. CADET MIDSHIPMAN WINS GRAND AGGREGATE.

A Royal Australian Navy cadet-midshipman has won the Grand Aggregate prize for Supply and Secretariat Branch Cadet-Midshipmen, who completed their training in the training cruiser H.M.S. "Devonshire" during April. He was Cadet-Midshipman (S) Barrie Lawson West, of Mooroolbark, Victoria.

Midshipman West received his prize from His Royal Highness, the Duke of Edinburgh, on Tuesday, 14th April.

The Minister for the Navy (the Hon. William McMahon) said that this information had been received by the Naval Board on 16th April.

The Minister said that Midshipman West's achievement of winning the Grand Aggregate award in the Supply and Secretariat Branch was very praiseworthy, as he would be competing against Cadet-Midshipmen of Navies from other countries of the British Commonwealth.

Midshipman West entered the Royal Australian Naval College at Flinders Naval Depot (Victoria) in January, 1952, and in July he went to the United Kingdom for training in the Royal Navy. He is 19 years of age.

ISLAND VOLCANO BLOWS UP AGAIN.

A message from Port Moresby on May 21 reported that the volcano on Long Island, 100 miles east of Madang, which has been active recently, erupted again on that day. The first eruption occurred on May 9. At the last eruption huge clouds of smoke billowed up from the island's centre to a height of 6,000 feet. An aircraft which flew over the crater could not penetrate the black ash and smoke and had to turn away from the scene. About 300 inhabitants of the island, including all the women and the aged people, were evacuated to Sidor on the New Guinea mainland following the first eruption.

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His Excellency the Governor-General has granted his Patronage to the Association during his term of office in Australia.

Due to publicity given in recent issues of "The Navy" the ex-Naval Men's Association has been successful in securing a number of nominators for ex-Royal Naval men, together with their wives and families, to enable them to migrate to Australia. Federal Council is pleased to have received correspondence from these prospective migrants, thanking the Association's officials for their part in coming to their assistance and obtaining nominators.

Mr. Alfred Hallett, of the Port Adelaide Sub-Section, was recently nominated by the South Australian State Council for the Diploma of Merit. Federal Council at its last sitting unanimously awarded the Association's Certi-

ficate to Mr. Hallett for his untiring efforts on behalf of ex-Naval personnel, and has requested Mr. G. (Angas) McKee, the State President, to make the presentation on behalf of the Federal President.

State Councils have reported that membership in their Sub-Sections has increased since last Anzac Day, the number of candidates for admittance to membership is slightly in excess of the numbers for previous years, apparently the main reason for the increase appears to be that the younger men are now gradually overcoming the complex of parading in streets of capital cities in civilian clothes, or is it that they are missing the company of former "old ship-mates": anyway it was pleasing to see so many ex-Naval personnel renewing acquaintances, swapping yarns, and later, "splicing the main brace." Papua-New Guinea Section must-

tered 20 members for the Territory's Anzac Day March. This Section will hold its Annual Ball at the Red Cross Hall, Port Moresby, on Friday, 10th July, when it is fully anticipated that 400 persons will be present.

Messrs. T. Gadsby and G. C. Richardson have transferred their membership from Melbourne Sub-Section to Heidelberg: H. J. Hill and A. Hodgson have gone to Northern Suburbs S.S. from Sydney: F. E. Anderson has transferred to A.C.T. Section from St. George S.S. and C. R. Lambie, of Sydney, is going to Melbourne S.S.

G.W.S.

DANGER SEEN IN RADAR RAYS.

Speaking before the Aero Medical Association in Los Angeles on May 12, a United States Navy doctor said that modern radar sets now in use in military aircraft gave off rays powerful enough to kill animals and injure human beings. The doctor, Commander Sidney Brody, who is medical liaison officer of the United States Navy's Bureau of Aeronautics, said that radar micro-waves of 3,000 watts killed rabbits in 75 seconds. The latest type of radar used on aircraft generated up to a million watts and caused, he claimed, a serious problem for maintenance crews. The human eye appeared to be especially sensitive to radar micro-waves. We are worried about the possibility of cataracts, he said.

"The greater the difficulty, the greater the glory."

—Cicero.

The Navy

EASTER NAVY DAYS AT CHATHAM HAVE LINK WITH PAST

Visitors to Navy Days held at Chatham on 4th, 5th and 6th April were able to take a step back into history to the Royal Navy of fifty years ago, days when tattooed and bearded ratings in loose-fitting uniforms and shallow-brimmed caps, who lived on mess decks where candles were used to improve the dim lighting, scorned cigarettes as effeminate in favour of "pusser's" leaf tobacco rolled in canvas and tied up with lengths of spun yarn.

Easter Navy Days at Chatham this year are being linked with the fiftieth anniversary of the Royal Naval Barracks at that port and at one of the exhibits the public were able to contrast the living spaces with bare walls, spartan fittings and wide spittoons used half a century ago with the quarters provided for ratings at the present day.

It was on 30th April, 1903, that the first 5,000 officers and men, previously housed in hulks, formally marched into the new, but still uncompleted, barracks on which work had been started nearly five years before. The ship name "Pembroke," which had been borne ever since that time by the Chatham Barracks, was transferred to the establishment from a vessel of that name, a former flagship of the Commander-in-Chief The Nore, used to accommodate officers, seamen and engine-room artificers in the nearby dockyard.

Contrasting severely with this link with a past that is now only a memory for the handful of Naval pensioners still living who took part in the first occupation of the barracks, the remainder of Chatham Navy Days provided up-to-the-minute evidence of the

Royal Navy's progress both afloat and in the air.

Displays for visitors from the London area and all parts of Kent ranged from a mock, but realistic, gun action between a dummy cruiser and destroyer and a fight between boarding parties of ratings and pirates on a captured junk to high-speed attacks by Naval jet fighter aircraft in action against a Naval vessel.

While many H.M. ships in the dockyard were open to the public, there were also a wide variety of displays and exhibits ashore. These included a Damage Control demonstration in a specially built unit, illustrating the way in which damage in a Naval ship from enemy action is repaired, an exhibition by Naval firefighters fighting an oil fire with flames seventy feet high, and many other attractions covering almost every aspect of Naval activity.

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R.A.N. PLAYS IMPORTANT PART IN CORONATION FESTIVITIES.

The Royal Australian Navy played a prominent part in the Sydney celebrations of the Coronation of Her Majesty, Queen Elizabeth II., on June 2. The Navy had nine ships participating in the colourful display in Sydney Harbour on Coronation Night. Each ship was beautifully decorated and illuminated, and the display, witnessed by vast crowds packed along the harbour foreshores, included a brilliant fireworks exhibition and other attractions. Ships taking part in the display and the berths they occupied were as follows:

- "Australia" (Shell Cove Buoy)
- "Vengeance" (Kirribilli dolphins)
- "Arunta" (Athol Bight)
- "Bataan" (No. 2 Buoy Point)
- "Murchison" (off Robertson Point)
- "Barcoo" (No. 1 Buoy)
- "Wagga" (No. 3 Buoy)
- "Cootamundra" (West of Shark Island)
- "Tactician" (Neutral Bay Buoy)

The mooring of the nine Naval vessels, lit from stem to stern, around the central part of the Harbour added greatly to the gaiety and brilliance of the scene.

MEMORIAL SERVICE FOR "CENTAUR" DEAD.

The Governor of New South Wales, Lieutenant-General Sir John Northcott, on May 17 attended a service held in St. Andrew's Anglican Cathedral, Sydney, in memory of those who died in the sinking of the Australian hospital ship "Centaur," torpedoed by a Japanese submarine off Queensland in 1943. Subsequently a wreath, carried by two survivors of the sinking (Mr. L. Hogan, of Cessnock, and Mr. W. Cornell, of Sydney, both former ambulance personnel on board) was laid on the Cenotaph in Martin Place.

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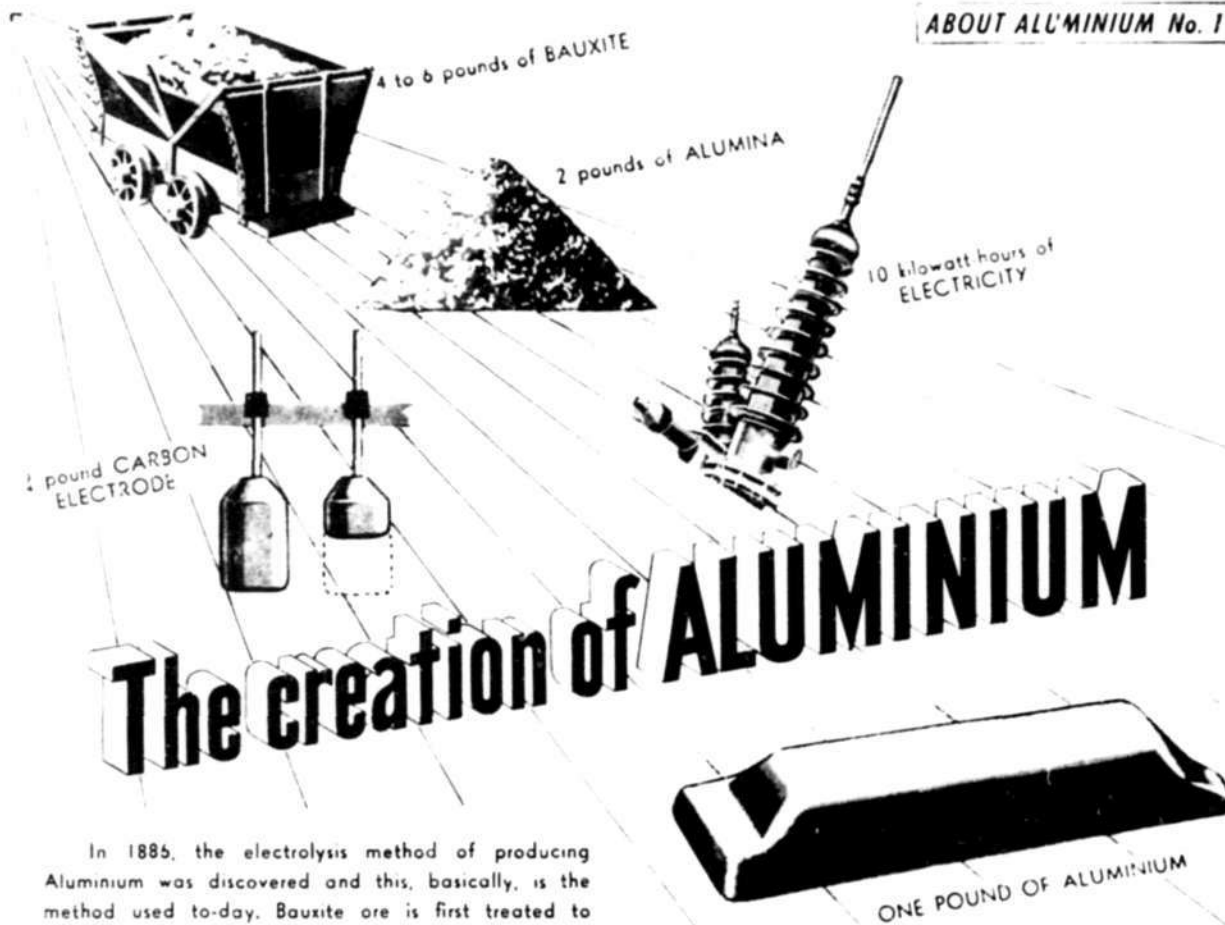
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