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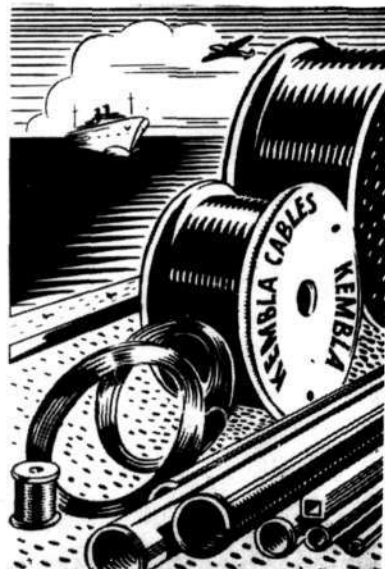
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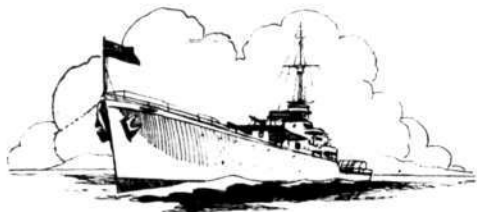
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# **BRITISH ADMIRALTY'S NEW TEST HOUSE FOR GAS TURBINE ENGINES.**

Considerable significance is attached to the announcement by the British Admiralty on March 18 that a new test house for Naval gas turbines has been completed at the National Gas Turbine Establishment at Farnborough, in Hampshire.

The significance of the new building in relation to Britain's lead in marine gas turbine development can best be stated in the words of the Third Sea Lord and Controller of the Navy, Admiral Sir Michael M. Denny, K.C.B., C.B.E., D.S.O., when he made his first visit to the Test House.

"Important decisions concerning the future of the gas turbine in the Royal Navy have been made," said Sir Michael. "As a result of these decisions, I feel quite sure that the Merchant Navy, and the rest of the world, will be quick to follow the lead of the Royal Navy."

"The consequence of these decisions throughout the marine world," continued Sir Michael, "will be far-reaching, and the impact may well prove as revolutionary as the partial suppression of the steam reciprocating engine, at the turn of the century, by the steam turbine."

He went on to say that "in the near future, gas turbines will be found in all classes of vessels in

some form or another. "I am not suggesting," he was careful to remark, "that capital ships will have complete gas turbine propulsion during my time in the Royal Navy, but I am suggesting that a number of applications of gas turbines will be in use afloat in the Royal Navy during my lifetime."

"Ships will certainly have power generating sets in the very near future. Smaller ships will undoubtedly have gas turbine propulsion, and gas turbines may well be fitted in aircraft-carriers, cruisers, destroyers and frigates as boost sets for use when the full power for which the ship is designed is required, other forms of power propulsion providing for the range of speed below the top fifth of power. This application would enable steam turbine designers to produce more efficient and economical steam turbines, also of paramount importance."

Sir Michael concluded: "As you will appreciate, the work carried out in this Test House, as part of the development of gas turbines for marine use, will be of the very greatest importance to the Royal Navy, and indeed in the long term to the whole national effort."

The test house in question is situated in a large steel-framed concrete building incorporating a 100-foot-long test bay. The width is 40 feet, approximately the beam of a frigate. In it, engines for Her Majesty's ships and coastal craft, up to 10,000 shaft horsepower, may be given trials in conditions closely resembling those to be found at sea.

## **LIAISON BETWEEN ROYAL AND MERCHANT NAVIES.**

A scheme, sponsored by the British Admiralty, that has the wholehearted support of everyone concerned, is that which has been inaugurated to maintain and improve liaison between the Royal and Merchant Navies of Britain. Regarded as serving a most useful purpose in cementing the close friendship engendered between the two Services during the late war years, the scheme cannot be too highly commended.

To date, some thirty-five Royal Naval officers, of Lieutenant-Commander and Lieutenant rank, have taken part in the scheme.

The officers have been attached as Liaison Officers for short periods to a variety of Merchant Ships ranging from one thousand to ten thousand tons. During the period of their attachment, the Naval Officers sign on as supernumerary Deck Officers for a nominal sum, and in all respects become members of the ship's company. They thus have the opportunity to see at first hand the day-to-day life of their Merchant Navy opposite numbers and to study their problems.

That the scheme has, as anticipated, already proved most popular and instructive in practice must, unquestionably, be of immense and mutual benefit, either in peace or war, to our two great maritime services; and both the Board of Admiralty and the shipping industry are to be congratulated on the conception and success of this, in very truth, nationally-valuable innovation.

## **OIL AND OUR DESTINY.**

A little-known corner of the world with a queer Dutch name may have an important effect on the destiny of Australia. It is a place at the western end of Dutch New Guinea, and is a peninsula known as Vogel Kop, which means Bird's Head, on account of its geographical shape.

There are three reasons why Vogel Kop is important for Australia. One is that it is practically on the direct route between Australia and the Eastern nations of the Philippines, Japan and China. Another is that it is potentially a big source of oil. The third is that it is a focal point of the clash between Dutch and Indonesian interests. Dutch New Guinea could easily become one of the world's trouble spots, and Vogel Kop is perhaps the critical part of Dutch New Guinea.

Geologically, Vogel Kop is different from the other parts of New Guinea, but bears a striking resemblance to the oil-bearing areas in Borneo and other territories further west. Before the 1939-45 war the Dutch Government permitted oil interests to search for oil, and, if they found it, to exploit the fields under licence.

Two fields were opened up — one known as Klamona and the other known as the Wasian Field. Oil was obtained in barrels and taken away by barge for refining elsewhere.

To-day the oil industry is developing, and a number of associated companies have a headquarters in the Vogel Kop settlement of Sorong. It is possible that oil that they find will be refined in the huge new refineries now being built at Kwinana, in West Australia, and Altona and Geelong, Victoria.

In our own interests, we Australians should watch developments in Vogel Kop carefully. In unfriendly hands, the peninsula could be a menace to us.

## **CENTENARY OF R.N. CONTINUOUS SERVICE ENGAGEMENT.**

April 1st this year was the centenary of the introduction of the continuous service form of engagement in the Royal Navy, a turning-point in the history of Naval recruiting. The scheme, established by an Order in Council, was devised by a Senior Admiralty Clerk, Charles Pennell, who was later knighted for his services.

Under the original scheme, a rating over the age of 18 might join the Navy for 10 years. Hitherto, Naval recruiting had been haphazard. A volunteer, attracted to a particular warship by lustily-worded recruiting posters, promising bounties and an abundance of prizemoney, grog and battle, or by the fighting reputations of individual captains, joined nominally for five years, but in practice for a single commission of three or four years. Large numbers of seamen were impressed into service, particularly before 1815, either rounded up by roving press gangs in seaports or taken off merchant vessels by Naval boarding parties. Ships' companies were reinforced by drafts of convicts for many years after the Napoleonic wars.

When warships paid off, many seamen avoided re-enlistment in the Royal Navy and joined foreign navies, among them that of the United States, which recruited many of the most experienced seamen in this way. The idea of a continuous service engagement was so slow to gain popularity that in 1854 a Naval force commanded by Sir Charles Napier could be, manned only after an intensive recruiting campaign lasting nearly three months. Even then some ships sailed for the Baltic 30 per cent. short of their complement, manned largely by dockyard riggers and coastguards.

In 1853 there was no official uniform for ratings, although most of them wore wide trousers, short jackets and straw hats. Sometimes individual captains' whims resulted in the designing of unofficial uniforms; a Commander Eardley-Wilmot, commanding H.M.S. "Harlequin," dressed his gig's crew as harlequins. A standard uniform was not made compulsory until 1857.



## AIRCRAFT CARRIERS ARE INDISPENSIBLE

Two brilliant British inventions—the steam catapult and the angled deck—have recently focussed attention sharply on naval aviation and its particular instrument of warfare—the aircraft carrier. Despite the fact that a carrier of the Royal Navy has been operating for two years off Korea, people are still liable to ask: "What exactly is the use of an aircraft carrier in modern warfare?" and other people are still liable to give them a nonsensical answer. For one thing the use of a carrier off Korea is misleading. Support of ground forces by tactical bombing and strafing, and bombardment spotting is a minor role for a carrier.

The primary role of aircraft carriers in the Royal Navy is to act as submarine-killers. Let there be little doubt where an enemy would strike in any future war. His submarines would attack the convoys that must bring the food and materials on which the United Kingdom would depend for survival. Furthermore, he would launch his attack at once and on a devastating scale. Hitler waited a year before he gave the word for his all-out U-boat campaign (at the height of which he was sinking one allied merchant ship every four hours). Next time we would expect no such year's grace in which to take counter-measures.

Submarines, hunting in packs of 40 or 50 would attempt to annihilate our convoys. Only one weapon could prevent them—the carrier-borne anti-submarine aircraft. The Royal Navy has the *Fairey Gannet* (now in super-priority production) which carries its own radar detection devices as well as the means of destroying submarines; it also possesses a new propeller-turbine engine which permits great range and endurance. Single *Gannets* would patrol the area around the convoys, dropping their detecting devices beneath the water so that the approach of any submarine would be shown on the radar sets in the aircraft. The position of the submarine would be plotted and an attack made with depth-charges. Should a large-scale submarine attack develop then more *Gannets* could be flown off the carrier.

It is out of the question to suppose that shore-based aircraft could

protect a convoy. If the convoy were attacked in mid-Atlantic it would be bound to take vital time to call up reserve aircraft. If the submarines should haul off from the attack for two or three hours the reserves of protecting aircraft would be unable to patrol interminably around the convoy and would return to base. If the shore-bases should be iced-up or fog-bound no aircraft would be able to take off and the convoy would be without anti-submarine aircraft entirely.

Similarly, in the hunter-killer technique of offensively searching for and destroying submarines (as opposed to the purely defensive role of convoy protection) a carrier force is far more effective than any number of long-range shore-based aircraft. The carrier aircraft would be on the spot from start to finish, whereas the long-range aircraft have always to be considering the navigational and fuel problems of their return to base after they have found the submarines.

The laying of mines by carrier-borne aircraft is another task which the long-range shore-based aircraft cannot always manage. A carrier force can approach to within 100 miles of a remote enemy estuary and fly off a night strike of mine-laying aircraft. Such a port might be 1000 miles (of enemy-controlled territory) from the nearest friendly shore-base.

The second role of the aircraft carrier is to provide air defence for fleets or convoys. In some cases this could be done by shore-based aircraft—but even in such

cases it would presumably necessitate the shore-based fighters being taken off their own primary role of escorting allied bombers or supporting ground forces.

The Royal Navy has three high-speed interceptor fighters for air defence. They are the Hawker Sea Hawk, the De Havilland Sea Venom (day and night fighter equipped with radar) and the Vickers Supermarine Attacker. All these aircraft are jet-powered and are capable of climbing to above 30,000 feet in a matter of minutes. To ensure, however, that high-speed bombers cannot approach the fleet without sufficient warning, carriers are now equipped with Skyraider aircraft. These American aircraft are virtually flying radar-sets. They have very considerable range, and patrol the area round the fleet or convoy and are thus able to detect an approaching force of enemy bombers at a far greater distance than could the ships' own radar sets.

The interceptor fighters would thus be given ample time to climb to 40,000 feet and attack the bombers before they reached the fleet. The Sea Venom would be able to carry out such interceptions both by day and night and in bad weather. An observer is carried in this aircraft to operate the radar.

A subsidiary, but possibly vital, role for naval fighter aircraft would be that of maintaining local air supremacy to cover troop landings outside the immediate range of shore-based fighters. Salerno was the best example of this in the last war. The Allied forces had no fighters with enough range to operate decisively over the troop-landing area. The Germans had several nearby airfields from which to operate both bombers and fighters. It was, therefore, decided to use escort carriers equipped with *Seafires* as the only possible air defence. Without air defence the landing could not have been carried out. Nor is it unreasonable

to suppose that in a future war there may be many such military operations which require air support beyond the scope of the R.A.F.

Critics of the aircraft carrier (notably Major Alexander de Seversky) have pointed out that to attempt to use a task force of carriers for strategic roles such as the direct assault on a heavily air-defended enemy coastline would be suicidal. They are perfectly right. No one with half an ounce of commonsense would think of operating carriers under those circumstances. The long-range shore-based bomber is the obvious answer. But it is as well to keep a clear and distinctive view of the separate roles of carriers and long-range bombers; it has been thought by some people (from goodness only knows what deductions) that the long-range bomber could supersede the aircraft carrier. This is about as intelligent as saying that the tank could supersede the submarine.

It is extremely probable that in a future war carrier-borne aircraft would carry out a considerable amount of tactical bombing—as indeed they are doing in Korea today. The element of surprise is of considerable importance in this respect. Whereas the enemy knows fairly accurately the locations of airfields from which bombers can operate, he cannot be at all sure (without diverting numerous search aircraft) where the carriers are operating. Such use of a "floating airfield" would enable naval fighter-bombers to mount a surprise attack on an enemy key-point situated near the coast but well behind the front-line. R.A.F. fighter-bombers on a similar mission would be detected immediately by enemy radar as soon as they crossed the front-line.

The last role of carriers is to provide aircraft for strikes against enemy shipping. The further development of this role depends largely on the consideration of the naval strength of a potential enemy. At the moment the Navy

has the Westland Wyvern, a single-seat propeller-jet aircraft which is capable of carrying a torpedo, bombs, rockets and mines.

So much for the roles of the aircraft carrier and the aircraft which she carries. This article began with a reference to two British inventions (both of which have been adopted by the Americans) and it is essential to consider them if an overall picture of naval aviation is to be obtained. Firstly, the angled deck. This is simply the marking-off on an ordinary flight deck of a landing area at some 8° to the centre-line. Aircraft thus have to approach and touch-down from slightly to starboard of the round down; but should they fail to catch an arrestor wire they can take off again over the port side of the flight deck. On a conventional flight deck an aircraft which fails to catch an arrestor wire flies into the crash barrier doing considerable damage to the aircraft (although hardly ever to the pilot); in extreme cases it may even leap the crash barrier and land among the

aircraft which are parked at the far-end of the deck. The damage in that event is usually very considerable.

Thus the angled deck virtually does away with barrier crashes—saving aircraft and also inspiring greater confidence in inexperienced pilots. Also, as the illustration shows, it provides greater parking space for aircraft.

The steam catapult is, roughly speaking, a complementary invention to the angled deck. Whereas the latter enables aircraft to be landed on quicker and more safely, the former enables them to be shot off the carrier more quickly and at greater weights.

With previous catapults it was usually necessary to have the aircraft carrier at sea and actually steaming into the wind. So powerful is the new catapult that aircraft can now be boosted off the carrier at anchor, and aircraft with heavier bomb loads can thus be boosted when the ship is under way.



The modified flight-deck section of the Aircraft Carrier U.S.S. "Antietam" which was recently successfully tested and showed a maximum safety factor for pilots and flight-deck personnel, greater operational efficiency and economy, and increased fighting potential.

# SEARCHERS OF THE SEA DEPTHS

TELLING HOW MODERN EXPLORERS—HISTORIANS, WRECK-HUNTERS, NAVAL DIVERS, PHOTOGRAPHERS—ARE REVEALING TO THE WORLD THE VAST UNDERWATER SECRETS OF THE SEAS.

Wreck-hunters searching the seabed for treasure . . . marine life cameramen filming the teeming denizens of the watery underworlds . . . that frogman-like figure swimming about the ocean floor is a diver! That goes without saying. But what kind of diver? And how is it that at anything between 220 and 300 feet down he can still be alive and active? The fact is, the diver we are visualising in that seeming deadly game of seabed exploration belongs to a type that is the world's newest and most adventurous. He is a member of that fascinating and growing band known as Aqua-lung Divers. He is the world's nearest approach in human form to the naval submarine.

No, the term "growing band" has not been emphasised lightly. It is right enough. Until the invention of the Aqua-lung, only highly trained specialists could explore the under-water world of the seas. It was an expensive

venture, not without its dangers. But to-day, at comparatively low cost and with little risk, any robust swimmer, with ordinary care, can dive among the enchanting wonders of the deep. And enchanting and wonderful it all is, as those who have been "down under" well know.

## SELF-CONTAINED DIVER

The Aqua-lung, it can be said with safety, meets all the requirements for ideal underwater movement. Its design is the result of years of experimentation by diving specialists in the many and varied diving problems associated with underwater photography, and deep-sea research and exploration. In operation, the pressure of the air supply in the Aqua-lung equipment is automatically adjusted to the pressure of water at all levels, the air supply being adjusted to the normal breathing rhythm. No hoses or lines to the surface encumber or hamper the diver. He is an independent,

self-contained unit, with complete freedom to explore the depths or to carry out his tasks underwater without having to bother about his air supply while doing so. Thus, with no breathing worries, the diver can make his dive last longer, go deeper. Harnessed, he looks like some kind of two-legged, water-living, antelope, horns and all, with the over-the-shoulder air tubes leading to his mouth, the glass-fronted face mask, and with the air cylinders slung on his back.

Since its invention—and before it to some extent with older methods—historians have left their libraries, biologists their laboratories, and photographers their studios, to don frogman suits and masks and carry out methodical underwater work in practically every one of the Seven Seas. For some years, too, navies—particularly the navy of France—have trained and called into operation men-fish of this type to perform specialised underwater tasks.

There is, for instance, Captain Jacques-Yves Cousteau of the Undersea Research Group of the French Navy, as well as the little less-known Frederic Dumas, Philippe Tailliez, Guy Morandiere, and Maurice Fargues of the same group. The exploits of these underwater developmental research divers are already legendary, seem scarcely credible, sound to us somewhat like a Jules Verne novel must have sounded to our forefathers of eighty years ago. Yet, to-day, they are little more than routine incidents of daily occurrence—thank to the Aqua-lung.

## COUSTEAU—SUPER DIVER

Captain Jacques-Yves Cousteau began his experimental diving and research work as early as 1936. He was then a young gunnery officer in the French Fleet—a man of sharp observation and insatiable curiosity, especially for the little-known world of the deeps. In a "skin" dive, with nothing but goggles to protect the eyes and to enable him to see under-water, the deepest he could go was 60 feet, at which depth he felt the expected and painful sensation of air shrinkage in the lungs under increasing pressure. He then began experimenting with his earliest form of equipment, but at 45 feet he had to be

pulled out by his friends. His spine was bent backwards and he was unconscious. Not until during the war and after he had won the collaboration of Emil Gagnan, the eminent French engineer, did Cousteau perfect what is now the standard equipment of the Aqua-lung. Since then, deep-sea diving has never looked back. The new world of colour and movement, submerged as he was in it for up to an hour, proved wholly irresistible. Once, Cousteau dived to 297 feet. And one man, Maurice Fargues, dived to 396 feet, but he never came up alive; under the influence of the dreaded nitrogen narcosis or "rapture of the depths" he had thrown away his mouthpiece and paid the penalty in death.

## TORPEDO WATCHING

Meantime, however, under proper restraint, but with unabated daring, the achievements of the Aqua-lung divers, mounted in number, and in general utility and purpose. Cousteau has watched the firing of torpedoes from a submarine and has reported on the behaviour of the Katymines being laid by the Navy and the reaction of deep-sea monsters to his diving evolutions among them. Peter Hastings, writing of this in a fascinating article in a recent number of the Australian maga-

zine "A.M." said: "The sum total of Cousteau's experience (gained, by the way, in the Mediterranean) was that the proper swim quivering with fear from their rocky hideouts when disturbed, giant pelagic fish surveyed them with somnolent incuriosity, the moray eels slithered away on the approach of man, the manta rays fled, flapping their great, shark-like fins in panic, and the shark, once the divers had descended below the surface, swam around them indolently or speedily swam away from them." However, Hastings emphasises that "there is nothing in the Mediterranean which equals in ferocity the white pointer shark found in Bass Strait." He says that the divers have become quite convinced that no shark will attack under water, but will immediately and savagely attack anything on, or close to, the surface water. An interesting observation, especially to Australians habitually devoted to their surfing beaches. Other divers, exemplifying the general utility of Aqua-lung diving, have raised the bodies of airmen from the wreckage of crashed planes 100 feet and more down on the seafloor. Incidentally, where Cousteau and his few disciples dived eight years ago, followers of Aqua-lung now dive in their hundreds.

## DIVERS PROMINENT IN THE FIELD OF SCIENCE

As for work done by divers in the field of science, readers of "The Navy" will perhaps recall an article published in its issue of November, 1951, in which reference was made to the work done in the new science of underwater archaeology off the shores of the Mediterranean. There was, for instance, the discovery of the famous bronze statue of Zeus of Artemision, which, thanks to the Greek Government, was brought up from the seabed off the coast of Greece, where it has lain since

the fifth century before Christ. Another instance, was the work done by a team of divers led by Father Poidebard which, following the exploration of the waters of Tyre and Sidon, was able to trace accurately the plan of these ancient and historical ports. This equipment does, indeed, offer a very great potential in many fields.

Similarly, the National Geographic Society announced in Washington on February 28, that a cargo of wine more than 2,100 years old had been found by divers

aboard a Greco-Roman ship which sank off the southern coast of France in the third century B.C. The ship, (which is being raised) and its cargo, is assessed by scientists as one of the rarest archaeological finds ever made. Divers have brought to the surface no fewer than 1,000 large amphoras. These are pottery vessels in which the ancient Mediterranean merchants transported the liquid cargoes of their days. Some of these vessels, still corked, contain wine that, if somewhat vinegary, is still drinkable.



The "Frogmen" of the last War had all-over rubber suits for protection, fins for extra speed, and wore the conventional type of mask. Aqua-lungs were not used because of the tell-tale bubbles of exhaled air. For long-distance tasks, when they would be swimming close to the surface, these men wore closed-circuit oxygen regenerative equipment. Each man also had, around his neck, a plastic slate on which hydrographic information could be noted with an ordinary pencil.

## AQUA-LUNG DIVER HAS SAFETY

The Aqua-lung has been used now for over seven years without casualty (with the one exception mentioned previously). It is standard equipment in the French, British and United States Navies, at several American Universities, and is also used by many scientific and educational organisations throughout the world.

The Aqua-lung is indeed unique. It represents the greatest advance to date in underwater exploration equipment. Among

its many special features is that it uses compressed air and operates on the "open circuit" principle, i.e., the air is breathed in from a cylinder and exhaled into the water, in the form of bubbles. This feature, though placing as it does a limitation on the universal use of the equipment in wartime in that the Aqua-lung diver may be traced by means of the bubbles, is still a great inventive step forward and, outside the limits defined, of great advantage. No chemicals are involved. The mechanism controlling the air supply is completely automatic.

The Aqua-lung must never be

confused with somewhat similar equipment using oxygen and certain chemicals. This latter type of equipment operates on what is known as the "closed circuit" principle. Oxygen from a cylinder on the back is breathed in, and the exhaled gases are absorbed by a purifying device containing caustic soda. Use of oxygen limits diving to 33 feet, as this gas is extremely dangerous under great pressures and has caused many deaths. Should the chemicals become moistened, the diver's lungs would be burned. No such limitations or dangers are associated with the Aqua-lung.

## FOR USE IN AUSTRALIA

A member of The Navy League, Barry Keen, has recently imported the first two Aqua-lungs into the country from America. These are to be used, in conjunction with underwater still and movie equipment, to make documentary colour films of the Barrier Reef, and also, possibly, for hydrographic experiments in that area. Hitherto most attempts to

record the unbelievable colour of the fish and coral foundations of the world's greatest reef have been confined to what could be obtained from glass-bottomed boats, conventional, heavy diving gear, or home-made diving bells.

None of these methods combines the flexibility, range and economy made possible by the Aqua-lung. With it, the diver

becomes a fish and is accepted as such by the marine inhabitants.

And so it is possible that, for the first time, we may be able to see what was described by Hans Haas, a Director of the Undersea Institute at Vaduz, Liechtenstein, recently on a short visit to Cairns, as the most colourful of all reef regions in the world. And he should know!



These under-water cases for cameras and equipment are made of stainless steel with monel metal controls. They are for a movie camera, a still-camera and exposure meter.



Barry Keen, wearing an Aqua-lung, fins and mask, prepares for a "dive." The equipment weighs approximately 42 pounds, but has positive buoyancy when it is submerged.

## THE CORONATION NAVAL REVIEW

### A MIGHTY AND MAGNIFICENT SPECTACLE OF SEA-POWER.

Her Majesty The Queen on June 15th reviewed the mightiest assembly of sea power since the historic Normandy invasion of 1944.

More than 200 warships and other craft from 22 nations lined up off Spithead for the great Coronation Naval Review.

H.M. Ships in the Review were representative of every class now in service in the Royal Navy and were drawn from the Home, Mediterranean and Reserve Fleets, and from the Home Commands of Portsmouth, Plymouth and The Nore and Scotland. The Navies of Australia, Canada, India, New Zealand, Pakistan and Ceylon were represented. There were also foreign warships from many countries, Royal Fleet Auxiliaries and representative ships of the British Merchant Navy and Fishing Fleets.

The vast assembly, which included aircraft carriers, cruisers, destroyers, frigates, submarines, and the battleship "Vanguard," stretched west from the harbour in nine lines each seven miles long—with the head of the lines at Spithead and the rear just to the East of Cowes—and spread over 35 square miles of sea. Aboard them were 50,000 officers and men.

Among the warships were the aircraft carrier "Sydney," representing Australia, and the cruiser "Black Prince," representing New Zealand.

Her Majesty The Queen and Admiral of the Fleet His Royal Highness the Duke of Edinburgh, K.G., left the South Railway Jetty, H.M. Dockyard, Portsmouth, in H.M.S. "Surprise" — the Royal Yacht for the occasion — and proceeded down each line in turn. The "Surprise" (Commander R. A. M. Hennessy, D.S.C., R.N.) was under the orders of the Flag Officer Royal Yachts (Vice-Admiral Abel Smith, C.B.,

C.V.O.). Also on board in attendance upon The Queen were the First Lord of the Admiralty and First Sea Lord and the Commander-in-Chief, Portsmouth (Admiral Sir John Edelman, G.C.B., C.B.E.), with whom, in conjunction with the Commander-in-Chief, Home Fleet (Admiral Sir George Creasy, K.C.B., C.B.E., D.S.O., M.V.O.), rested the organisation of the Review. Admiral Sir George Creasy, flying his flag in H.M.S. "Vanguard," commanded the Review Fleet.

In accordance with tradition, the "Surprise" was led out of harbour by the Trinity House vessel "Patricia," commanded by Captain J. R. Meyrick, with the Elder Brethren of Trinity House embarked.

The "Surprise" was followed by H.M.S. "Redpole," wearing the British Admiralty flag, indicating that the Board of Admiralty were embarked.

As the "Surprise" reached Spithead all saluting ships of the Review Fleet fired a Royal Salute of 21 guns. The Royal procession, joined by various ships carrying the official guests, then proceeded on its appointed function — Her Majesty's Review of the Review Fleet. The procession passed through the lines from East to West and returned to a position abreast of H.M.S. "Vanguard," the flagship of the Review Fleet.

where the "Surprise" came to anchor. The pageantry of the Flypast of 300 Naval aircraft then took place over the Fleet. This was led by Rear-Admiral W. T. Couchman, D.S.O., O.B.E., Flag Officer, Flying Training. From about 10.50 p.m. until midnight the ships of the Review Fleet were brilliantly illuminated, and at 10.50 gave a fireworks display, the myriad illuminations and massed falling brilliances of the rockets and star shells creating a magnificent scene.

Her Majesty The Queen, with the Duke of Edinburgh, received more than 60 senior officers at a luncheon party aboard the "Surprise."

The Queen spoke through an interpreter to the commander of the Russian cruiser "Sverdlov," Captain Rudakov.

Her Majesty stood on a special saluting platform built on a gun emplacement ahead of the bridge of the "Surprise" during the tour of the Fleet. This wooden framed saluting point had glass windows on all sides and a glass roof, with a curved front to deflect the wind.

Around the Review Fleet's anchorage were great liners, merchant ships, and 1500 privately-owned yachts.

Never before in 180 years of Spithead Naval Reviews have so many ships been assembled.

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### NEW BASE IN U.K. FOR MINESWEEPERS AND PATROL BOATS.

H.M.S. “Diligence” (Captain J. J. E. Farnol, D.S.C., R.N.), a new base in the United Kingdom within the command of the Flag Officer Commanding the British Reserve Fleet, was commissioned on March 3rd.

The base, which is on the site of the former B.O.A.C. flying-boat base on the Western shore of Southampton Water, is to provide for the equipping, commissioning, trials and maintenance of coastal and inshore minesweepers and will serve as a reserve base for fast patrol boats.

There is a slipway capable of slipping both inshore minesweepers and fast patrol boats and a second slipway will be built to take both coastal minesweepers and inshore minesweepers. The “hard standing” of this second slipway will be roofed over to provide covered stowage for a number of minesweepers.

Two large hangars, which have been taken over, will house workshops and stores and will provide stowage for a number of land-cradled fast patrol boats. There is a pier which will provide alongside berths for nine minesweepers and a crane capable of dealing with ancillary equipment likely to be handled. Trots of buoys are being laid out to take a large number of craft and these will be extended as necessary. Accommodation for personnel is to be provided in a hatted encampment.

The British Navy Estimates, 1953-54, show that 47 coastal minesweepers are in course of construction. H.M.S. “Diligence” will provide the organisation for accepting them as they are completed. Steaming crews will be sent to the builders’ yards when they are ready and will steam them to the base where they will be equipped and stored.

H.M.S. “Diligence” will also carry out trials of the vessels. Many of them will, however, go

into reserve on completion of their trials, and their maintenance, while laid up, will form a major part of the work of the organisation. A co-ordinated programme of slipping and unslipping will be necessary and will necessitate teams working constantly at the trots and berths and on those craft which have been dried out.

The acceptance and storage of numbers of wooden craft to be ready for emergency has presented a new problem, and the centralisation of the ferrying and maintenance role emerges as a new feature.

H.M.S. “Hornet” (Captain W. G. Parry, R.N.), the existing Coastal Forces Base at Gosport, will also act as a commissioning base for small craft.

### BOYD TROPHY PRESENTATION CEREMONY.

The Boyd Trophy, awarded annually for the most outstanding feat of aviation in the Royal Navy, was presented to 802 and 825 Squadrons for their operational achievements in the Korean war zone by Rear-Admiral A. K. Scott - Moncrieff, C.B., C.B.E., D.S.O., at the Royal Naval Air Station, Lee-on-Solent, on March 11th. It was held by H.M.S. “Ocean,” the light fleet carrier,

from which the units operated in the Far East.

The official citation stated, as given in full in the May issue of this Journal, that the offensive spirit, fine airmanship and courage shown by the pilots resulted in an outstanding performance and much damage to the enemy. In one period of 79 days’ flying, the squadrons averaged a daily sortie rate of 76.3, 123 sorties being the highest for one day’s operations.

The trophy was handed by Admiral Scott-Moncrieff, who was Flag Officer, 5th Cruiser Squadron, and Second-in-Command, Far Eastern Station, until September of last year, to Commander C. K. Roberts, R.N., formerly Commanding Officer of 825 Squadron and the senior of the ex-Commanding Officers of the two units. By Commander Roberts, it was passed to Lieutenant-Commander R. P. Keogh, R.N., who now commands 825 Squadron and is the senior Commanding Officer. No. 802 Squadron is commanded by Lieutenant-Commander D. M. Steer, R.N.

The Fifth Sea Lord, Vice-Admiral E. W. Anstie, C.B., was present at the ceremony and among the guests were Captain C. G. L. Evans, D.S.O., D.S.C., R.N., of H.M.S. “Ocean” for the period covered by the award.

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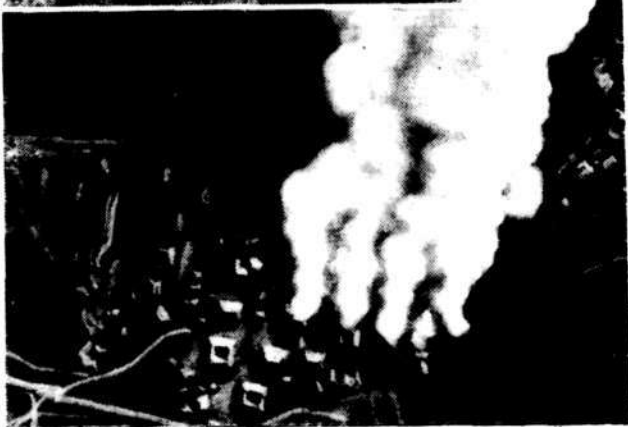
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## BRITISH NAVY IN ACTION IN TWO HEMISPHERES

On to the Editor's desk in one week come pictures of the British Navy in action in very different parts of the world, all on very different missions. Battleships, cruisers, aircraft carriers, destroyers and other units of the Royal Navy, whether in action against a common enemy: on exercises with her Commonwealth partners and her allies: or paying courtesy visits to foreign ports, are always in the news.

At Brest, in France, recently, the battleship H.M.S. "Vanguard," the flagship carrying Admiral Sir George Creasy, the Commander-in-Chief, Home Fleet, paid a courtesy visit to Britain's NATO allies, the French. This was the first of a series of official visits by ships of the Home Fleet to foreign ports.

Meanwhile, in Malaya, the helicopters of No. 848 Naval Air Squadron are operating in the jungle against the Communist terrorists. They were being used to assist ground operations and as spotter and rescue aircraft.

And in Korea, where British naval units were engaged with the United Nations fleet in operations on land and sea. Naval air squadrons operating from aircraft carriers struck the enemy frequently and vigorously.

### CORDIAL . . .

. . . the greeting given by the Commander-in-Chief, Home Fleet, Admiral Sir George Creasy to the French Vice-Admiral A. R. M. Robert, C.B.E., when the battleship "Vanguard" visited Brest, on a courtesy call.

### LESS

### CORDIAL . . .

. . . were the Gurkha troops being transferred by this naval helicopter to a new position in the jungle during the fight against terrorists. The helicopter belongs to No. 848 Naval Air Squadron.

### EVEN LESS

### CORDIAL . . .

. . . was this devastation of a group of North Korean army buildings caused by Sea Fury aircraft of the carrier H.M.S. "Glory" during a bombing sortie. A total of over 7,500 sorties against the enemy have been carried out from the flight-deck of the "Glory."

## NEWS OF THE WORLD'S NAVIES

### ALL-WAY UNDERWATER CROSSING OF THE ATLANTIC.

The British submarine "Andrew" (1,600 tons) shabby and encrusted with barnacles, on June 15 arrived at Portland (U.K.) after crossing the Atlantic underwater. The "Andrew" sailed from Bermuda on a voyage to test the new "snort," which was developed following the discovery of defects in that carried by the submarine "Affray," which sank with a loss of all 75 persons aboard in the English Channel in April, 1951. It was the first known underwater crossing of the Atlantic. The commander of the "Andrew," Lieutenant-Commander William Davis Steward Scott, 32, said that he had been astonished by the submarine's depth-keeping qualities in heavy seas. "All we were told was, 'you are going to snort back', so we snorted," he said. Appropriately enough, the "Andrew" arrived in the United Kingdom a few hours before the Coronation Naval Review.

### TURKISH SHIP VISITS U.K.

The Turkish training ship "Savaron" visited the United Kingdom towards the end of April. This was the first time that a training ship of the Turkish Navy had visited Britain since Turkey was declared a Republic in 1923. The vessel herself was acquired as a yacht by the Republic during the illness of the first President, Kemal Ataturk. After the death of the President the ship was converted into a training ship for Midshipmen. The "Savaron" visited Dover and Dartmouth and during the time she was in British waters her Cadets toured Royal Naval Colleges at Greenwich and Dartmouth. There were 71 midshipmen on board and the ship's com-

plement also included 16 officers, 30 petty officers and 86 ratings under the command of Captain Vedat Burak.

### DESTROYER "WHELP" TRANSFERRED TO SOUTH AFRICA.

H.M. destroyer "Whelp" was recently formally handed over in South Africa to the Government of the Union of South Africa and re-named S.A.S. "Simon Van Der Stel." The S.A. Minister of Transport, Mr. Sauer, deputising for the Minister of Defence, stated that the South African Government was giving its attention to the acquisition of additional craft, and appealed for recruits for the South African Navy and the South African Marines. The British High Commissioner was present at this ceremony.

### SINGAPORE DOCK.

Tugs recently began towing a 9,000-ton section of the Singapore Naval Base's floating dock to a British shipyard. Travelling at a speed of four knots they hope to complete the voyage via Suez in three months. The massive dock, which has been raised from the sea bed, will be scrapped. Work is still in progress on the other section of the dock, which twice has been at the bottom of the sea. In 1942 British Naval engineers sank the dock before the Japanese occupied Singapore. The Japanese raised the dock and used it until 1946, when American aircraft bombed and sank it.

### ROYAL NAVAL RESERVE HONORARY COMMISSIONS.

Their Lords Commissioners of the Admiralty recently approved the award of the honorary rank of Captain R.N.R. to the under-mentioned, high administrative executives of the British Merchant Marine in recognition of the

outstanding support which they, through their Shipping Companies, have given to the Royal Naval Reserve in the post-war years: Mr. F. E. Harmer, C.M.G., Chairman, New Zealand Shipping Company; Mr. F. H. Dawson, C.B.E., M.C., General Manager, The Cunard Steamship Company; Mr. D. F. Anderson, P. & O. Steam Navigation Company.

### "MEET THE ROYAL NAVY"

A further seventeen cities and towns are in course of being visited this (English) summer in Britain by the mobile Exhibition "Meet the Royal Navy," which was last year transported for more than 2,500 miles in a small convoy of heavily-laden lorries. The Exhibition will take to inland areas many of the attractions of "Navy Days." Except for one brief period in June, it will be continuously on the move with its staff of forty Royal Naval and Royal Marine ratings. The itinerary will range between Stirling and Dundee in the North, Hastings in the South, with Llandudno as the Westerly limit. Housed in an eighty-foot marquee are exhibits illustrating every branch of the Service, while outside features include displays by Royal Marine frogmen and Judo experts, in addition to fly-pasts by Naval aircraft.

### H.M.S. "CHIVALROUS" RETURNS TO U.K.

H.M.S. "Chivalrous" (Commander M. A. Hemmings, D.S.C. and Bar, R.N.), has returned to the United Kingdom after serving several commissions with the British Mediterranean Fleet.

### RUSSIAN CRUISER FIRES SALUTE

The visiting Russian heavy cruiser "Sverdlov" fired a 21-gun salute as she steamed up Spit-

head on June 10 to attend the Coronation Naval Review on June 15 of British and foreign ships.

#### ADMIRAL SHOWERS ATTENDS GOVERNOR-GENERAL'S RECEPTION.

The Governor-General His Excellency Field Marshall Sir William Slim, attended by members of his personal staff, received the Flag Officer-in-Charge, Rear-Admiral H. A. Showers, at



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a reception held at Admiralty House, Sydney, on the afternoon of June 10.

#### NAVY HONOURS DUKE'S BIRTHDAY.

Naval ships in Sydney Harbour on June 10 were "dressed over-all" in honour of the birthday of the Duke of Edinburgh, K.G. It was the Duke's 32nd birthday. Army gunners honoured the day by firing a 21-gun salute from Milson's Point at noon.

#### NEW SWEDISH DESTROYER.

Sweden recently launched the new destroyer "Smaland" at shipyards in Gothenburg. The "Smaland" and the "Halland" will be imposing-looking vessels with their two sets of quad tubes mounted high on a long central superstructure.

#### BIRTH ON CARRIER "EAGLE" AT CORONATION NAVAL REVIEW.

The wife of a bosun on the British aircraft-carrier "Eagle" gave birth to a daughter in the "Eagle's" sickbay at the height of the Coronation Naval Review at Spithead on June 15. An urgent call went out over the ship's loud-speaker for the principal medical officer, Surgeon Commander Curdjell, and the ship sent a signal ashore for a hospital launch. A few minutes later Mrs. Joy McCracken, one of the ship's guests of the day, gave birth to a girl. The birth was premature and was not expected for another month.

#### H.M.A.S. "VENGEANCE" CARRIES OUT EXERCISES.

The aircraft-carrier H.M.A.S. "Vengeance," after exercising in Jervis Bay, returned to Sydney on June 20, and left again on June 23 for Hervey Bay, Queensland, to carry out deck landing training with aircraft from H.M.A.S. "Albatross". H.M.A.S. "Bataan," destroyer, accompanied the aircraft-carrier. Fifty members of the Royal Australian Naval Reserve, including the band under the baton of Commissioned Band-

master, A. R. Bird, joined the "Vengeance" prior to departure, to undergo their annual training.

#### LABUAN CROSS OF SACRIFICE UNVEILED.

As announced by the Minister for the Navy (the Hon. William McMahon), officers and men from H.M.A.S. "Tobruk," together with Commodore J. C. Morrow, D.S.O., D.S.C., R.A.N., were present at the unveiling on June 10 of a Cross of Sacrifice at Labuan, Brunai Bay, North Borneo. The Cross is in memory of Australian servicemen who lost their lives in the Brunai Bay assault in June, 1945. The "Tobruk" at the time of the unveiling was en route to Korea to relieve H.M.A.S. "Anzac."

#### FLEET AIR ARM TO REPLACE "NAVAL AVIATION."

The Australian Naval Board has decided to introduce the title "Fleet Air Arm" into the Royal Australian Navy. It will replace the term "Naval Aviation." This was announced on June 9 by the Minister for the Navy (the Hon. William McMahon). The Minister said that the term "Fleet Air Arm" with its heroic wartime associations, had a strong popular appeal. It had everything to recommend it. Carrier flying began in the R.A.N. in 1949 when its first carrier, H.M.A.S. "Sydney", arrived in Australia. Since then, H.M.A.S. "Vengeance" had been added to the Australian Fleet. H.M.A.S. "Sydney" had distinguished herself in her first tour of duty in Korea in 1951 when her pilots established a record, for a carrier of her class, for the number of sorties flown in one day. This record has since been broken by an R.N. carrier. H.M.A.S. "Sydney" would leave for Korea for her second tour of duty in October, the Minister said.

#### "CENTAUR" ON TRAILS.

The new British aircraft-carrier "Centaur" recently left the yards of Messrs. Harland and Wolff, Belfast, where she has been built, for preliminary trials.

#### ALLIED OFFICERS IN MEDITERRANEAN CONFER.

The Allied Commanders-in-Chief in the Mediterranean met in conference in the Naval Headquarters at Lascaris, Malta, at the invitation of Admiral The Earl Mountbatten of Burma, K.G., etc., Commander-in-Chief, Allied Forces, Mediterranean, on April 24. They discussed matters of common interest.

#### ITALIAN C-IN-C. VISITS MALTA.

The Commander-in-Chief Italian Naval Forces, Admiral Di Squadra G. Manfredi, flying his flag in the cruiser "Garibaldi," with the destroyers "Libra," "Clio," and "Cassiopea" in company, paid a formal visit to Malta in April. Admiral Manfredi was returning a visit of the Commander-in-Chief, Mediterranean. A programme of entertainments was arranged by British host ships for the Italian Squadron.

#### R.A.N. DESTROYER CONVERTED TO ESCORT FRIGATE.

"Quadrant," a former "Q" class destroyer, which has been converted to a fast anti-submarine escort frigate at the Williamstown Naval Dockyard, Melbourne, would be commissioned on 1st July. This was announced on June 8th by the Minister for the Navy (the Hon. William McMahon).

"Quadrant" was one of the five destroyers presented to Australia by the British Government in 1950. The other destroyers were "Quality," "Quiberon," "Quickmatch" and "Queenborough." Three of these are also being converted to fast anti-submarine escort frigates at the Cockatoo Island and Williamstown Dockyards. "Quadrant's" commanding officer would be Captain S. H. Beattie, V.C., R.N., who would also be the Senior Officer of the First Frigate Squadron.

Mr. McMahon said that the naval authorities had emphasised that the submarine menace in any future war would be particularly acute because of the development

of submarines. Submarines fitted with Schnorkel breathing apparatus, could remain underwater for several weeks without surfacing and could travel great distances at high speeds while doing so. The possession of a strong anti-submarine force by the R.A.N. would be essential if Australian sea communications were to be kept open in war time. The conversion of these former destroyers to fast anti-submarine vessels would help to build up this force.

#### DRAMATIC RESCUE AT CORONATION NAVAL REVIEW.

A dramatic rescue was enacted during the Coronation Naval Review at Spithead on June 15—an incident which might have marred the Review through loss of life. Mechanic Ronald Lawton, 18, of Dorset, England, who recently joined the R.A.N. on loan, fell, apparently unobserved, from the deck of the "Sydney." A "See the Fleet" party on board a tug saw Lawton floating in the water and raised the alarm. Chief Petty Officer Thomas Code, 32, of Melbourne, and Petty Officer John Gibbons, 24, of Casino, N.S.W., plunged into the sea from the quarter-deck of the "Sydney" and supported the by now unconscious man until a

launch from the "Sydney" sped alongside and hauled the three men aboard. Lawton was placed in the "Sydney's" sick bay, where he recovered.

#### COST OF FIRST U.K. ATOMIC BOMB.

The first British atomic bomb, exploded on October 3 last, at the Monte Bello Islands, off the coast of north-west Australia, cost £100 million. The test, which was "highly successful," was to determine the effects of an atomic explosion in a harbour and the bomb was placed in the frigate "Plym," anchored off shore. The explosion was the culmination of two years' planning.

#### PLANE ON FIRE OVER ATLANTIC.

A message from New York said that a fire broke out on June 24 in an American airliner while flying over the Atlantic with 37 people on board. The plane, belonging to Eastern Airlines, and which was flying to San Juan, Puerto Rico, developed a short cruise along the coasts of Princess about 400 miles out of New York. Smoke poured out and the insulation burned off. The pilot brought the airliner back to New York after a tense two hours and 25 minutes.

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## AUSTRALIAN ANTARCTIC EXPEDITION.

The Australian expedition to the Antarctic Continent will leave Melbourne about January 9 next year. In announcing this in Canberra on June 24, the Minister for External Affairs, Mr. R. G. Casey, said that the expedition would be led by Mr. Philip G. Law, director of the Antarctic Division of the Department. A Danish motor vessel, the "Kista Dan," manned by a Danish crew under the command of Captain Petersen, has been specially chartered for the expedition. It would first call at Heard Island to put ashore the Australians to man the station there during 1954, and then continue south and cruise along the coasts of Princess Elizabeth Land and MacRobertson Land. Ten men would make studies in meteorology, geology, surveying, geophysics, and biology. After landing the party and its equipment on the mainland base, Mr. Law would return to Australia via Heard Island, picking up the scientific party after it had completed a 12 months' tour of duty there.

## NEW SHARK ATTACK TEST.

A Sydney medico, Dr. Lyle Buchanan, is conducting experiments on treatment to reduce deaths from shark attacks on Australian beaches. Dr. Buchanan conducted his initial tests at the Life Saving Society's Easter training camp at Broken Bay, north of Sydney. He said that one-third of all shark attack victims died from loss of blood before being brought into the beach. "We hope to save these people by applying tourniquets and treating them while they are still in the water," he said.

## CUP PRESENTED TO R.A.N. FOR ROYAL TENNIS COMPETITIONS.

Royal tennis players in the Royal Australian Navy will in future

play in competition for a silver cup which has been presented by Mrs. R. W. Baker, of Hobart. It will be called "The Navy Cup" and will be played for annually at Hobart between officers of the ships of the Fleet. Mrs. Baker is the wife of Mr. Baker, Captain of the Royal Tennis Club, Hobart.

## JETS WILL CARRY 150 PASSENGERS.

Captain Eddie Rickenbacker, U.S. World War I ace, recently predicted that within 10 years jet transport planes would fly from the United States to any point on the earth in a day. And they each would carry 100 to 150 passengers. He also predicted that helicopters, carrying as many as 40 passengers, would fly at 200 m.p.h. between cities up to 300 miles apart. He added that 10 years hence airliners would carry 60-million passengers a year, compared with 27-million in 1952.

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# MARITIME NEWS OF THE WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

## IN DOCK FOR OVERHAUL.

The 400-ton 'Maria Del Mar,' the old sailing ship which was converted not long ago to a motor vessel and which sprang a leak near Noumea in April, arrived in Sydney for repairs on May 22. She went into dock at Chapman's Slip, Balmain, for a general overhaul. The 'Maria Del Mar' left Noumea on May 13 in convoy with the 'Estrella Del Mar' and the 'Polynesian.' Her captain-owner, Captain Emile Savoie, said he was forced to battle against huge seas during his nine-day voyage. At times, he had to reduce speed to two knots. He also said that when the 'Maria Del Mar' sprang a leak in April about 200 tons of water flooded the entire aft deck and the engine room. "Fortunately, the nickel ship 'Taiho,' picked up our radio call and towed us into Noumea," he added.

## "ARKABA" TOWED TO PORT ADELAIDE.

The 2,500-ton freighter "Arkaba," which ran on a reef at Port Lincoln some 16 months ago, was towed to Port Adelaide on June 13. She will probably be docked and repaired.

## NEW SHAW SAVILL PASSENGER LINER.

The new passenger vessel now under construction for Shaw Savill & Albion Co. Ltd., London, at Harland and Wolff's shipyards at Belfast represents a revolutionary concept in passenger

liner design. Combining for the first time a number of construction features already well tested individually the new 20,000 gross ton liner may succeed in setting entirely new standards of passenger comfort and accommodation. In designing the new Shaw Savill Liner provision has been made for the incorporation of a most efficient and up-to-date system of air conditioning which will ensure maximum comfort for passengers in all climates. Every cabin in the vessel will be air-conditioned and to meet individual requirements it will be possible for passengers to regulate the condition in their own cabins. In addition the two dining saloons, hospitals, cinema, shop, hair dressing saloons, crew's quarters and recreation rooms will be fully air-conditioned.

## U.S. TANKER IN DISTRESS.

A message from Hong Kong on June 3 said that the Chinese Communist shore station at Swatow had relayed a distress signal from the United States tanker "Camp Namanu" (10,488 tons) drifting with fuel pump failure slightly north of Luzon, Philippine Islands. In the absence of any further adverse word from Hong Kong in regard to her, it is presumed that the tanker's distress signal has been answered and that she is safe.

## TANKER IN TROUBLE.

The engines of the oil tanker "Cistula" (8,097 tons) broke

down while the ship was about to enter Sydney Harbour on June 17. The South Head Signal Station received a message to the effect that a pilot had boarded the ship and that there was no immediate danger. The ship was brought safely into harbour.

## INTERSTATE LINER RETURNS TO SERVICE.

After undergoing repairs since February this year, the Adelaide Steamship Company's interstate liner 'Manunda' went back into service on Saturday, June 20, when she sailed from Sydney for Melbourne, where she embarked passengers for North Queensland ports.

## "AORANGI" SAILS ON HER LAST VOYAGE—TO THE SHIPBREAKERS.

The former transpacific liner "Aorangi" (17,491 tons) left for the United Kingdom on June 18, bound for the shipbreakers. The veteran liner arrived in Sydney on June 9 on her last voyage across the Pacific. Built in 1924, she was designed to carry nearly 1,000 passengers and arrived in Sydney from the United Kingdom on her maiden voyage in February, 1925. The "Aorangi" has now been sold for scrap and is returning to be broken up where she was built—Glasgow. As the liner backed from her berth on her last voyage the Orient R.M.S. 'Otranto,' at an adjoining wharf, flew a signal of farewell, and all the way down



the harbour liner, freighters, ferries and tug boats, sounded a last goodbye on their sirens and whistles. The Royal Australian Navy sent the following message from H.M.A.S. "Australia": "We are sorry to lose an old friend of many years standing in these waters. Captain, officers, and ship's company wish you luck on your last voyage."

#### "UNSEAWORTHY," SAYS BELFAST MARINE COURT.

A Belfast Court of Inquiry found on June 11 that the British ferry steamer "Princess Victoria" sank in the Irish Sea with a loss of 133 lives on January 31 because she was unseaworthy. A tribunal of four found in a unanimous decision that the loss was caused by default of the owners

and manager of the company to which the ship belonged.

#### HUGE DOCK FIRE IN ALASKA.

The largest United States docking and warehouse installations in Alaska were destroyed by a multi-million fire on June 19. The message reporting the disaster made no mention of what had caused the fire.

#### BRITISH FREIGHTER SHELLED IN FORMOSA STRAIT.

A message from Hong Kong on June 22 reported the shelling in the Formosa Strait by an unidentified junk of the British freighter "Wing Sang." Six shells hit the freighter, which, however, escaped, and there were no casualties.

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#### QUESTION OF PRATIQUE.

The Queen's Bench Division in the United Kingdom recently dismissed the appeal against the acquittal of two Humber lightermen who had boarded a ship before she received pratique on the ground that the quarantine flag was not flown at the masthead, but only just above the bridge rail where it was not easily visible.

#### COMPAGNIE GENERAL TRANSATLANTIC.

It is reported that the Compagnie Generale Transatlantique has provisionally decided on the type of ship which will be most efficient and economic when the "Liberte" and "Ile de France" have been replaced. The type of ships eventually planned will probably be between 50,000 and 55,000 tons gross, 27 to 30 knots speed, carrying 2,000 passengers each.

#### NO ATOMIC-POWERED BRITISH SHIPS—YET AWHILE.

The British Minister of Supply, in the House of Commons, stated that there was no intention of considering atomic power for propelling ships until much more experience had been gained in the development of stationary plants ashore.

#### EGYPT SUES BRITAIN.

The Egyptian Government on June 20 sued Britain for £37,925 sterling damages for the destruction of the village of Salal Malak in the Suez Canal Zone on May 26 last. The writ was issued on the application of an anonymous Egyptian citizen against the British Charge d'Affaires in Egypt, Mr. Robert Hanky, and the British Commander-in-Chief, Middle East Land Forces, General Sir Brian Robertson. The plaintiff alleges that British troops drove out the inhabitants of the village and razed it to the ground, rendering hundreds homeless.

## BIGGER HARBOURS FOR AFRICA

### EXPANSION SCHEMES BRING INCREASED TRADE

Throughout the territories of British East and West Africa vast engineering projects, made necessary by the rapid development of the territories and their ever-increasing demands of trade, are being undertaken by the African peoples with

the help of British civil engineers and technicians.

One of the most recent of these projects to be completed is the £3,000,000 extensions to Takoradi Harbour in the Gold Coast, which was officially opened last month by the Governor, Sir Charles Arden-Clarke. Similar work in progress at East Africa's major port—Mombasa—where the number of deep water berths at Kilindini docks are being increased, will greatly increase the port's handling capacity. Kilindini is the finest deep water anchorage on the East African coast, and ships can enter at all stages of the tide. Extensions are also being carried out on the depots, wharves and storage facilities, and to the railway yards.

Millions of cubic yards of soil have been excavated to make room for the new marshalling yards. When this work is completed the turn-round of ships at Mombasa will be speeded up still further, and freight for up-country destinations will spend less time awaiting trucks on the quayside.

Mombasa stands at the seaward end of East Africa's "lifeline"—the main track of the East African Railway's system, which feeds not only all of Kenya and Northern Tanganyika but the whole of Uganda, plus the adjacent fringes of the Belgian Congo and the Sudan.

When the expansions of Mombasa's trading facilities have been completed the port will be more adequately equipped to play her full role in the development of East and West Africa, as will other ports and harbours where extensions are being carried out.

The Indian Government, having taken over the Vizagapatnam Shipyard from the Scindia Line, has reached an agreement with the French Loire Shipbuilding Company to send technicians to India and to train Indians in its French yards.



(Above) The deep water berths at Mombasa can accommodate ships with a draught of up to 32 ft. There is also room for many more ships in the protected anchorages seen in the background.

(Below) Excavations in progress at Kilindini Harbour where the new marshalling yards serving the port will be sited.





## PERSONAL PARAGRAPHS

### ASSISTANT CHIEF OF STAFF, MEDITERRANEAN.

The appointment has been announced in the rank of Captain C. F. J. Lloyd Davies, D.S.C., R.N., to the Staff of the Commander-in-Chief Allied Naval Forces Mediterranean as Assistant Chief of Staff.

### RETIREMENT OF ADMIRAL PACKER

A recent change in the Royal Navy Flag List, as announced by the British Admiralty, was that of Admiral Sir Herbert A. Packer, K.C.B., C.B.E., who has been placed on the Retired List.

### NEW COMMODORE OF P. & O.

A spokesman for the P. & O. Steam Navigation Co. Ltd. announced in Sydney on June 9 that Captain D. G. H. Baillie had been appointed Commodore of the company's fleet. Captain Baillie was formerly commander of R.M.S. Himalaya, and has succeeded Captain S. W. S. Dickson, who retired on June 5.

### NEW LORD COMMISSIONER, BRITISH ADMIRALTY.

The British Admiralty has announced that Her Majesty The Queen has been graciously pleased to approve the appointment of Admiral the Honourable Sir Guy H. E. Russell, K.C.B., C.B.E., D.S.O., as a Lord Commissioner of the Admiralty, Second Sea Lord and Chief of Naval Personnel in succession to Admiral Sir Alexander G. G. Madden, K.C.B., C.B.E., the appointment to take effect later this year. The appointment of Vice-Admiral F. R. Parham, C.B., C.B.E., D.S.O., as Second Sea Lord, is cancelled on the grounds of ill health.

### DEATH OF AGED WAR VETERAN.

Mr. Harry Figg, a former Royal Navy petty officer and the sole survivor, it is believed, of the Zulu War of 1873 living in Aus-

tralia, died at Marrickville District Hospital, Sydney, on May 25 at the age of 98. For years, Mr. Figg had been a prominent figure among veterans taking part in Anzac Day and Empire Day ceremonies. This year was the first time he had missed the Anzac Day ceremony.

### NAVAL AIDE-DE-CAMP TO HER MAJESTY THE QUEEN.

The British Admiralty has announced that Her Majesty The Queen has been graciously pleased to approve the appointment of Admiral Sir John H. Edleston, G.C.B., C.B.E., as First and Principal Naval Aide-de-Camp to Her Majesty in succession to Admiral of the Fleet Sir Rhoderick McGrigor, G.C.B., D.S.O., the appointment to take effect from May 1.

### DIRECTOR OF BOOM DEFENCE AND MARINE SALVAGE, R.N.

The appointment has been announced in the rank of Captain (R.N.) of Captain D. G. F. W. Macintyre, D.S.O. and 2 Bars, D.S.C., to Admiralty as Director of Boom Defence and Marine Salvage.

### PROMOTION TO VICE-ADMIRAL.

The promotion of Rear-Admiral I. M. R. Campbell, C.B., D.S.O., R.N., to Vice-Admiral in Her Majesty's Fleet, has been announced by the British Admiralty.

### CHANGE IN THE FLAG LIST.

A recent change in the Flag List, as announced by the British Admiralty, is the appointment of Rear-Admiral W. W. Davis, C.B., D.S.O., as Flag Officer (Air) Mediterranean and Flag Officer Second in Command, Mediterranean Station, and who will be Acting Vice-Admiral in Her Majesty's Fleet while holding the appointment.

### ADMIRAL SIR MAURICE J. MANSEERGH, K.C.B., C.B.E.

Admiral Mansergh, recently promoted Admiral in H.M. Fleet and the present Commander-in-Chief, Plymouth, has had a colourful career. Born in 1896, he entered the Royal Navy as a Cadet in 1909.

Promoted Commander in 1930, he served at the British Admiralty, at the Staff College, on the Staff of the Commander-in-Chief, Mediterranean, and as Executive Officer of the "Rodney," from which ship he was promoted Captain in 1937.

After completing a course at the Imperial Defence College in 1938, he served at the Admiralty as Director of the Trade Division from 1938-1951, being responsible for the final preparation of the Merchant Navy for war and for the defence of Merchant Shipping and the Convoy system when war started. For his services as Director of the Trade Division he received the C.B.E.

He afterwards commanded the cruiser "Gambia" in the Eastern Fleet, during which he took part in the second attack on Madagascar and escorted the 7th Australian Division returning from the Middle East to Fremantle in Western Australia.

In the middle of 1943 he joined the Staff of the late Admiral Ramsay, Allied Naval Commander, Expeditionary Force, as Deputy Chief of Staff and Head Naval Planner planning the invasion of North-West Europe. Three weeks after D-Day he became Chief of Staff, as Commodore, First Class, in succession to Admiral Creasy, and went to France when the Naval Headquarters were set up outside Paris.

For his services on Allied Naval Commander Expeditionary Force's Staff he was mentioned in dispatches and was awarded the C.B., the Legion of Honour and Croix de Guerre and the American Legion of Merit.

In March, 1945, he was appointed as Commodore in command of the 15th Cruiser Squadron in the

Mediterranean. In this he took part in the closing stages of the campaign in Italy and the occupation of Trieste. Later that year he served for a short period in the dual appointments of Commodore Commanding 15th Cruiser Squadron and Commodore Levant and Eastern Mediterranean. On relinquishing the latter responsibilities, he became Senior Naval Officer at Haifa.

He became the Naval Secretary to the First Lord of the Admiralty in April, 1946, and was promoted to Rear-Admiral in July, 1946.

In July, 1948, he was given the Command of the Aircraft Carrier Squadron which was forming for service in the Home Fleet; in the Autumn of that year took his Squadron, augmented by four destroyers, on a goodwill visit to South Africa.

In September, 1949, he was promoted to Vice-Admiral and in October of that year returned to the Admiralty as Fifth Sea Lord and Deputy Chief of Naval Staff (Air). As such, he was the Member of the British Board of Admiralty responsible for the co-ordination of Naval air policy.

Admiral Sir Maurice J. Mansergh became Commander-in-Chief, Plymouth, on 30th October, 1951.

### NEW FLAG OFFICER, BRITISH HOME FLEET TRAINING SQUADRON.

The British Admiralty has announced the appointment of Rear-Admiral W. L. G. Adams, O.B.E., as Flag Officer, Home Fleet Training Squadron, in succession to Vice-Admiral J. F. Stevens, C.B., C.B.E., the appointment to take effect in August, 1953.

### NEW DEPUTY CONTROLLER, R.N.

The appointment of Rear-Admiral L. F. Durnford-Slater as Deputy Controller, R.N., in succession to Rear-Admiral J. W. Cuthbert, C.B., C.B.E., has been announced by the British Admiralty. The appointment took effect in June.

## Completion of Shaw Savill M.V. "Cymric"

Messrs. Harland & Wolff Ltd. have completed at their Belfast Yard the "Cymric," a new motor driven refrigerated cargo liner for Shaw Savill & Albion Co. Ltd., and the vessel has been handed over after the successful completion of her trials. The "Cymric" which was launched in May last year by Lady White, O.B.E., wife of His Excellency The High Commissioner for Australia, will operate between England, Aus-

tralia, New Zealand and Africa. This vessel, which is a sister ship to the "Cedric," has a gross tonnage of 10,800 tons and is 512 feet in length, 69 feet in breadth and 41 feet 6 inches in depth. She will have a very large refrigerated capacity and the most modern cargo handling equipment. The latest design of Harland & W. opposed piston Diesel engines burning boiler oil will give the "Cymric" a speed of 17 knots.

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## SEA-ODDITIES

In some features the North-West coast of West Australia is as interesting zoologically as the North Queensland coast and the Barrier Reef. The waters of some of the river estuaries and inlets—Walcott Inlet, for instance—are alive with fish and other varieties of marine life as everywhere on the Australian coasts. Turtles—loggerheads and greenbacks—dugongs, sharks, sail-fish, white-fish, sting-rays, sea snakes, crocodiles, star-fish, clams, cuttle-fish, trochus, crabs, trepang or beche-de-mer are almost everywhere abundant. In fact, many of these lifeforms are probably more plentiful on the North-West than on the North-East coast. Particularly does this apply to the dugong. The crew boys on the luggers and schooners often spear the dugong for food. In undertaking this work they go out in a small boat which has to be handled as noiselessly as possible so the boy manipulating the sculling oar at the stern of the boat encases the rowlock in a piece of bagging. He follows the movements of one of these sea-cows with wonderful dexterity, and when the pursued creature comes to the surface to breathe the boy in the bow with the harpoon, to which is attached ten or twelve fathoms of strong line, thrusts the spear into the victim, at the same time jumping completely overboard so as to add his entire weight to the blow. For the hide of the dugong is about half an inch thick and hard to penetrate. When the harpoon is thus well driven 'home,' the boy scrambles back into the boat, and the dugong rushes away, towing the boat at a great pace until it becomes exhausted. If there is any further trouble the boy jumps overboard again and blocks the dugong's nostrils with his clasped hands to stop it breathing. The hunt is soon over then. The boys take great delight in this form of hunting and never fail to express their pleasure in unmis-

takable terms. By the time they have captured their prey their boat has often been carried so far out that the lugger has to go to their assistance and pick them up.

A whaling story with a difference—about the whales that were tracked down with the aid of scientific means—was told in London recently. The man who told it was Commander R. G. C. Haines, who has been visiting the Antarctic whaling expeditions in South Georgia to investigate the success or otherwise of a new electronic device for tracking down whales, much as the Navy tracked down U-boats in the last war. He told of how, during the first ten days of the season in January, using the Kelvin-Hughes echo whalefinder, the expedition took more blue whales than during the whole of the previous season. As an instance of the efficacy of the new device, he said that a whaling ship not yet fitted with the revolutionary new gear had been chasing a blue whale for most of the day—with the whale on the winning side. At last the ship signalled "Over to you" and passed on the chase to the Commander's whale finder-fitted vessel. Within ninety minutes the elusive blue whale had been tracked down and killed. Incidentally, the average blue whale, the hardest of all whales to catch, is worth anything up to £3,000.

Sea animals—whales, dolphins, walrus, etc.—are unquestionably the highest-powered creatures in the world. Scientific investigation has proved that their muscles are much more efficient than those of land animals. Dr. J. Gray, after a series of experiments on the propulsive power of the dolphin, came to the conclusion that: "If the resistance of an actively swimming dolphin is equal to that of a rigid model towed at the same speed, the muscles must be capable of generating energy at a

rate at least seven times greater than that of other types of mammalian muscle. Proportionately the power used by a whale forcing its huge bulk through the water is almost incredible. Estimates made on the propulsive power of a blue whale in the act of coasting along at 10 knots an hour show it to be about 50 horsepower: when, therefore, the whale accelerates to 25 knots the energy it develops must be anything between 400 and 500 horsepower. Frank W. Lane, in his fascinating book "Nature Parade," says that: "During the Scott Antarctic Expedition some of the sleigh dogs were standing on an ice-floe. Two killer whales attacked them. The killers dived deep beneath the ice and then swam swiftly upward. They struck the ice-floe with such force that the ice, which was 2½ feet thick, was splintered into fragments, and the dogs just escaped. A member of the first Peary Expedition has recorded that he saw ice, at least 4 inches thick, broken by a walrus butting its nose against it." The tunny fish is also extremely powerful, and so is the monstrous devil-fish, or manta. "Commander T. B. Thompson, of the United States Navy, has recorded how he was in a heavy 26-foot whaleboat containing seven men when a manta was harpooned. With alternate beats of its great flippers the brute—a devil-fish weighs 3 or 4 tons—towed the boat for over an hour at a speed which varied between 8 and 12 knots. How much longer the manta would have continued to haul the whaleboat is not known, for after twelve 45 bullets had been fired into its body the fish sank and the harpoon pulled out."

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## SPEAKING OF SHIPS

An 18,000-ton tanker was launched for Ampol Petroleum Ltd. at Newcastle-on-Tyne, England, on June 11. The tanker is the "William G. Walkley" and is the largest vessel of its type ever built by an Australian oil company.

The Japanese Government on May 29 announced a ban which probably will prevent Japanese firms importing Persian oil. The Anglo-Iranian Oil Company maintains that, pending a settlement of its oil dispute with Persia, it owns all the oil stored at Abadan when the industry was nationalised by the Persian Government in 1951.

The British Ambassador in Washington, Sir Roger Makins, said on May 29 that on all the evidence no ship under the British flag and subject to British law had carried Chinese Communist troops. The ships that had carried them were under the Panamanian flag, and their registration had since been cancelled.

The well-known Australian shipping man, Mr. F. W. Jackson, retired from the position of joint manager of Shaw, Savill and Albion Company Ltd., at the end of May after 25 years with the company.

Determined to show their loyalty on June 2, three lighthouse families on lonely, windswept Gable Island on the south-east coast of Australia, hung out their Coronation decoration—a line of Red dresses, White nappies, and Blue overalls. Maritime regulations forbid flags and bunting being displayed in case ships mistake them for signals.

The opening of Cockburn Sound, near Fremantle, West Australia, as a big commercial harbour, has revived the question of establishing a naval base there.

As a result of large-scale industrial development at Kwinana, on its foreshores, Cockburn Sound will soon become one of the best harbours on the Australian coastline, and rank among Australia's busiest ports.

The Ellerman & Bucknall Line, which has completed the passenger ship "City of Port Elizabeth," expects to get delivery of her sister ships, "City of Exeter," in June, 1953, "City of York" in the following October, and "City of Durban" in December this year or January, 1954.

Owing to increased unemployment, the National Dock Labour Board (United Kingdom) has put up the shipowners' payments on the gross wages of workers to 22½ per cent. on daily workers other than coastal, 15 per cent. on daily workers on coastal ships, and 7 per cent. on weekly workers.

A number of new British diesel-engined ships, while not having their engines adapted for heavy oil, are having their designs arranged so that the installation of heavy oil can be arranged without any difficulty.

Professor K. E. Bullen, of the Department of Applied Mathematics, University of Sydney, says that the earthquake at Rabaul on April 24 appears to have been not a volcanic earthquake but a tectonic earthquake—one caused by the sudden release of elastic strain that would have been slowly accumulating for a long time beforehand.

The shipping facilities at Port Kembla, south of Sydney, are inadequate to cope with all the steel being shipped overseas and interstate, a spokesman for Australian Iron and Steel Company said on June 5. It is said that the congestion of the port has been constant since August of last year.

On desolate Ellesmere Island, on the northern coast of America, an American and Canadian expedition is seeking the source of the great floating ice islands of the Arctic. One of the northernmost land masses in the Arctic, Ellesmere Island has seemed the probable primary source.

The New South Wales Minister of Local Government, Mr. J. B. Renshaw, said on June 5 that his Government would pay a Newcastle (N.S.W.) firm £47,194 in the next three years to catch sharks. The firm, Messrs. N. P. Goshen and Son, has netted 949 sharks, including 600 man-eaters, off beaches at Sydney, Newcastle, and the South Coast in the last three years, Mr. Renshaw said.

A young meteorologist was sent to Cromhamhurst Observatory, Queensland, early in May to investigate, on behalf of the Australian Government, the methods of long-range forecasting Mr. Inigo Jones. Mr. Jones claims he can forecast the weather in any part of the world seasons in advance.

A society limited by guarantee has been registered to repair and preserve the clipper "Cutty Sark" and a considerable sum of money has already been given anonymously. But more money is needed. Contributions to the fund can be sent to the "Cutty Sark" Preservation Society, 40 Westminster Palace Gardens, Artillery Row, London, S.W., England.

The Fawley Oil Refinery (U. K.) is threatened with legal action by local residents for "bad smells, noise and pollution."

The Port of London Authority increased the surcharge on basic rates for discharging vessels in all docks by five points owing to the increased contributions demanded by the National Dock Labour Board in the United Kingdom.

The Navy

## COMBINED INDIAN OCEAN EXERCISES

Units of the Navies of the Commonwealth countries in the Indian Ocean and of the Royal Navy assembled at Trincomalee from April 10th to April 25th for combined training and exercises.

The exercises are held annually and form an important part of each Navy's training programme. They ensure that in times of emergency Commonwealth Navies can work together to protect vital sea communications in the Indian Ocean.

In addition to harbour drills, tactical exercises at sea were carried out by the combined Squadrons under the Commander-in-Chief, East Indies Station, Vice-Admiral Sir William Slayter, K.C.B., D.S.O., D.S.C., A Squadron of Shackleton aircraft from R.A.F. Coastal Command, stationed in Ceylon, during the period, exercised with the ships and target towing aircraft were available for anti-aircraft firing.

The Royal Naval Squadron taking part consisted of the cruisers "Newfoundland" and "Ceylon." The Indian Squadron comprised the cruiser "Delhi," the destroyers "Ranjit" and "Rana" and the frigates "Jumna," "Kistna" and "Cauvery." The Pakistan Squadron consisted of three destroyers, the "Tughrill," "Tippu Sultan" and "Tariq."

Unfortunately no unit of the Royal Ceylon Navy participated this year owing to the absence of H.M.Cy.S. "Vijaya" in the United Kingdom in connection with the Coronation, but a large number of officers and men of the Royal Ceylon Navy were embarked.

At the conclusion of the exercises messages were exchanged between senior officers of the forces participating and the First Sea Lord (Admiral Sir Rhoderick McGrigor, G.C.B., D.S.O.). The flag and commanding officers of the Naval forces and the Air Officer Commanding, Ceylon, who

assembled at Admiralty House, Trincomalee, after the exercises, sent greetings to the First Sea Lord and reported the successful conclusion of this, the third annual training period of its kind.

The First Sea Lord replied: "I am very pleased to hear of the success of your annual Joint Exercises, which are of such value to us all."

### CADETS VISIT NELSON'S DOCKYARD.

Nelson's historic dockyard at English Harbour, Antigua, has been visited by H.M.S. "Devonshire" (Captain W. G. Crawford, D.S.C., R.N.).

The visit, made during the ship's spring cruise as Cadet Training cruiser, enabled 207 Naval Cadets on board, representing the Royal Navy, the Royal Australian Navy, the Royal Pakistan Navy, the Royal Ceylon Navy, the Royal New Zealand Navy, the Indian Navy and the Irish Naval Service to see this West Indian Harbour and to assist in the work of restoring buildings.

A message received in London said that during the visit of the cruiser last year the careening capstans were rebuilt and during this year's visit the Admiral's House was repainted. The visit coincided with a yacht rally organised by the Society of Friends of English Harbour. For an hour the White Ensign flew over the dockyard, perhaps for the first time for 60 years. It was hauled down at sunset when the Royal Marine band from H.M.S. "Devonshire" beat retreat before a large crowd.

After dark four cutters manned by officers, cadets and members of the ship's company sailed independently to Basseterre, St. Kitts, 63 miles away, and on the following morning they rejoined the "Devonshire" on her arrival at St. Kitts.

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# REVIEWS

"The Grand Peregrination," by Maurice Collis. Published by Faber and Faber, 24 Russell Square, London.

This is one of the most fascinating books of its type and venue that this reviewer has read for a long time.

As the author points out in his opening chapter, the object of this book is to present Fernao Mendes Pinto, more or less in full perspective to the English-speaking public for the first time. He has succeeded admirably.

Despite the fact that Pinto is, and has been for a long time, regarded among the learned geographers and historians as the most extraordinary of all Portuguese adventurers of the sixteenth century, and that he predated by a generation our great Elizabethan navigators, visiting, among others, countries of Asia and the Eastern Archipelago later incorporated in the British Empire, the greatness of his life, voyages and adventures had remained, owing to his never having been translated into most other languages, largely unknown and therefore little appreciated by the world outside his own nation. But now here in this book we have a full-length portrait of the man — the man portrayed with all his embellishments, failings and failures as well as in his far more considerable achievements, spiritualities, and successes.

The essential thing about him is that although born in a period of extreme religious bigotry, he was no bigot; indeed, considering the cruel and narrow views of his days, he was of liberal mind, kind and considerate, deeply observant and innately humble. Without in any way diminishing the stature of Drake and Raleigh, the twenty-six years' peregrination of this brave and arduous Portuguese must now

ever be accorded a high place among the historical influences which led to the opening up to Western civilisation of the lands and seas of the Orient and the northern coastland of Eastern Africa.

The author, basing his story on documentary evidence as well as (and largely) upon the great traveller's own classic, "Peregrination," which he wrote on his return to Portugal after his long and expansive wanderings, shows Pinto leaving Lisbon to face the dangers and privations of a voyage to Goa, there to seek and make his fortune. He shows him arriving in India and on his journey to Abyssinia. Extended visits to Malacca and Sumatra follow; and the story of the pursuit of the pirate Koya Achem is told. Up across the China Sea he goes, and we see him next arriving in Ningpo; see him, too, on his expedition to the Royal Tombs at Peking. Subsequently, we are with him, successively, in Tartary, in Japan, in Burma, in Java, in Siam, and again (twice) in Japan. We see him in the clash of battle, in hairbreadth escapes, as an honoured guest at the Courts of Kings, in the company of St. Francis Xavier, in Chinese prisons; as beggar, as merchant, as ambassador, as slave, as pirate, in fruitful venture and in disaster. But always his grand peregrination goes on, undaunted, unflinchingly.

And apart from spiritual reward, what does he gain? Born in 1509, he died, little known and but tardily officially recognised, in 1583. But he had left his great impression on the Eastern world.

As for his own great descriptive work of his travels, this, destined to lie wasted and for many years unpublished, was long regarded as no more than a worthless document of cleverly-invented lies; actually, it contained, on his

part, no invention at all. He had written his adventures in so artistic a form that it drew doubt as to their authenticity. As Collis says:

"He did not set [his book] down in any one of the manners generally used for conveying information of the sort, that of the reporter or the historian. His temperament dictated to him a different manner and he threw his total impressions into [a form] which has no clear definition, but which pleased him, satisfied his sense of what was fitting, had a certain roundness and uniformity allied with the baroque, and which he alone knew how to manage with success. He had no master, and he has had no disciples; no book composed like the 'Peregrination' was written before him, nor has any been written since. . . it is a masterpiece."

Collis's story of this great man and of the book he wrote is also of great merit. It is beautifully illustrated, too, and very finely produced.

To all those interested in Eastern life and history, this book can be thoroughly recommended.

—A.R.

## FIRST SPACESHIP TO MOON IN 1970's.

At the present rate of development, exploration of the planets will be in full swing by the end of this century, a British scientist said recently. He is Mr. Arthur Clarke, Chairman of the Interplanetary Society, and he made his forecast in a Unesco publication. It might be some time in the late 1970's, he said, when the first true spaceship would land on the moon and return to earth. Crossing of space," he added, "may do much to turn men's minds outwards and away from their present tribal squabbles. In this sense the rocket, far from destroying civilisation, may provide the safety-valve needed to preserve it." Atomic power might well mean that the whole solar system would be accessible to man, Clarke said.

## Coronation Carrier Returning Home

Arrives in Sydney August 15.

The R.A.N. aircraft carrier H.M.A.S. "Sydney," carrying the Australian Services and the New Zealand Army and Air Force Coronation Contingents, left Portsmouth (England) on June 17th on her return voyage to Australia.

The carrier will call at Canadian, American and New Zealand ports en-passage. She will arrive in Sydney on August 15th. The carrier will then dock for a refit and be made ready to go to Korea in October as planned. This was announced recently by the Minister for the Navy (the Hon. William McMahon).

H.M.A.S. "Sydney" would sail, he said, from Portsmouth for Halifax (Canada) in company with ships of the Royal Canadian Navy and 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 voyage. The ships would arrive at Halifax on the 25th June. The carrier would leave Halifax on 29th June and would arrive at Baltimore (U.S.A.) on the 2nd July for a four-day stay and then she would sail for Pearl Harbour via the Panama Canal, calling at Colon, which is at the northern end of the Canal, on July 11th. "Sydney" would reach Pearl Harbour on the 26th July and leave on July 29th for Auckland, arriving there on the 10th August. She would sail for Sydney next day.

Mr. McMahon said that the visit 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.



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## (FEDERAL COUNCIL)

Advice has been received from the Prime Minister's Department informing Federal Council that two of its officers, the Federal President and Honorary Federal Secretary, have been honoured by Her Majesty with the award of the Queen's Coronation Medal.

Federal Council has written to the Acting Prime Minister and has protested strongly about the non-representation of the ex-Naval Men's Association at the recent unveiling and Dedication of the War Memorial at the Labuan, Borneo, War Cemetery. The Association considers that it should have been given the courtesy of being invited to send one of its officials to the Dedication, especially as there are Australian Naval personnel buried at Labuan, and no other ex-Naval organisation was given the opportunity of having

suitable representation at the Service.

During the past month the following members were given transfers from Sub-Sections: Messrs. W. J. Storer and G. G. Baker from Sydney, the former to Melbourne and the latter to Ryde; C. A. Brown, L. R. Ponton and G. E. Fancy from Perth, the former to Fremantle and the remainder to Victoria Park; N. W. Gordon-Cooke from Canterbury - Bankstown to Sydney.

Notification of new members for the first three months of this year have, so far, been received by Federal Council; numbers entered by Sub-Sections are: Melbourne, 26; Footscray, 4; Sandringham, 3; Geelong, 6; Heidelberg, 9; Mildura, 7; Ararat, 17; Sydney, 5; Newcastle, 2; Canterbury - Bankstown, 5; St. George, 1; Parramatta, 10; Manly-Warringah, 2; N.S.W.

Port Adelaide, 13; Northern Suburbs, 4; Port Lincoln, 5; South Australian Headquarters, 7; Fremantle, 4; Victoria Park, 2; A.C.T., 6; Queensland, 8, and Papua-New Guinea, 3; this makes a total of 186 applicants for the new quarter of the present year.

State Councils have advised the Hon. Federal Secretary of the passing away of the following members: Messrs. Albert Hickling, Bernard Kuskie, Robert Ritchie and Jack White of A.C.T. Section; William H. George of Adelaide Sub-Section; John Critchley of Headquarters Sub-Section; Robert W. Thompson, Edward Sanders and William S. Forrest of Port Adelaide Sub-Section; Albert Hilton of Melbourne Sub-Section; Ronald Baker of Footscray Sub-Section and August O. Seidel of Sydney Sub-Section.

Members of the Federal Executive were present at the June General Meeting of the Sydney Sub-Section. After the presentation of the Charter the guests were entertained by a screening of films in the Air Force Association Club, 330 George St., Sydney. This address will be the future meeting place of the Sub-Section.

—G.W.S.

## MORE AWARDS FOR KOREAN SERVICE FOR R.A.N.

Three further awards have been made to officers and men of the Royal Australian Navy for operational service in Korean waters. These were announced in the

Queen's Coronation Honours List on June 1.

Forty-eight awards have now been granted to officers and ratings of the R.A.N. since the Korean war began in 1950.

They are as follows:—

### Distinguished Service Order

Captain G. G. O. Gatacre, D.S.C. and Bar, R.A.N., of Melbourne, Victoria, Commanding Officer H.M.A.S. "Anzac" from February, 1952, to April, 1953.

### Member of the Order of the British Empire

Commissioned Engineer Officer J. B. Carter, R.A.N., of Manly, New South Wales, Engineer Officer of H.M.A.S. "Condamine."

### Mention in Despatches

Yeoman of Signals W. A. Jones, of Bankstown, New South Wales, H.M.A.S. "Condamine."

The respective citation to each award is given below.

### Captain Gatacre

"Leadership and determination of a high order and notable services to the United Nations Forces engaged in the Korean War. He has displayed qualities of courage and imagination in handling the international forces under him and aggressive intelligence towards the enemy."

### Commissioned Engineer Officer Carter

"The devotion to duty and example of hard work set by this officer during nine months' Korean Service has been reflected throughout the Engine Room Department of the ship. Mr. Carter has worked tirelessly at sea and in harbour in a most efficient manner. No major breakdowns of main or auxiliary machinery have occurred, although steam has been off the main engines on sixty days out of two hundred and sixty-seven. This is largely due to this officer's efforts and his insistence on good maintenance."

### Yeoman of Signals Jones

"Petty Officer Jones, during the whole nine months in Korean Waters, has performed his duties

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in an outstanding manner. His example of hard work and cheerfulness of manner have done much to make the communications efficient in all respects. He has averaged eighteen hours a day at sea and in harbour in the bridge superstructure and has been responsible for the V S department and cryptography and has also taken a very keen interest in the Wireless Organisation."

In addition to the foregoing, the Minister for the Navy, announced on June 13 that six further awards had been made to officers and men of the Royal Australian Navy for operational service in Korean waters, which brings the awards now granted to officers and ratings of the R.A.N. since the Korean war began in 1950 to fifty-four.

The Minister said that all Australians would be proud that the services given so skilfully and courageously by these members of the R.A.N. had been recognised. As in the earlier instances, they would be delighted to extend their congratulations to those who had received awards in the latest list.

The list is as follows:—

#### Distinguished Service Cross

Lieutenant-Commander R. C. Savage, R.A.N., of Sydney, New South Wales, Commanding Officer of H.M.A.S. "Condamine."

Lieutenant A. J. Robertson, R.A.N., of Fremantle, Western Australia, Gunnery Officer of H.M.A.S. "Anzac" from March, 1951, to January, 1953.

#### British Empire Medal (Military Division)

Electrical Artificer James Baxter, of Claremont, Western Australia, H.M.A.S. "Anzac."

#### Mention in Despatches

Lieutenant J. W. Golder, R.A.N., of Melbourne, Victoria, H.M.A.S. "Bataan."

Acting Chief Petty Officer R. C. Errington, of Frankston, Victoria, H.M.A.S. "Bataan."

Electrician (E) H. G. Cannon, of Casino, New South Wales, H.M.A.S. "Bataan."

#### Lieutenant-Commander Savage

This officer has shown excellent coolness and judgment in action, mainly when his ship has been a Unit Commander of Allied ships in the Hagju area off the enemy-held west coast of Korea. In successfully dispersing by gunfire enemy troops massed for attacks on friendly islands on two occasions, he showed very commendable initiative and presence of mind and received the commendation of the United States Commander of the island forces.

#### Lieutenant Robertson

Lieutenant Andrew John Robertson, R.A.N., has shown outstanding zeal, energy and devotion to duty in the training of the gunnery team in H.M.A.S. "Anzac" and maintaining the complicated fire control equipment fitted in the ship. In the matter of maintenance of the armament and fire control equipment his expert knowledge and understanding of its proper functioning have been invaluable and he has on many occasions worked exceedingly long hours with the maintainers, regardless of day or night, in remedying defects and in getting the whole equipment into efficient operation.

The efficiency and constant devotion to duty of this officer have been very large factors in ensuring general operational efficiency in H.M.A.S. "Anzac."

His calmness and disregard of personal danger when most effectively controlling the armament in a relatively prolonged action against an enemy coast battery of four guns which hotly and accurately engaged H.M.A.S. "Anzac" on 16th November, 1952, was most notable.

#### Electrical Artificer Baxter

James Baxter, E.A., 3rd Class, R.A.N., has been outstanding in his devotion to duty, diligence and unstinting efforts in maintaining the complicated Fire Control System in H.M.A.S. "Anzac." Cheerfully, and without complaint or regard to his own health, he has

often worked nights and days on end repairing defects. It has been largely due to the untiring efforts of this able, hard-working rating that the Fire Control System in H.M.A.S. "Anzac" has worked with efficiency in the operational area.

#### Lieutenant Golder

For skill, fortitude and very marked attention to duty as Executive Officer of H.M.A.S. "Bataan" during arduous Korean War Patrols, 1951-52.

#### Acting Chief Petty Officer Errington

For cheerfulness, skill, example, loyalty and very marked attention to duty as Coxswain of H.M.A.S. "Bataan" during Korean War Patrols, 1952.

#### Electrician (E) Cannon

For skill and marked attention to duty in maintaining the electrical equipment in H.M.A.S. "Bataan" under arduous conditions during Korean War Patrols, 1952.

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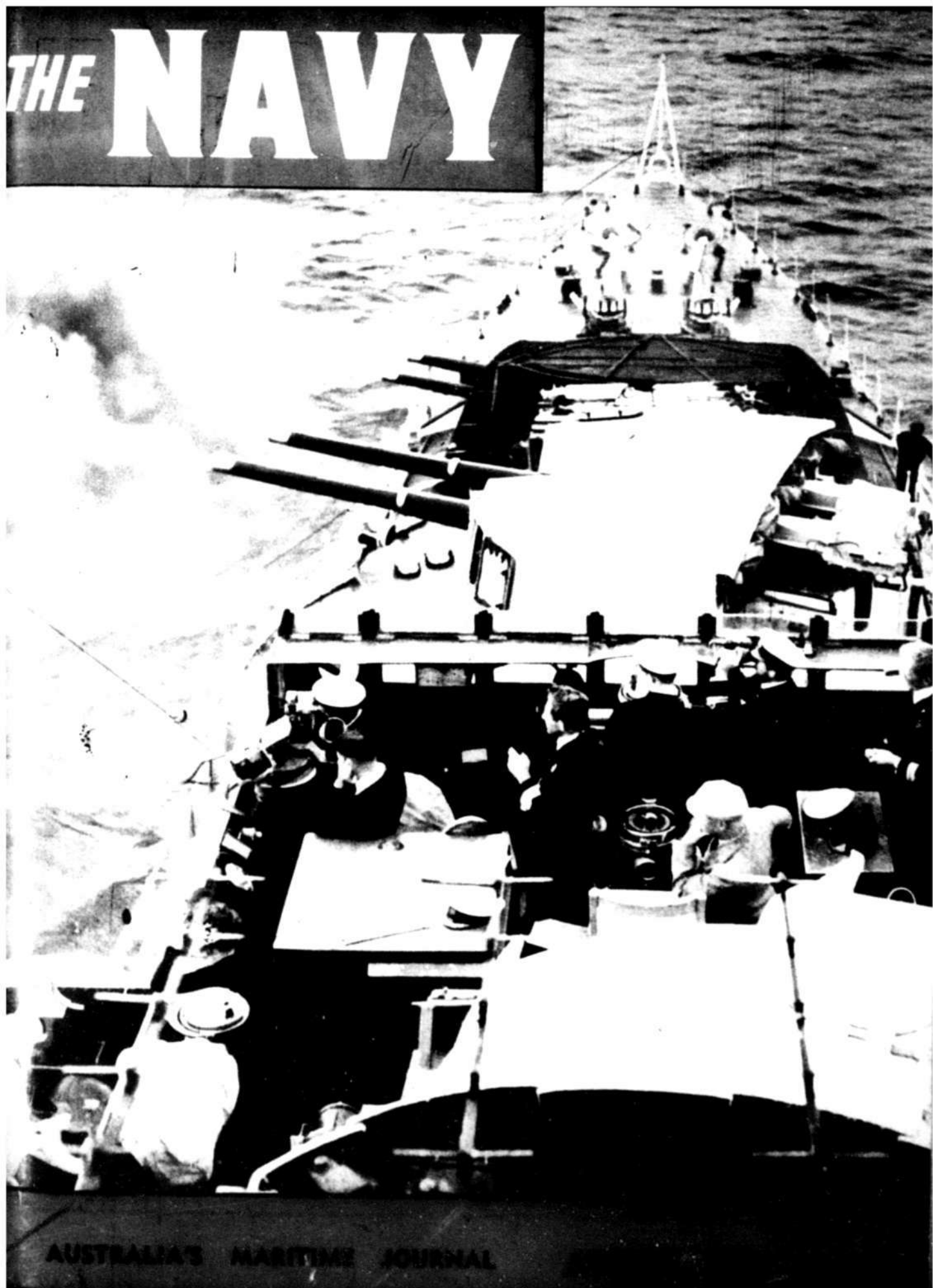


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AUGUST, 1953.

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# BRITAIN'S NAVAL ESTIMATES: EARL OF BIRKENHEAD REVIEWS DEVELOPMENTS.

Speaking in the House of Commons on May 13, in reply to a debate on the current year's British Estimates, the Lord-in-Waiting, the Earl of Birkenhead reviewed developments in the Royal Navy, as they apply to the past and as envisaged for the future.

He laid emphasis on the new construction programme and said that it would continue to be based on a large production of anti-submarine vessels.

The maintenance of a properly balanced fleet, he said, was of the highest importance, and to reduce the number of minesweepers, defence vessels, and frigates in order to increase the cruiser strength would result in a balance unsuitable to Britain's present strategic requirements. The "Tiger" class cruiser programme remained suspended but during the present financial year work would continue on gun mountings for them. The scientific-age "trials" cruiser "Cumberland," it appears, has been fitted with equipment and is now in the course of undergoing her trials. She is at present in the Mediterranean, where she is carrying out a sustained programme which will last to the end of Septem-

ber, when she will return to the United Kingdom and enter a dockyard to be fitted for her trials in 1954. In this connection, as pointed out in the editorial columns of the June issue of this journal, the experiment of attaching a scientist to the sea-going staff of the Commander-in-Chief, British Home Fleet, has been successful and a similar appointment is to be made, if it has not already been made, in the British Mediterranean Fleet.

Security considerations, Lord Birkenhead said, prevented his saying much about atomic propulsion but what he had said last year, that the British Government were devoting a great deal of attention to this project, still held good. Satisfactory trials of machinery using oxygen bearing fuels had been carried out and further development was continuing. Later to this, however, it is of interest to note that the British Minister of Supply, is reported to have stated that there was no intention of considering atomic power for propelling ships (he may, of course, have been referring only to merchant ships) until much more experience has been gained in the development of stationary plants ashore.

Research and development into a ship-to-air guided weapon had been undertaken at the highest priority by the Ministry of Supply on behalf of the British Admiralty for some time and very encouraging progress had been made. At the same time corresponding work had been in progress in

the British Admiralty into purely Naval and novel problems of launching and controlling these weapons from ships, and the Ministry of Supply and the Admiralty were working closely together to ensure that the production of ships and shipping equipment kept in step with the development of the weapons. Air-to-air guided weapons were being developed by the Ministry of Supply to meet the requirements for both Naval and R.A.F. aircraft, he said.

It had been hinted that the Royal Navy had not been given a big enough share in the defence estimates. The Navy Estimates in 1953-54 had not increased while those for the Army and Air Forces had. This must not be taken as an indication of a decline in the importance of the Navy or of a lack of determination on the part of Ministers and their advisers to ensure that from year to year British resources available for defence were properly, and to the best advantage, allocated between the three Services. The British Government was not losing interest in the Navy, but they must have regard to all the circumstances, its war potential strategic requirements, and the general economic position.

There was nothing, Lord Birkenhead stressed, in the past experience of aircraft-carrier operations to indicate that carriers were unduly vulnerable, though in the atomic era, against the background of guided missiles, carriers, like any other potential target, must clearly be a matter of concern. On the other hand, a carrier force, with its concentrated defence, was undoubtedly better able to look after itself than any other vessel or group of vessels at sea. So we must have carrier-borne fighter protection available in direct support of the fleet and convoys.

As for aviation, there was no justification, Lord Birkenhead concluded, for any allegation that the British Government were complacent in the matter of the requirements of the Fleet Air Arm.

## OUR INEVITABLE PART IN ASIAN AFFAIRS.

If there is one thing important for Australia that emerges from the Coronation festivities and the subsequent talks between Commonwealth Prime Ministers, it is that Australia's role in the Eastern Hemisphere will be that of the chief representative of the Commonwealth. We shall have to take a great deal more responsibility in the future.

That does not necessarily mean that we shall be responsible entirely for defence and armed strength, though we shall have to do more than we did, for instance, before the 1939-45 war, when Britain established and garrisoned such (unfortunately ineffective) bastions as Hong Kong, Singapore and

Burma. It means, rather, that Eastern Hemisphere affairs will be our specialty as a senior partner in Commonwealth affairs, just as Britain herself will be the senior partner in European and Atlantic affairs.

We cannot afford to rely on the aid or protection of the United States. Indeed, we should not do so. Apart from the fact that whether the Americans should concentrate on Europe or Asia is a matter of political controversy in U.S.A. itself, we are members of the Commonwealth of Nations and have a duty toward that Commonwealth.

Consequently, what are our first tasks in regard to the Eastern Hemisphere? The very first one is to study it and try to understand it. Many Australians know very little about our Asian neighbours. What knowledge they have of matters outside their own country concerns Europe and America. To them, London and New York are nearer than Jakarta or Singapore, each of which is within a few hours' flight from our northern shores.

We have a great deal to learn about Asia and its problems, the political and economic pressures, the dangers—and the means by which we can become friendly and co-operative with millions of Asians. The sooner we start learning the better.

## SAVING NELSON'S "VICTORY"

Following proposals to employ new methods to combat the depredations of the death watch beetle in Nelson's famous flagship, H.M.S. "Victory," to which reference was made in the May issue of this journal, a Committee of experts has visited the ship at Portsmouth to consider what measures may be taken in that direction.

The Committee comprised: Dr. R. C. Fisher and Mr. E. C. Harris of the Forest Products Research Laboratory (of the British Department of Scientific and Industrial Research); Dr. H. J. Plenderleigh of the Research Laboratory, British Museum; Dr. Hugh Hay, a London radiologist who has proposed the adoption of an X-ray method of attacking the beetle; Mr. D. A. Mattison of the Ministry of Works; and Mr. F. G. G. Carr of the National Maritime Museum.

After thorough inspection and consideration of the problem the Committee expressed themselves satisfied that the measures that have already been taken are of considerable value and should be continued, but in view of the complexity of the problem they are agreed that X-ray and other physical methods of attacking the death watch beetle are well worth further exploration. This will entail prolonged laboratory investigation before any trials can be carried out in the ship itself, and as preliminary scientists are to draw up a research programme.

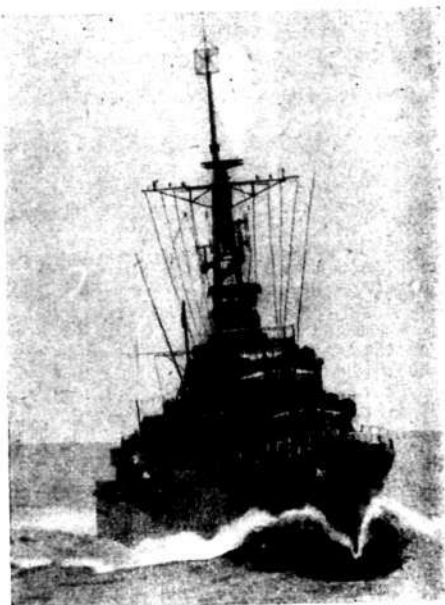
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**The Navy?**

# SNORT SUBMARINE'S ATLANTIC CROSSING

First Everest, now the first underwater crossing of the Atlantic! One was a Coronation present, the other was the Navy's news for the Queen as she set out to review the Fleet recently.

The conquering submarine is the "Andrew," commanded by Lieut.-Commander William Scott. It surfaced in the Channel after its voyage of 3,236 miles (probably lasting 14 days) from Bermuda. The latest Snort apparatus kept its 65 men breathing. Here is the full story told exclusively to the News Chronicle by Lieut. Michael Friend, R.N.V.R., of H.M.S. "Andrew," in an interview (with acknowledgments to the London "News Chronicle"):

Portland, June 15, 1953.

We were the first British submarine ever to cross the Atlantic without surfacing. It didn't really mean much—it was so easy. But I never knew fresh air smelled so good.

Today I felt it unadulterated in my nostrils for the first time since we left Bermuda, 3,236 miles away.

Not until ten days before sailing did we know we were to attempt the whole crossing underwater.

There were no special preparations. Stores, including food, were just what we would have had for a normal trip—no special vitamin tablets were provided and our fresh vegetables ran out after a few days.

But we had refrigeration and ate meat and fish throughout the voyage. We are all as fit today as when we left.

Before diving we did more than a day's surface steaming to get clear of local shipping.

I was one of the three officers of the watch. We did two hours on and four hours off—normal working times in submarines.

It was certainly the longest under-sea watch keeping I have ever

done—and the longest for most men in the ship.

As officer of the watch I spent my time in the control room amidships, looking through the periscope. It was worse at night—and we did have some dark nights.

Visibility was good on the whole, but we felt the strain adjusting our eyes to the darkness and getting them focussed on the horizon. The control room was kept darkened with only here and there the odd dim red light.

We saw quite a lot of surface ships, merchantmen of various nationalities. And we carried out successful dummy "attacks" on four of them.

A few sea birds used the Snort as a resting-place and two or three dolphins followed us for a while. I could see them bowling along beside us.

After the third day the main periscope went out of action, but we managed to repair it.

Early in the passage we had to go down to 80 feet for eight hours, to attend to trouble in the main diesel engines.

This engine broke down later and we had to travel on one motor for two and a half days. But we repaired it before reaching port.

Twice we had to dive deeply suddenly to avoid colliding with merchant ships. This was at night when we were about half-way across.

Our navigator did exceptionally well. The bulk of his calculations were on "dead reckoning" navigation, and we surfaced where we expected.

To relieve the monotony we ran competitions. The most popular was a moustache-growing contest.

This really broke Queen's regulations which state that you must grow a full set, beard and all, but we laid it down that all contestants must shave off their moustaches before going ashore.

Stoker Les Parker, of Stratford, East London, was the winner.

On our broadcasting system we heard the B.B.C. Overseas Service commentaries on the Coronation, the Turpin-Humez fight and the Test Match.

We also heard the news of the conquest of Everest. And, of course, we heard about the Derby.

Some of the crew missed their sleep to listen to the Coronation. The day after the Abbey service we spliced the mainbrace.

In certain compartments we were allowed to smoke. This was a great help.

Diet sometimes was monotonous. For breakfast we would have cereals, eggs and bacon, homemade bread with butter and fruit juice.

Lunch—the Navy calls it dinner—always began with tomato, chicken noodle or vegetable soup. We followed with dishes such as roast mutton, roast potatoes and tinned beans.

When we surfaced in the approaches to the Channel we looked just about the dirtiest vessel afloat in this part of the world.

There were barnacles all over the place and the sea had worn away so much of our paint that we showed our yellow undercoating.

We got to Portland at three o'clock this morning. No reception committee awaited us—just a handful of seamen, to secure us alongside the jetty.

Flag Officer Submarines sent us a signal—"Well done!"

**Comments by other members  
of the crew.**

The captain, Lieut.-Commander W. D. S. Scott: Everyone behaved magnificently. We had two lots of really bad weather. On the third day out we encountered a gale which lasted for 20 hours and we had only two days of flat calm during the whole trip.

The navigating officer, 22-

Continued on page 8



## MERCHANT NAVY OFFICERS LOOK BACK - AND FORWARD

### GREAT PROGRESS IN SEAFARERS' AFFAIRS.

By Captain W. H. Coombs, C.B.E. (President, The Officers' (M.N.) Federation).

The British peoples have endured more than their share of sacrifice and effort during the last twenty years or more—tribulations and efforts in which the Royal House has assuredly shared with all who owe allegiance to the Throne. Surely as a nation we have earned the blessing of peace and prosperity which we all hope will, under God's Providence, be our lot under the long and happy reign of Her Majesty Queen Elizabeth II.

In the "domestic affairs" of the Merchant Navy offices, 1953 will also be a year of jubilation as it marks the 25th anniversary of the incorporation of the Officers' (Merchant Navy) Federation on 14th May, 1928.

Although, as I learned with much pleasure during a recent voyage, the more senior masters and officers of all departments are very much aware of the changes which have been wrought in

Merchant Navy affairs since 1928, it is not to be expected that the rising generation of officers can be fully aware of the strenuous efforts that were necessary to persuade the shipowners of those days of the need for a complete overhaul of conditions of service.

One of the greatest problems, which then seemed almost insoluble, was to find a way in which to compose the rivalries existing between competitive organisations. The essential purpose of the Officers' Federation was to provide a means by which the various organisations could—while retaining their own individuality and control of their own affairs—work in harmony and joint endeavour in the task of securing for Merchant Navy officers the recognition they deserved.

Few endeavours of the kind have met with such good success in such an apparently hopeless and difficult task, and in such a relatively short time. Each and all of the federated organisations can be justly proud of the results of their own individual and joint efforts. Those results can be seen at sea today—good and improving standards of accommodation, leave as a right, a Pension Fund with over £10,000,000 invested, and salary scales undreamt of by the past generation of officers.

Important though these material improvements are, I believe there are other improvements which have a deeper meaning to seagoing officers and indeed to the nation. The Merchant Navy is now a recognised and properly respected service. In the old days we respected each other—having knowledge of the sea's demands upon man and of the services rendered—but one had to be almost apologetic ashore for one's membership of "the Mercantile Marine," the "Merchant Marine"; the very "name" of our service

was not definitely established! There was then little, if any, thought given to the training of apprentices—apart from the excellent work of "Conway" and "Worcester." Welfare activities were confined to "The Missions." The Seafarers' Education Service with its excellent ships' libraries was not established until 1919. I do not suggest that everything is now perfect or that continuous endeavour and constant vigilance is no longer necessary, but I do assert that in no profession or employment ashore have there been improvements comparable to those achieved for seafaring officers during the last 25 years.

The whole outlook of the shipowners and of the "Board of Trade" and indeed of the Royal Navy towards merchant ship personnel seems to have completely changed for the better, and in consequence, old bitternesses are passing rapidly and rightly so, and are giving place to mutual respect and understanding of "the other fellow's" problems.

Our New Elizabethan Age opens with British ships and shipping in good heart but the new spirit of goodwill and co-operation in the shipping world must be fostered and nourished. Our forebears charted the seas, opened the trade routes, developed the techniques of ships' business, and our shipbuilders and marine engineers and electronic pioneers still lead the world. But old and respected foreign ensigns are to be seen in increasing numbers on the high seas today, and strange and unfamiliar ensigns are significant.

All this is a challenge—a whole some challenge—to everyone ashore and afloat who is concerned with the well-being of British shipping and thus with the welfare of Britain itself and of the Queen's Dominions, Colonies and subjects the world over.

Friends and relatives crowded the fitting out wharf at Garden Island as the destroyer H.M.A.S. "Anzac" moved into her berth. "Anzac" has just completed 10 months' active service in Korea. The destroyer left for Melbourne on 6th August.

## "GAY BOMBARDIER" ACCEPTED BY ROYAL NAVY

Her Majesty's Fast Patrol Boat "Gay Bombardier," first of the "Gay" class, was accepted by the Royal Navy early in April from the builders, Messrs. Vosper Ltd., of Portsmouth, following her acceptance trials.

These boats, designed by the British Admiralty, can be armed either as Gun Boats or Torpedo Boats. In the Gun Boat role they will mount a 4.5-inch gun and one smaller gun, while in the Torpedo Boat role they will be armed with

two 21-inch torpedo tubes and one small gun.

Messrs. Vosper Ltd. were selected by the British Admiralty to act as "parent" firm for this class of Fast Patrol Boat, in which capacity they are responsible for producing the necessary working drawings for issue to a number of "daughter" firms who build from these drawings.

With a length of 75 feet and a beam of 20 feet, this class of

boat represents a development of the types of short M.T.B.'s produced during the war. They are powered with Packard engines and are of wooden construction. The "Gay Bombardier" is the first of this class of boat to be completed under the emergency programme. She was ordered a little more than two years ago. The peacetime complement of the boat will consist of two officers and ten or eleven ratings according to the function of the boat.

Continued from page 7

year-old Lieutenant McMullen, of Shaftesbury, Dorset: We got occasional glimpses of the sun through the periscope and could do a certain amount of radio navigation, but this was all rather unsatisfactory from my point of view.

Dennis Court, of Betteshanger, Kent: My biggest thrill was being awakened one morning by a fanfare of trumpets. I couldn't make out what it was at first and then I realised we were hearing the Coronation broadcast from the Abbey.

Leading Seaman Bill Leese: I was able to cable birthday greetings to my son David on his first birthday during the trip. Two other members of the crew also sent cables.

\* Actual distance from Bermuda to Ushant is 2,807 nautical miles. The distance covered by the "Andrew" in English statute miles was 3,236.

## Scientific Achievements of the Royal Navy

By Lieut.-Crd. NOWELL HALL, D.S.C., R.N.V.R.

Not long ago I visited a famous British shipyard to watch the launching of H.M.S. "Hermes," one of the five aircraft-carriers now being built as part of the Royal Navy's big construction programme. As the great ship took the water, to the accompaniment of much cheering and blowing of sirens from other ships, one felt that she symbolised the beginning of a new chapter in the development of Britain's sea power.

When the "Hermes" is completed, possibly next year, she will undoubtedly be the most modern carrier afloat. She will be the first to embody several new features, and will be a triumph of British naval scientific achievements. Three of these innovations, each and all of which enormously increase her fighting efficiency, are the British-invented steam catapult, enabling bigger and more powerful naval aircraft to be put into the air at sea; the British "angle-deck" device, allowing aircraft to land on with greater ease and safety; and the side-lift, facilitating the servicing of aircraft during operations.

The first two have been adopted by the United States Navy for use in its own ships.

The side-lift, long a feature of American carriers, is new to British ships of this type. Carriers of the two navies have certain fundamental differences in structural design. The inclusion of a side-lift in the "Hermes" — and probably in the three other ships of the "Hermes" class which are nearly completed — is a triumph for British warship designers.

These are but three of the Royal Navy's many recent scientific and construction achievements. For this progress it is indebted in some measure to financial help from America and to an exchange of new scientific information. Lacking at present the money to build the bigger warships in large num-

bers, Britain is concentrating on quality and is putting her utmost efforts into scientific research. It is significant that of £329½ million she proposes to spend on the Navy during the present year, nearly half will be for production and research. In the previous financial year she spent about £188 million, for the same purpose. Enormous sums have been devoted in the last few years to achievements helpful to all Western allies.

The results are impressive. Among recent British naval devices several of which have already been adopted by other navies are:

**The Steam Catapult.** This much increases the operational efficiency of carriers, and is so powerful that it should be able to launch the heaviest naval aircraft likely to be in service in the foreseeable future. Aircraft have even been launched while the ship is stationary. It will obviate the need for carriers having to leave the fleet to steam into the wind to fly off aircraft, and may thus lead to a radical alteration in fleet tactics.

**The "Angled Deck,"** an innovation complementary to the steam catapult.

The gas turbine engine, a field of development in which Britain has a big lead. It promises, by saving of weight, ease of maintenance and sustained high performance to revolutionise marine propulsion methods.

**Underwater television.** With the aid of new British equipment, naval experts on shore have been able to see a diver working on the sea-bed sixteen miles off Portsmouth.

A new submarine rescue buoy is now being fitted in all British boats. This buoy, designed to be released from inside a sunken submarine to indicate her exact position to searching forces, includes a powerful light and eventually will have a radio set which will auto-

matically transmit distress signals.

New anti-submarine frigates, fast vessels armed with an immensely effective new British weapon. The weapon is a kind of multi-barrelled mortar equipped with an electronic "brain" which automatically sets the range and fires a pattern of underwater bombs at the hunted submarine. It is among the deadliest weapons known to naval science.

**Cold-weather clothing and other "survival" equipment** which is being tested in the Arctic.

These are a few of the Navy's recent scientific achievements. But over-shadowing them all are the results of atomic research. Most of this is, of course, secret, but the few facts released by the Admiralty, from time to time, revealed the progress being made in this tremendous field.

One of the Navy's old cruisers, H.M.S. "Arethusa," was anchored in a prohibited area of Portsmouth Harbour for some weeks, while parts of her hull were bombarded with gamma rays from an atomic pile. These secret tests provided naval scientists with much new data bearing on the resistance of warships to this form of attack. The whole world heard of the awe-inspiring demonstration at Monte Bello Islands off the north-west coast of Australia. For the trials of Britain's new atomic weapons, the Navy sent a special squadron which included the aircraft-carrier "Campania" and the frigate "Plym." When one of the weapons was exploded within her hull the "Plym" was 'vapourised'.

It was not essentially a test by naval scientists, but the Royal Navy made it possible. The Monte Bello experiments were the result of team-work in which the Navy played a leading part.

The scope of the Navy's progress in research can only be touched on here. It ranges from such small but important innovations as glass panels let into a ship's hull to facilitate examination of propellers while a ship is under way, to such major items as the

steam catapult for aircraft-carriers.

A great deal of research is being devoted to counter-measures in mine warfare. Undoubtedly, one of the main threats the allies must be prepared to face in any future conflict at sea will come from the mine. Knowing this, Britain is now building a large number of small vessels for coastal and in-shore "sweeping," and is packing them with a great variety of new minesweeping equipment. In both types of vessels aluminium and other non-magnetic materials are being used extensively. The Admiralty describes the 109-foot long inshore vessels as a minesweeper of an entirely new type.

### FIRST AUSTRALIAN-BUILT JET HANDED OVER.

The Australian Minister for Defence Production (the Hon. Eric Harrison) said in Canberra on July 8 that the first Canberra Jet bomber built in Australia had been handed over by the Government aircraft factories to the R.A.A.F. for operational use, less than one month after its initial test flight. Mr. Harrison said the R.A.A.F. would fly the Australian-built Canberra Jet in the England-New Zealand Air Race in October.

### BRITISH GIANT ATOM PLANT UNDER TEST.

Professor P. B. Moon, Professor of Physics at Birmingham University, announced in the United Kingdom on July 7 that the largest atom-splitting machine in Europe and the second largest in the world is under test at Birmingham University. Australian-born Professor Marcus Oliphant (now Director of Physical Science Research at the Australian National University) began construction of the machine in 1946. Several members of the research team are Australians. Professor Moon said that the machine will be used for research in nuclear physics but not the atomic bomb. The results will be available to all. Cost of construction of the plant was £250,000.

## R.N. Observers Train in Canada

The Royal Canadian Navy is now training a group of Royal Navy Officers for duty as Naval Observers at the Observer School at H.M.C.S. "Shearwater," the R.C.N. Air Station near Dartmouth, Nova Scotia. The school was opened last October to absorb an overflow from the Royal Navy, resulting from increased training requirements of N.A.T.O. countries.

It is intended to train 32 observers a year in the Canadian school. At present there are more than a dozen young officers of the Royal Navy taking the course, which lasts for nine months.

The first three months of the course are devoted to academic subjects, particularly mathematics and physics, and a grounding in air communications. The second three months cover basic navigation and maritime warfare, and the final phase is mainly advanced air navigation and allied subjects. Meteorology, photography, armaments, and aircraft recognition, are some of the other subjects which help make an observer.

Flying experience is gained throughout the course in the Royal Canadian Navy's Avenger, an-

ti-submarine aircraft, and it is expected that almost 200 hours' flying time will be logged by each student. Several long-range cross-country exercises will take the midshipmen to various Canadian and United States centres. Final anti-submarine practical instruction is continued in the United Kingdom, at Eglington, in Northern Ireland.

The Officer in charge of the Canadian School is Lieutenant-Commander (O) John A. Stokes, R.C.N., of Victoria and Halifax. The Royal Navy has provided three observer instructors, three pilots, and two Chief Aircrewmen to assist in the instructional task. Two in particular have had a rich and varied experience in Naval aviation. The senior instructor is Lieutenant-Commander A. James McCulloch, R.C.N., of Liverpool, England, who served in the Royal Navy for 27 years. He started his aviation duties 20 years ago as a telegraphist air gunner. Another old hand is Senior Commissioned Observer Cyril Wallington, of Brighton, England, who joined the Royal Navy in 1921 and made his first flight six years later.

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## NAVY COLLEGE ATTRACTS RECORD NUMBER OF APPLICANTS

1304 Australian boys want to enter the Royal Australian Naval College next year as cadet-midshipmen to begin their training to make them the future naval officers of the Royal Australian Navy. 877 have applied for the normal 13-year-old entry and 427 for the fifteen-year or better known as the "Intermediate" entry. The number of applications is a record for each entry.

They were received from each State as follows:

	13-Year	15-Year
New South Wales	323	186
Victoria	263	101
Queensland	126	49
South Australia	52	29
Western Australia	88	38
Tasmania	25	24
	877	427

This was announced on July 9 by the Minister for the Navy.

The Minister said that the educational examinations for candidates would be held throughout Australia on 1st and 2nd September and would be followed later by medical examinations. Boys who passed both examinations would be interviewed by a selection committee.

Those who were selected from the 13-year-old entry would spend four years at the College, followed by sea-training with the Royal Australian Navy or the Royal Navy. After that they would undergo advanced academic and technical training at shore establishments in the United Kingdom. Those who were selected from the 15-year-old entry would do similar training except they would only spend two years at the College.

Mr. McMahon said that the record number of applications received this year was very gratifying to the Naval Board. It showed that both parents and boys recognised the great advantages that the Royal Australian Navy could offer. Every boy who entered the Naval College received the whole of his education, books, clothing, victualling and lodging free of cost and, at the end of his training there, set out on his career as a permanent naval officer. He began a life that could hardly be more varied and interesting and in which there was ample opportunities for promotion.

## NAVY N.S. CALL-UP OF JULY 13

Six hundred National Service trainees joined the Royal Australian Navy on July 13 to carry out their initial training of 154 days. This call-up is known as the "Hargraves" entry.

Of the 600 trainees, 175 came from New South Wales, 141 from Victoria, 110 from Western Australia, 85 from Queensland, 60 from South Australia and 29 from Tasmania.

Two-hundred-and-eighty-six entered Flinders Naval Depot (Victoria); H.M.A.S. "Penguin" (Sydney) took 214; and 100 are being trained at H.M.A.S. "Leeuwin" (Fremantle).

The 154 days initial training will be divided broadly into 42 days recruit training, 56 days at

sea in warships and 56 days further shore training. After completing the period of recruit training, the trainees will then receive intensive technical instruction in the branch of the R.A.N. for which they had been selected.

Trainees of the "Hargraves" call-up have been selected for training in the seamen, engine room, supply, communications, electrical, medical and dental, and Fleet air arm branches.

This branch training will be done in ships at sea and in shore establishments.

The sea training will be done in H.M.A.S. "Australia" and a frigate for men in Eastern States, and the minesweepers "Mildura" and "Fremantle" in W.A.

## RUSSIAN CRUISER "SVERDLOV" AMAZES NAVAL CIRCLES.

The Russian heavy cruiser "Sverdlov" and her personnel caused considerable interest and comment during their visit to the United Kingdom as representatives of the Soviet Union at the Coronation Naval Review at Spithead on June 15.

"I want my men to see all they can of England," the Captain of the "Sverdlov" (Captain first rank Olimpey I. Rudakov) told a Royal Navy officer on the cruiser's arrival in British waters.

The British officer told Captain Rudakov that he would like 30 ratings from the "Sverdlov" to be the Royal Navy's guests on a bus tour.

Captain Rudakov replied: "Not enough. I would like at least 150 to go."

Commenting on the cruiser, the London "Daily Mail" said: "The 'Sverdlov' is steered by remote control and is the first push-button ship to anchor in Britain."

Captain Rudakov, wearing kid gloves, amazed a Royal Navy officer by his side when he brought the cruiser into Spithead without issuing a verbal order or looking at a chart.

He declined the offer of a tug, stood with his hands behind his back and looked straight ahead while he worked a set of levers behind him that transmitted his orders to the depths of the ship.

He did not even look behind him as he twiddled the levers, and there was no shouting down speaking-tubes or ringing engine-room telegraphs.

## H.M.A.S. "ANZAC" RETURNS FROM KOREA.

A waving, cheering crowd said to be the biggest ever to greet any ship returning from a tour of duty in Korean waters, welcomed the destroyer H.M.A.S. "Anzac" (Captain J. S. Mesley, D.S.C.), when she returned to Garden Island dock in Sydney on July 3, after 10 months service in

the Far East. About 400 relatives and friends of the men on board awaited the ship at the wharf.

In an interview given to the Press, the captain of the "Anzac," Captain J. S. Mesley, was very modest in regard to the service duties and performances of his ship.

Captain Mesley explained that the ship had been fired on only once—when she was anchored off the island of Chodo. The "Anzac" immediately raised anchor and as it made for the open sea, bombarded the enemy gun emplacement. "The gun was silenced," he said.

After ammunition loading and other work was completed, Captain Mesley said, the ship's complement would go on leave for varying periods. Men who had been in Korean waters for the full 10 months would get 49 days' leave.

Captain Mesley took command of the "Anzac" in April this year with the rank of acting Captain and also took charge of the 10th Destroyer Squadron. He received word that his promotion to Captain had been confirmed on the Tuesday (30th June) prior to the Anzac's arrival at Garden Island.

The "Anzac's" company did more than active service duty in Korean waters: it contributed nearly £500 to charity.

The crew members have given £400 which will be presented to

the Women's Hospital in Melbourne. In addition, the crew has bought about £60 worth of toys in Japan, to be presented to the Frankston Orthopaedic Annex to the Children's Hospital in Melbourne. The crew members said that equivalent toys purchased in Australia would have cost more than £200.

H.M.A.S. "Anzac" left for Melbourne on July 6.

## U.K. COAL TUNNEL UNDER NORTH SEA.

British miners have dug a 2½-mile-long tunnel for test purposes under the North Sea in an attempt to tap a rich coal deposit estimated at 200 million tons. The experiment is being made from Lynemouth in Northumberland, England's most northerly coal pit and one of the most modernly equipped mines in the coal-mining industry.

## TYPHOON SWEEPS CHINA COAST.

A typhoon swept over the China Coast on July 4 after crossing the northern areas of Formosa. The Taepeh (Formosa) Weather Bureau reported that the storm, with centre winds sweeping at 140 miles per hour, struck the China mainland just north of Foochow, Capital of Fukien Province. It took heavy toll of crops and property, with an unknown number of casualties, as it cut a swathe across the northern end of Formosa, the Chinese Nationalist island.



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# NEWS OF THE WORLD'S NAVIES

## 154 DAYS TO BE INITIAL NAVAL N.S. TRAINING.

In future, Naval National Service trainees would carry out 154 days initial training instead of 124 days, as in previous call-ups. The next Naval National Service call-up would be on July 13, when 600 trainees would enter. This was announced on June 16 by the Minister for the Navy (the Hon. William McMahon). The Minister said this increase to 154 days in the initial training period would enable naval trainees to attain a higher standard and a more specialised knowledge, especially in naval gunnery and the use of underwater weapons, than was possible in 124 days. Formerly, National Servicemen were given this higher standard training in their four annual refresher periods of 13 days. It was now considered that this training would be more effective by providing it in the initial period. The total period of Naval National Service would not be increased. It would still remain at 176 days. The 154 days initial training would be divided broadly into 42 days recruit training, 54 days at sea in warships, and 56 days further shore training. Mr. McMahon said that the training cruiser H.M.A.S. "Australia," and one frigate, would be used for seagoing training for National Servicemen in Eastern States, and the minesweepers "Mildura" and "Fremantle" in Western Australia. Shore training would be carried out at Flinders Naval Depot, Victoria: H.M.A.S. "Penguin," and the Naval Air Stations near Sydney, and H.M.A.S. "Leeuwin" in Fremantle.

## U.S. NAVY FLYING-BOAT CRASHES.

A message from New York on July 4 said that a United States

twin-engined patrol flying-boat with 12 men aboard crashed on July 3 in the Bering Sea near Adak, in the Aleutian Islands. Search planes sighted only an oil slick and floating debris. The flying-boat pilot had radioed that one engine had failed and that he was attempting an open-sea landing in heavy fog.

## TURKISH SHIP VISITS BRITAIN.

The Turkish training ship "Savarona" visited the United Kingdom towards the end of April. This was the first time that a training ship of the Turkish Navy had visited Britain since Turkey was declared a Republic in 1923. The vessel herself was acquired as a yacht by the Republic during the illness of the first President, Kemal Ataturk. After the death of the President the ship was converted into a training ship for midshipmen. The "Savarona" visited Dover and Dartmouth on her April visit this year and during the time she was in British home waters her Cadets toured Royal Naval Colleges at Greenwich and Dartmouth. There were 71 midshipmen on board and the complement also included 16 officers, 30 petty officers and 86 ratings under the command of Captain Vedat Burak.

## CARRIER TO REPLACE H.M.S. "DEVONSHIRE" AS CADET TRAINING SHIP.

It has been decided that H.M.S. "Triumph," the British light Fleet Carrier, should relieve H.M.S. "Devonshire," cruiser, as the naval cadets' training ship towards the end of this year. Certain accommodation modifications to H.M.S. "Triumph" are required to fit her for this duty, and will be undertaken during the ship's

refit at Devonport Dockyard which began in April. The future of H.M.S. "Devonshire" is under consideration.

## WHITE ENSIGN FOR LIVERPOOL (U.K.) CHURCH.

A White Ensign was presented to the Church of Our Lady and St. Nicholas, Liverpool, (U.K.) on April 23 by the Flag Officer Commanding Reserve Fleet (Vice Admiral Sir Henry W. U. McCall, K.B.E., C.B., D.S.O.). The presentation was made on behalf of the Commander-in-Chief, Plymouth (Admiral Sir Maurice J. Mansergh, K.C.B., C.B.E.). The Church of Our Lady and St. Nicholas is known as the Sailors' Church. It was destroyed by enemy action during the Second World War but has now been rebuilt. Admiral McCall visited Liverpool in H.M.S. "Trafalgar" during a tour of the Reserve Fleet ships.

## H.M. SHIPS LOANED TO INDIAN NAVY.

H.M.S. "Bedale" and H.M.S. "Lamerton" were officially transferred on loan to the Indian Navy at a ceremony at Trafalgar Branch Dock, (Liverpool, on April 27, attended by the High Commissioner for India (Mr. B. G. Kher) and the Commander-in-Chief, Plymouth (Admiral Sir Maurice J. Mansergh, K.C.B., C.B.E.). The Board of Admiralty was represented by the Vice-Controller and Director of Naval Equipment, Rear-Admiral G. V. Gladstone. The wife of the High Commissioner, Mrs. Kher, gave the names "Godavari" and "Gomati" to the "Bedale" and "Lamerton" for their service with the Indian Navy. It was announced in October of last year that these two ships, both frigates, then refitting in commercial shipyards on Mer-

## BRITISH PLANES LEAD THE WORLD

To-day Britain leads the world in aircraft design. Breaking the sound barrier is an everyday occurrence. Jet engines gained that position and manufacturers are ensuring that it will be maintained.

A bigger, faster, and more economical version of the Britannia prop-jet airliner is planned by the Bristol Aircraft Co. Rolls-Royce state that one of their Avon jet engines has completed 600 flying hours before overhaul. The test took 50 flying days and involved 800,000 miles of flying—the equivalent of 50 daily journeys across the Atlantic and back.

It is the established policy of most British firms that satisfactory maintenance in service ranks equally in importance with sound design and quality of manufacture. At Hatfield, for instance, de Havillands have a servicing school specialising in technical instruction for engineers and pilots. Already the school has proved its value by training more than 650 people. This year, with the widening vista of Comet sales a greater number of pupils is expected.

Above: A general view of the Comet demonstration hall at the de Havilland Servicing School at Hatfield, Britain. The Comet air-conditioning and pressurisation demonstration panel, sectioned Ghost engine, and flexible Bag tank are in the background.

Centre: The cockpit of the Comet fuselage, mock-up from which a jet engine can be operated.

Left: The pressurisation and air-conditioning system is portrayed by an illuminated panel in which bubbles travelling in a network of glass tubes represent the flow of air.

seaside at the expense of the Government of India, and also H.M.S. "Chiddingfold," were to be made available to the Indian Navy. The "Chiddingfold" will be handed over to the Indian Navy at a later date.

#### JAPAN BUILDS WARSHIPS.

A recent message from Tokio said that the Japanese Defence Ministry is planning the construction of 17 small warship during Japan's current fiscal year. Some are for Japanese use and others for sale to South-East Asian nations.

#### "BATTLE" TYPE DESTROYER PREFERRED ABROAD.

A picture in "Jane's Fighting Ships, 1952-53" of the new Venezuelan destroyer of the "Aragua" type class is interesting, as showing that the "Battle" type of destroyer has found favour abroad rather than the British "Daring" type. Of 2,600 tons (the same as the "Daring") the Venezuelan destroyer carries a similar armament with a knot more speed and only three 21-inch tubes. The 4.1-inch guns are in roomy gun-houses, and there is a single lattice mast and one large funnel.

#### U.S. "ESSEX" CARRIERS AND BATTLECRUISER "HAWAII".

In the United States section of "Jane's Fighting Ships, 1952-53," published recently, a plan and photos of the altered "Essex" carriers give a good idea of the improvements made in these ships with their curious funnel-mast combination. Space is also given to the battlecruiser "Hawaii." This ship has at long last been taken in hand for completion, and is to be made into a large Tactical Command ship. Laid up when 82 per cent. complete, she was to have been given rocket projectors or made into a guided missile ship. Now she is being loaded with radar and special equipment for acting as command ship with a carrier task force or similar large fleet, and armed with a few 5-inch guns only.

#### NEW ONE-MAN PEDAL SUBMARINE.

A message from America on May 19 said that underwater demolition teams may soon be using a new one-man submarine propelled by pedal or a small battery. It's reported that its makers claim that it can manoeuvre like an aircraft.

#### U.S. REPRESENTATIVE AT CORONATION NAVAL REVIEW.

The heavy cruiser "Baltimore," 13,600 tons, 9.8-inch guns, represented the United States at the Coronation Naval Review at Spithead on June 15. She wore the flag of Vice-Admiral Jerauld Wright, Commander-in-Chief North East Atlantic, and Mediterranean, who has his headquarters in London.

#### AUSTRALIAN IN "ANDREW'S" CREW.

The submarine "Andrew" which on June 15 ended its epic and historic 2,500-mile underwater crossing of the Atlantic from Bermuda to the English Channel, carried an Australian among its gallant crew of 60. He is Seaman N. Jones, of Mount Street,

Prahran, Melbourne. The Queen saw the "Andrew" off Portsmouth Harbour.

#### R.N. MINEWATCHERS RECEIVE UNIFORMS.

Distinctive uniforms have been issued to members of the Royal Naval Minewatching Service. It consists of a navy-blue battledress (with skirts for women) and beret with badge, shoulder flashes and badges of rank. The badge consists of a silver splash on a blue ground, with two silver waves below, the whole encircled by gold rope with the ends crossed at the foot. At the top are the letters N.N.M.W.S., and the badge is surmounted by a Naval crown in gold.

#### N.S. NAVY EXPERIMENTS WITH "WINGED" BOATS.

The United States Navy is reported to be experimenting with boats equipped with "underwater wings". Technically the so-called wings are known as "hydrofoils." They have surfaces similar to an aeroplane wing. They are attached to the bottom of small craft; when sufficient speed is attained they provide a "lift" which raises the hull out of the water. When the boat is entirely supported by the hydrofoils, the result is less water friction and more speed. Hydrofoils are said to be applicable to practically all small craft. A Swedish ferry equipped with hydrofoils is said to attain a speed of 35 knots, or 42 m.p.h. An experimental German hydrofoil boat built during World War II. attained speeds up to about 60 miles per hour.

#### "NUTCRACKER" TEST FOR WARSHIPS.

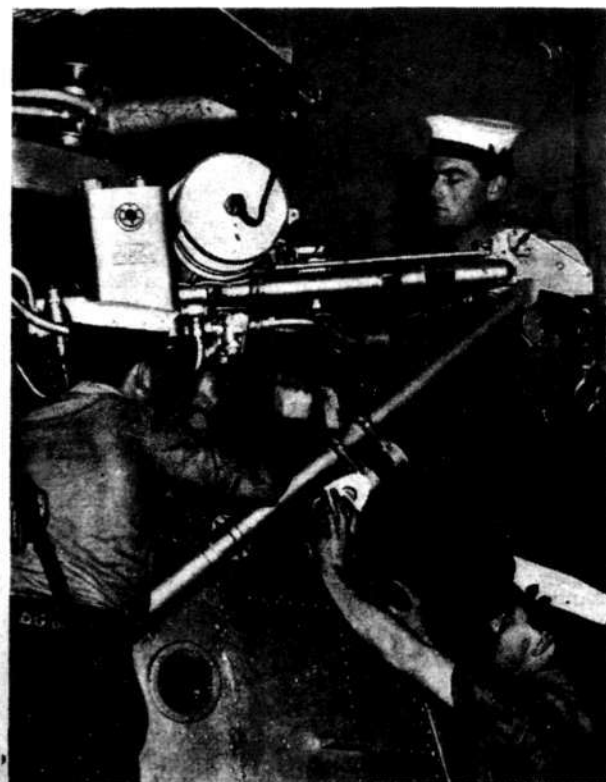
A report from London on July 4 said that a machine working like a giant pair of nutcrackers has been built for the British Admiralty for research into the question of how much battering ships can take in heavy seas. The device is said to be the only one of its kind in the world. Its first job will be to test the bow structure

supporting steam catapults in the new 36,000-ton aircraft-carrier "Ark Royal." This type of catapult imposes very heavy forces on its supporting structure when an aircraft is launched from it, and without the new testing frame it would be necessary to allow more generous safety factors. The "nutcracker" test will avoid unnecessary weight being worked into the structure of the ship.

#### BRITAIN'S RESERVE FLEET IN COMMERCIAL HARBOURS.

The British Admiralty's scheme, announced in August of

last year, for laying up ships of the Reserve Fleet in commercial harbours has now been extended to include three additional ports. They are Great Harbour, Greenock, where sixteen L.S.T.'s will be laid up, Lisahally, County Derry, and Llanelly, Carmarthenshire. At the Northern Ireland port thirteen frigates, and a limited number of trawlers will be placed in reserve, while at the Welsh port there will be twenty-one Reserve Fleet landing ships. It is intended that all these vessels, which will be in alongside berths, should be dehumidified by commercial firms and largely maintained by local civilian labour.



Navy air fitters made a last minute check on a Bristol Sycamore helicopter aboard the aircraft-carrier, H.M.A.S. "Vengeance," which sailed from Sydney on exercises on 5th July.

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Nurse M. Warmoll takes a blood specimen from the finger of Naval Airman R. P. Murrell at the Blood Bank when 40 sailors from H.M.A.S. "Nirimba," at Schofields, answered an appeal by the Bank. Watching are (from left to right): Naval Airmen D. F. Charlton, W. J. Gault, W. Brady, and B. R. Hipkiss.

## MORE R.A.N. SHIPS FOR KOREA

From October, 1953, to July, 1954, it is at present planned that four Royal Australian Navy warships would leave Australia for Korean waters. They would be the aircraft carrier "Sydney", the modernised Tribal class destroyer "Arunta," and the frigates "Murchison" and "Shoalhaven." This was announced on June 29 by the Minister for the Navy (the Hon. William McMahon). Mr. McMahon said the "Sydney," which at the time of the announcement was on her way back to Australia with the Coronation Contingent,

reached Australia on August 15. The carrier would then, he said, be refitted and give her ship's company leave and depart for Korea in October.

H.M.A.S. "Murchison" will relieve the frigate "Culgoa" in November, 1953. The "Culgoa" went to Korea last March. The "Murchison" will be relieved by another frigate, H.M.A.S. "Shoalhaven" in July, 1954.

In February, 1954, "Arunta" would go to Korea to relieve H.M.A.S. "Tobruk." The "Tobruk" left Sydney for Korea on

May 26. Mr. McMahon said that the "Arunta" had been re-commissioned in November, 1952, after undergoing a modernisation refit.

The Minister said that ships of the R.A.N. 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. Fifty-four decorations had been awarded to R.A.N. officers and men for service in Korea.



# MARITIME NEWS OF THE WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

## P. & O. CONVERTING TWO "STRATH" LINERS TO ONE-CLASS TOURIST SHIPS.

Two of the well-known "Strath" liners on the England-Australia run are to be converted to one-class tourist ships, the P. & O. Company announced on June 26. The liners are the "Strathnaver" and the "Strathaird." The company's other "Strath" liners are the "Stratheden" and the "Strathmore," and all four are of 22,500 tons; painted white the "Straths" are known as the Great White Sisters. After conversion the "Strathnaver" and "Strathaird" will each carry 1,200 passengers instead of their present passenger capacity of 1,000. "Strathaird" will make her first sailing from London to Australia as a tourist ship on April 8 next year, the "Strathnaver" in the following July.

## AUSTRALIAN ANTARCTIC SHIP ESPECIALLY DESIGNED.

The Australian Government has chartered a modern Danish motor vessel especially designed for navigation in ice to carry the Australian Antarctic Expedition to Heard Island and Princess Elizabeth Land and MacRobertson Land in January next year. The Minister for External Affairs, Mr. R. G. Casey, in announcing this on June 19 said that the ship, the "Kista Dan," was of 1,500 tons

displacement and had a speed of 12 knots. It was of heavy welded steel, with strengthened bows, and with propeller and rudder protected against ice damage. It has passenger accommodation for 24 persons. The expedition will search for uranium and other minerals, set up a meteorological station, and carry out research generally.

## SHIP'S CAPTAIN FINED FOR HARBOUR POLLUTION.

A Sydney stipendiary magistrate on June 25 fined a ship's captain £100 for having allowed oil from his ship to overflow into Sydney Harbour. Captain Walter Connis Muir, master of the ship "Wearing," pleaded guilty to the offence. At the time the oil escaped the vessel was refuelling at Blue's Point prior to sailing to Colombo. The magistrate said there was no excuse for the offence as masters of ships had been continually warned and the Press had given much publicity to the pollution of Sydney Harbour.

## TUG ON FIRE IN HARBOUR TOW.

The 70-foot Sydney tug, "Melport," owned by the Harbour Lighterage and Showboat Ltd., caught fire early on the night of June 18 near Hunter's Hill ferry wharf, Sydney Harbour. The tug's crew of three men put out the fire with foam equipment and

a water hose before any serious damage was done. The "Melport" was towing a flat-top oil lighter down the harbour when its funnel caught fire and flames leaped several feet in the air. A relief tug took over the tow, and the "Melport" returned to its anchorage in Blackwattle Bay.

## TEN GRIMSBY TRAWLER MEN MISSING AFTER COLLISION IN FOG.

Ten men are missing following a collision in dense fog off Flamborough Head, Yorkshire, between the Grimsby trawler "Riviere" (226 tons) and the British collier "Firelight." The missing men are from the crew of the "Riviere," which sank almost immediately.

## INCREASE IN PAKISTAN SHIPPING TONNAGE.

The merchant shipping tonnage of Pakistan has increased by 20,000 tons during the current year. Pakistan's shipping now totals 208,028 tons. To encourage merchant shipping, the Pakistan Government advanced some three million rupees last year to companies for the purchase of ships.

## LE HAVRE BLAST KILLS FIVE DIVERS.

A dynamite explosion in the French harbour of Le Havre on April 4 killed five divers. They were preparing to blast a channel



leading to the docks. Four of them were in a lighter and the fifth had just surfaced after a dive to receive the dynamite, when it exploded and blew up the lighter and the five men.

### ONE HUNDRED WHALES IN 20 DAYS.

A message from Carnarvon, on the West Australian coast, said on June 27 that the shooting of a 41-foot male humpback whale by the whale chaser "Carnarvon" that morning brought the number of whales killed by the Australian Whaling Commission to 100 for the season. The season began on June 8. Thus the average of whales killed was about five per day, a rate that exceeds that of the same period for the two previous seasons. The commission is on a quota of 600 whales for the season.

### LOVE ME, SAILOR!

An American sailor, Donald Mares, 26, of Indianapolis, won a divorce in America recently after he had told the judge that his wife gave away three wedding rings to other sailors while he was away at sea.

### MIGRANT SHIP, AUSTRALIA BOUND, PUTS BACK.

The Dutch migrant ship, "Johan Van Oldenbrnevelt,"

which left Ijmuiden, Holland, on July 2 with 1,440 migrants for Australia and New Zealand, put back to port on July 3 for repairs to her refrigerator plant.

### JAPAN PLANS INCREASED TRADE, SHIPPING.

The Japanese Government is planning a drive to capture the trade of South-East Asia and increase her shipping tonnage to 1,200,000 gross tons, according to a Government five-year plan published on July 3. The plan proposes a drive to increase exports from £A526 million in 1952 to £A650 million.

### SWEDISH SHIP STRIKES WHARF.

The Swedish motor-ship "Boologena" (5,069 tons) crashed into a Victoria Dock berth in the port of Melbourne on July 4, when a tow rope from one of two tugs snapped. The wharf was splintered and buckled by the ship's stern.

### UNUSUAL ACCIDENT AT SEA.

A most unusual accident occurred in the Western Atlantic recently when the Canadian Pacific cargo liner "Beaverbrae" lost her rudder and the salvage tug "Foundation Frances," which

went to her assistance, promptly lost hers too.

### SHIP'S STEWARD GETS COMPENSATION FOR KICK.

A ship's steward, Francis Edward Nantes, of Belmore Street, Sydney, whose jaw was broken when he was kicked by a fireman while assistant steward on the freighter "River Norman" received £4 a week compensation for two months in the Sydney Workers' Compensation Court on June 29. Nantes, who claimed compensation from the Australian Shipping Board, said in August last year he was hauled out of his bunk while half asleep and he heard someone say: "Cop this." The Judge of the Court ruled that Nantes' injuries arose in the course of his employment and awarded him £4 a week for eight weeks, plus hospital and medical expenses.

### NEW PACIFIC STEAM NAVIGATION SHIP.

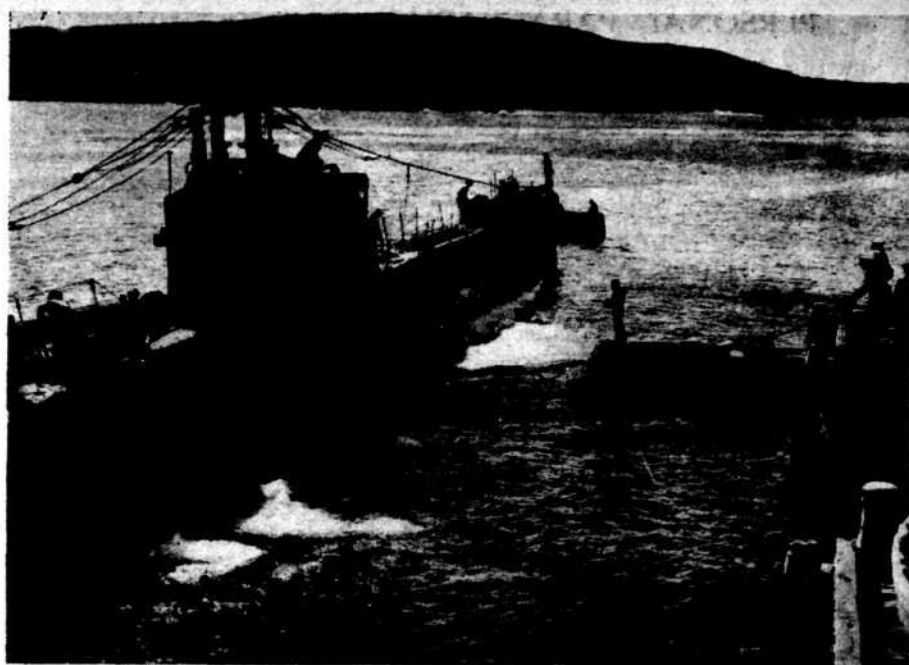
The Pacific Steam Navigation Company has ordered from Harland & Wolff, of Belfast, a new twin-screw passenger ship. It is to be of about 19,320 tons gross, accommodating 787 passengers and driven by double-reduction geared turbines.

### COLLISION OFF NEW YORK HARBOUR: 28 MISSING.

Twenty-eight crew members of the Brazilian freighter "Loide Brasil" (6,000 tons) are missing after a collision with the United States tanker "Gulf Trade". The collision occurred on 28th June 35 miles off New York Harbour. Twenty-one survivors were picked up, also one dead body.

### EXPLORING DIDICAS VOLCANO.

A Philippine Government survey team on July 2 landed on Didicas Volcano, which on March 19 of last year erupted and pushed a mass of rock 250 feet above the surface of the Pacific Ocean, off the north coast of Luzon Is-



H.M. Submarine "Telemachus" returned to Sydney last month after a year's service at Singapore and Hong Kong. "Telemachus" was five hours late arriving at Balmoral Naval Base.

land. The team, which comprised Leopoldo Abad and Gregorio Andal, members of the Government Commission on Vulcanology, and Ensign P. Aguilar, reported no sign of life on the now 833-foot high rock-and-sand island. "The volcano seems like the smouldering embers of a house burnt down," they reported. Not a single plant was found. There were only boulders and rock all around, reminiscent of a geologic age long past. Abad says the volcano is 3,640 feet long. A Philippine Navy ship anchored two miles off shore, and landed the exploring party in a launch.

### OVERLOADED SHIP: CAPTAIN FINED.

At the Special Court at Sydney on May 27, the Stipendiary Magistrate fined the captain of the Italian ship "Vulcano," a to-

tal of £250 on two summonses of overloading his vessel. The master of the ship, Captain Ugo Faridone, was called to answer, first a summons by the Navigation Department of overloading the "Vulcano" at Port Kembla on May 26; and, second, a summons by the department of having the ship overloaded in Sydney Harbour on the same day. Captain Faridone pleaded guilty. The Magistrate fined Faridone £100 on the first charge, and £150 on the second.

### RAFT VOYAGE TO AUSTRALIA PROJECTED.

A message from London on July 8 said that a 25-year-old South African is trying to recruit five men to join him in a 5,000-mile raft voyage across the Indian Ocean to Fremantle. He is Mr. O. E. Clark, of Capetown, who

plans to build a raft measuring 60 feet by 30 of pine logs lashed together with rope. He says that he would have the raft towed to sea about the end of August and leave it to sea currents and winds to take it to Australia. The crew would live on dehydrated food, fish, and four kegs of water on the voyage, which he estimates would take six months.

### ITALIAN LINER WITHDRAWN.

The Italian liner "Sydney," owned by the Flotta Lauro Line, is to be temporarily withdrawn from the Italy to Australia run. A spokesman for James Patrick, Australian agents for the Line announced this on June 17. The "Sydney" will do two summer cruises in the Mediterranean, thus missing one round 12-week trip on the Italy-Australia run.

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## PERSONAL PARAGRAPHS

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

Her Majesty the Queen has been graciously pleased to approve the appointment of Admiral Sir Geoffrey N. Oliver, K.C.B., D.S.O., as Commander-in-Chief, The Nore, in succession to Admiral the Honourable Sir Cyril E. Douglas-Pennant, K.C.B., C.B.E., D.S.O., D.S.C., the appointment taking effect in May, 1953. Admiral Douglas-Pennant has relinquished this appointment on the grounds of ill health. He was admitted to the Royal Naval Hospital, Chatham, towards the end of March following a heart attack.

### NEW FLAG OFFICER (FLOTILLAS) BRITISH HOME FLEET.

The British Admiralty has announced the appointment of Rear-Admiral J. W. Cuthbert, C.B., C.B.E., as Flag Officer (Flotillas) British Home Fleet in succession to Rear-Admiral W. G. A. Robson, C.B., D.S.O., D.S.C., the appointment to date from July, 1953. The appointment of Rear-Admiral J. P. L. Reid, C.B., to relieve Rear-Admiral W. G. A. Robson, C.B., D.S.O., D.S.C., which was announced on 27th January last, is cancelled. It is understood that Rear-Admiral Reid is required for another appointment.

### PROMOTION TO REAR-ADMIRAL (E).

Captain (E) J. G. C. Given, C.B.E., R.N., has been promoted Rear-Admiral (E) and appointed Rear-Admiral (E) on the Staff of the Commander-in-Chief, The Nore, the British Admiralty announced recently. The appointment took effect in April.

### SHAW SAVILL CAPTAIN RELINQUISHES SEA COMMAND FOR SHORE JOB.

Captain J. Tierney has relinquished his command of the Shaw

Savill liner "Athenic" to fulfill the appointment of his company's Inspector of New Tonnage. Captain H. C. Smith has transferred from the "Esperance Bay" to the "Athenic."

### R.A.N. OFFICER AWARDED M.B.E.

Acting Lieutenant-Commander (S) Austin L. Miller, R.A.N., of Moorabbin, Victoria, had been awarded the M.B.E. for non-operational services in Japan, in connection with operations in Korea. This was announced on June 19 by the Minister for the Navy (the Hon. William McMahon). Lieutenant-Commander Miller's citation read as follows: "This officer was selected for duty as the Base Supply Officer, Kure (H.M.A.S. "Commonwealth") in September, 1950, and was reported as having performed these arduous duties in a most cheerful and commendable manner, having—without any officer to assist him—worked long and irregular hours and been a tower of strength to the establishment and visiting ships. Faced with many unusual problems he solved them with balanced judgment and ability and he always co-operated and was successful in his liaison with the many other Service departments with whom he had dealings. Lieutenant-Commander Miller volunteered for an extra period of 12 months' duty in the appointment, returning to duty in Australia, in March, 1953."

### WEDDING ARCH OF SWORDS.

Brother officers from the Australian aircraft-carrier "Sydney" (which represented the Australian Navy at the Coronation Naval Review at Spithead on June 15) formed an arch of swords at the wedding in London recently of Lieutenant George Crago, 23, of Sydney, and Miss Helen Joy Cornell, 24, of Dulwich Village, London. Lieutenant Crago, who

lives in Lobb Crescent, Kogarah, a suburb of Sydney, first met his bride at a dance on H.M.S. "Theseus" while he was training with the Royal Navy.

### NEW PRESIDENT, MERCANTILE MARINE SERVICE ASSOCIATION.

At a recent meeting of the Council of the Mercantile Marine Service Association (of Great Britain), Captain W. Dennitts was elected President to serve for the unexpired period of the late Captain Cooper's term of office and Captain J. Quayle was elected Vice-President for the same period.

### DUKE APPOINTED PRINCIPAL KNIGHT, O.B.E.

Her Majesty The Queen on May 19 appointed the Duke of Edinburgh Grand Master and the First—or Principal—Knight of the Order of the British Empire.

### R.A.N. OFFICER PROMOTED TO FLAG RANK.

#### Captain Dowling Made A Rear-Admiral.

Captain Roy Russell Dowling, C.B.E., D.S.O., R.A.N., has been promoted to the rank of Rear-Admiral. His seniority as a Rear-Admiral dates from the 8th July, 1953. This was announced on July 7 by the Minister for the Navy (the Hon. William McMahon).

Rear-Admiral Dowling is at present in the United Kingdom, where he is attending the Imperial Defence College course in London. From 1950 to 1952 he was Second Naval Member of the Australian Naval Board. Mr. McMahon said that Rear-Admiral Dowling was the third officer who had graduated from the Royal Australian Naval College to reach Flag rank. He was born at Condong, Tweed River, New South Wales, in 1901, and entered the College in 1915, where he was awarded the King's Gold Medal as "the cadet-midshipman who, during his period of

training, exhibited the most gentlemanlike bearing and good influence among the cadet-midshipmen." In the Second World War he saw service at sea in the Pacific, Atlantic, Mediterranean and Norwegian waters.

For his services in command of H.M.A.S. "Hobart" he was awarded the D.S.O. "for outstanding courage, skill, initiative, when his ship for seven months covered the bombardments of Tarakan, Wewak, Labuan, Balikpapan, and attacks on Lingayen Gulf, Aitape and Wewak." He received the C.B.E. in the New Year's Honours List in 1953.

In 1948 he was appointed Commanding Officer of H.M.A.S. "Sydney," Australia's first aircraft carrier, and brought her out to Australia from England. During his command of this ship, 3000 deck landings were made on "Sydney's" flight deck without serious mishap.

### "DARING" CLASS SHIPS.

Warships of the "Daring" class are to be re-classified and will no longer be referred to as destroyers. Henceforth they will be known officially in the Royal Navy as "Daring" class ships, or simply "Darings." These ships, which were built as large fleet destroyers, are now used tactically as light cruisers. They are equally effective in the roles of destroyers, anti-submarine frigates, or anti-aircraft ships. Of eight vessels in the class, six are already completed, and four of these ships took part in the Coronation Review at Spithead on June 15. Warships rarely give their names to a whole class of ship, although the battleship "Dreadnought" gave her name, semi-officially, to vessels of her type, earlier battleships in her day being known as "pre-Dreadnoughts."

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—Professor Marcus Oliphant.

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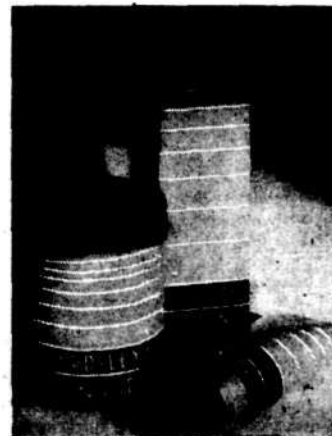
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## SEA-ODDITIES

A floating ice island, manned by 8 United States Air Force technicians, is making a slow passage around the top of the world. Latest reports indicate that "Fletcher's Ice Island," as it is called, has moved from the area of the U.S. Alaskan Air Command into the area of the North-East Air Command, which includes Greenland. The ice "ship," four miles wide and nine miles long, has drifted at the rate of 2½ miles a day in a gentle arc, since 1952. The "crew," whose main job is to gather weather information and communications data, is supplied by air from Thule, Greenland. Reports say that the ice island has swung to a position "less than 300 miles from the North Pole, but, at one time, the distance was only 100 miles." In time, it may drift on to the Russian side of the Pole. Thus, the island seems to be swinging from the Western Hemisphere to the Eastern Hemisphere. The waters of the Arctic Sea around the North Pole are international, so no complications should arise if the island changes hemispheres.

That strange deep-sea denizen, the oar-fish, which is rarely seen in Australian waters, made its appearance in record numbers along the New South Wales coast this year. Several were landed on the far South Coast, some around Sydney, and more again on the North Coast. One, caught by a fisherman early in July near The Spit in Sydney Harbour, measured about nine feet long. Two others were captured off Coogee and Maroubra at about the same time. These fish are known to grow up to 20 feet long, and are sometimes called ribbon-fish because of their unusual thinness, from side to side, in comparison with their length. The name oar-fish derives from the strange, lengthy appendages that hang from the underside of the fish. These appendages have an oar-

like end. The oar-fish are edible, but their flesh is soft and sometimes spongy. This is partly due to the fact that they live in extreme ocean depths under great pressure. When forced towards the surface of the ocean the change of pressure is inclined to rupture their internal make-up, and the general belief among scientists is that in these conditions they are doomed to die. The most favoured explanation of their appearance on these coasts is that heavy weather sweeping up from the Antarctic is stirring up these fish from their deep-sea haunts. Certainly, when they do appear here it is usually as an aftermath of winter oceanic storms.

Fresh sea fish were found among the branches of trees and in bushes in the hills at La Corera, in Spain, after a violent hurricane had swept across the region from the coast nearly five miles away. Holiday-makers among the hills cooked them for lunch. But this, of course, is not the first time some such occurrence has been reported. The phenomenon is not unknown in Australia, and one was reported not so many years ago in the Murray River Valley. It is thought that the fish are caught up from the water by some fierce whirlwind and later dropped over the land as the force of the wind abates.

A museum party from the University of California recently found the almost complete remains, in fossil form, of a giant turtle which is believed to have died one million years ago. The leader of the party, Dr. Donald Savage, said the specimen was recovered from the side of a cliff in the Palo Duro Canyon, Texas. He said that the turtle was considered a "real find" in the scientific world because it was almost completely preserved. Only the head was missing. The turtle was of the testudo type of land turtle

(tortoise) whose only relatives were now found in the Galapagos Islands, off the coast of South America. The shell of the fossilised turtle is nearly three feet long and about two feet thick. Charles Darwin, the famous British naturalist, records in his "Voyage of a Naturalist" that the Vice-Governor of the Galapagos told him that "he had seen several (testudo tortoise) so large, that it had required six or eight men to lift them from the ground." He considered that the broad and well-beaten paths made by the tortoises travelling into water, led to the Spaniards first discovering the springs and watering-places on the islands, where water still is such a rare commodity.

It was Ferdinand Magellan, a Portuguese navigator in the pay of Spain, who first demonstrated that a wide ocean lay to the west of North and South America. He was seeking a westward route to the Moluccas or Spice Islands, claimed by Spain to lie within her Eastern hemisphere. Five ships were under his command, and after the passage of the famous Strait which now bears his name, three of these ships, mere cockleshells of 110, 90, and 85 tons respectively, entered the Pacific Ocean on November 28, 1520. Prior to that only the native peoples of its islands and littorals had sailed the waters of the Pacific Ocean. But with the entry of Magellan into its vast seas, there began for the Pacific what now amounts to 433 years of history that is about as varied, as romantic, and as fateful as any like period of time in all the annals of man. In a real sense the development of the Pacific was now to receive its greatest impetus from the early navigators of the Great Age of Maritime Discovery, which had its beginnings in the efforts of the Portuguese, and its extension in famous voyages from Britain, Holland, and Spain.

## AWARDS FOR GALLANTRY.

The posthumous award of the Albert Medal to Charles William Greenwood, aged 32, of Osborne Road, Tweedmouth, Berwick-on-Tweed, U.K., and the awards of three Queen's Commendations for brave conduct to Walter Green, aged 34, of Henderson Street, Glasgow, John McComiskey, aged 43, also of Henderson Street, Glasgow, and Lieutenant-Commander (E) William Frederick Galletly, R.N., of Setham, Midhurst, Sussex, were recently announced in the London "Gazette."

The awards are in connection with an attempt to save the life of a Naval rating who had been overcome by fumes in an empty ballast tank in H.M.S. "Mull of Galloway," while she was undergoing a refit at the yard of Messrs. Harland and Wolff, Belfast, on October 2 last.

Greenwood found the Naval rating (Chief Petty Officer Stoker Mechanic Albert Knowles) lying unconscious at the bottom of the tank. Without thought for his personal safety he immediately went to Knowles, at the same time calling for help from another workmate. A rope was lowered for Greenwood to secure Knowles, but before this could be done Greenwood himself was overcome by fumes and collapsed.

McComiskey then entered the tank to assist the two unconscious men. He was thrown a rope which he passed round the legs of Greenwood, but he had to leave the tank before he could knot the rope, as he felt himself being overcome by fumes. Green then attempted to reach the two men, but he was unable to tighten the rope before he became dizzy and had to be hauled out by a lifeline. A further attempt to rescue Knowles and Greenwood was made by Lieutenant-Commander Galletly, but without result, and finally Greenwood and Stoker Mechanic Knowles were brought out by an ambulance squad with oxygen masks, and were found to be dead.

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## SPEAKING OF SHIPS

The new P. & O. liner of the "Himalaya" type is to be called "Iperia" after the first ship specially built for the company in 1837.

The Standard Oil Company in America is "very interested" in an area of Dutch New Guinea close to the border of the Australian territory, the Netherlands Minister for Oversea Parts of the Realm, Professor W. J. A. Kernkamp, said on his arrival in Sydney on July 3.

A big section of a Russian floating dock under tow from Odessa to Vladivostok arrived in Singapore on May 15.

Diplomatic sources in London said on May 15 that Japan had informed Britain that foreign exchange would not be allocated in future for the purchase of Persian oil by Japanese firms. Events will be awaited with interest.

The Coadjutor Bishop of Sydney, the Right Rev. C. V. Pilcher, announced on May 27 that the Rev. Colin Craven-Sands, a former chaplain in the Australian aircraft carrier "Sydney," would be the new chaplain of the Sydney Mission to Seamen.

A new shipyard has been constructed at Warnemunde in Germany under Russian control designed to produce standardised 9,000-ton ships on a new "conveyor belt" system.

Although the advantages of diesel propulsion are admitted below about 5,000 I.H.P., recent improvements in steam machinery have, it seems, given the latter an advantage above that power even in the Scandinavian countries which have favoured the diesel engine ever since the First World War.

With the increased use of boiler

oil in diesel engines British owners of motorships are paying very much more attention to chrome-hardened cylinder linings as the wear is considerably increased in 2-stroke engines.

The International Union of Geodesy is attempting to get all the nations to establish a unified geodetic grid for use with Decca, Gee, Loran and other instruments.

The Corporation and members of Lloyds gave a first contribution of £30,000 and a second of £25,000 to the King George VI National Memorial Fund.

The discharge of sugar in bulk has taken a step further at Liverpool, U.K., where a pneumatic grain elevator was used, apparently with pronounced success.

Indian shipowning companies have published such good reports recently that the authorities are doubtful about the necessity for the generous State aid which is being demanded.

Many Japanese shipping companies appear to have tried to expand too rapidly since the war and are now said to be suffering from caution on the part of the banks with regard to advances.

The Department of Scientific and Industrial Research (United Kingdom) is investigating the possibilities of using pulverised coal for gas turbines.

The great increase in the tourist traffic to Gibraltar is suspected by the British Treasury and Customs to be a method of evading the currency regulations. The object of it, they think, is the exchanging of unlimited amounts in travellers' cheques in Gibraltar and taking the proceeds into Spain.

The veteran American polar explorer Rear-Admiral Richard

Byrd in New York on May 26 announced plans for another expedition (his fifth) to the South Polar regions as soon as the Korean war ends.

Two Egyptians trying to cut a water pipe-line in the Suez Canal zone on May 26 were wounded when fired on by British troops. Three others were taken prisoner. The sabotage attempt failed.

Japanese Embassy officials said in Canberra on July 8 that the Australian Government had not yet replied to a diplomatic Note sent from Japan warning that Japan would have to cut down on its wool purchases unless Australia imported more Japanese goods.

The (U.K.) Court of Inquiry on the stranding of the British steamer "Radnar" off the Hook of Holland on the 12th January last year, came to the conclusion that serious mistakes were made by the Master and suspended his Master's Certificate for one year. The Court recommended that the Master should receive a First Mate's certificate during the period of suspension.

As a consequence of the 1948 International Convention on Safety of Life at Sea, new regulations to govern life at sea have been formulated. The new regulations come into effect on the 1st January, 1954.

An interesting feature of the 1948 International Convention on Safety of Life at Sea, is the revision of the regulations for the prevention of collisions at sea. One of the new regulations is the extending of the lower limit of coasters in which radio telephony is to be fitted. Vessels down to 500 tons gross will from the 1st January, 1954, be required to carry such installations.

## AIR POWER AT SEA

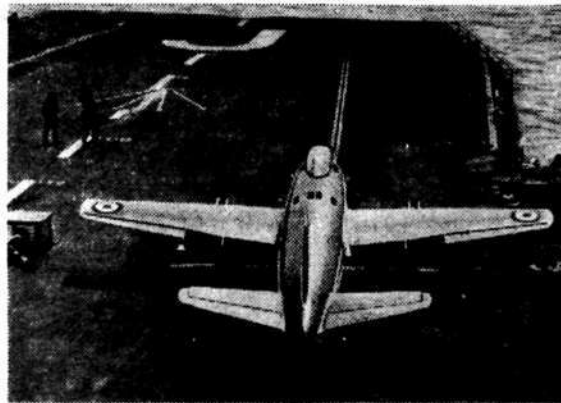
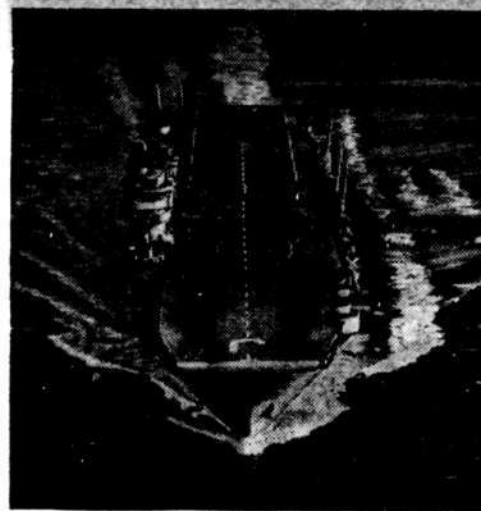
The recent launching of Britain's newest aircraft carrier, H.M.S. "Hermes" is a pointer to the steadily increasing carrier strength of the Royal Navy.

Ships now being built are the "Ark Royal," "Albion," "Centaur" and "Bulwark." There are also the "Powerful" for Canada and "Melbourne" for Australia. When these are completed Britain, Canada, and Australia will have 25 carriers.

The "Hermes" is an improvement on earlier ships of her class. Displacing 18,000 tons, she incorporates the latest equipment and new features, and is the first carrier of the R.N. to be fitted with an angled flight deck.

Previous carriers, now operating with the Royal Navy, including H.M.S. "Eagle," have straight flight decks, but with the new arrangement on the "Hermes," powerful jet aircraft of naval air squadrons, including "Attackers" and "Sea Venoms" will be able to operate with much greater safety, both on take off and on landing.

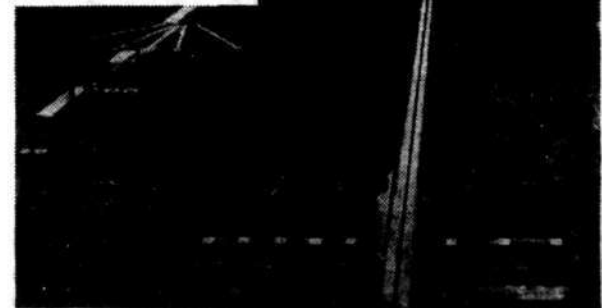
Another device which will make for greater safety in naval aviation is the steam catapult, to be fitted in carriers of the future, and which has been installed experimentally in the "Perseus." Tests carried out with latest test types of naval jet aircraft, and the new catapult have proved to be most successful.



Top: The 36,800 ton aircraft carrier H.M.S. "Eagle" at sea during a North Atlantic Treaty naval exercise.

Above: An "Attacker" jet naval fighter centred and connected to the plane catapult on board the "Eagle."

Right: An "Attacker" becomes airborne after being fired from the ship's catapult. She is seen just dropping the strop as she leaves the flight deck.



August, 1953.



# REVIEWS

**Exploration and Discovery**, by H. J. Wood, B.Sc., Ph.D. Published by Hutchinson's University Library, London, W.1.

This is a compact little book covering the main facets in the history of world exploration and discovery. Designed to give the reader a general impression of the figures by whom and the means by which Western knowledge of the world was extended, it achieves its object with a clarity and a minimum of words that combine to make the work both helpful and fascinating. Its author, Dr. Wood, is Lecturer in Geography in the University of London.

Though, rightly, emphasis in the book is on modern times, all the earlier developments in exploration and discovery are covered with sufficient detail to draw the complete picture—a picture in which the historical enterprise of man is seen in all its romantic, dramatic, and, often enough, tragic intrepidity.

The limits of the world as known to the ancients are shown, and a consideration of the early Greek and Roman geographers, particularly Strabo and Ptolemy, are then used as a basis for a survey leading from ancient days down through, successively, the Medieval Ages and the Great Age of Maritime Discovery, to practically the present time.

After following Ibn Battuta, the Tangier-born Arab, in Africa, and Marco Polo, the Venetian, in China and the East, we pass into the Great Age of Maritime Discovery. And what an incredible age it was! Its best known landmark, of course, is the first voyage of Christopher Columbus, westward across the Atlantic, in 1492. Outstanding also in these days

are the voyages of the Portuguese Vasco Da Gama to India via the Cape of Good Hope in 1498, of John Cabot westward from Bristol in 1497, and of Amerigo Vesputci. In 1519, the amazing Magellan appears, discovers and enters, in 1520, the Pacific, and though the great leader is himself doomed to meet his death in the Philippines, one of his ships, the "Victoria," completes the first navigation of the globe, by returning to Spain, via the Indian Ocean and the Cape, in 1522. At and about this time came also the expeditions, on the African coasts, of Bartholomew Dias, and it is interesting to note that Dr. Wood quotes the historian Prestage as saying that he (Prestage) ranked the achievements of Dias higher than those of Columbus.

Meantime, in Elizabethan England, the great spirit that made it so famous, had come into flower, and the English horizon was widened, particularly in the Americas and in the exploration of the North-West Passage, with the voyages of Frobisher, Cavendish, Raleigh, Humphrey Gilbert and Hudson, and with Drake's circumnavigation and his defeat of the Spanish Armada. Indeed, as Dr. Wood says, "in discovery the English became pioneers in the search for a northern passage to eastern Asia. The Dutch, too, vigorous competitors also of the Spanish and Portuguese, were active in seeking a route by the north-east: the north-west route was almost exclusively the sphere of English enterprise."

To the Australian reader, the chapter devoted to Terra Australis is perhaps, of greatest interest. From a very large field of study Dr. Wood selects as his main theme the quest for a great unknown southern continent, in

which Spain and Holland were interested, and in which, fortunately for us, England later became interested, in the sixteenth and seventeenth centuries. To this theme, of course, Magellan's discovery and passage of the Pacific is an essential prelude.

Dr. Woods ranks De Quiros and Tasman as the leading explorers of the Pacific. Prior to these Mendana and Gamboa, and later, Prads and Torres, also made significant discoveries in their respective quests for the Great South Land. But "not until late in the eighteenth century did vigorous searching take place, although William Dampier, an early exemplar of the [Humboldt] scientific spirit of enquiry, was one of several who kept alive active interest in Pacific problems in the gap between the efforts of Tasman and the momentous voyages of James Cook in 1768-71 and 1772-75," the former of which led, as we all know, to the discovery of eastern Australia, and the bringing into knowledge, beyond doubt, of the existence of a Great South Land. And Cook was not only a great discoverer; he was also a great navigator and a most able chart-maker. It was Cook who applied the lunar method of ascertaining longitudes with unprecedentedly accurate results.

Two further chapters of the book cover, respectively, the exploration of interior Africa and Polar exploration and, finally, there is a most interesting appendix devoted to the history of navigation, by E. M. Campbell. It is a fascinating section, both in the theme and the manner adopted by the writer in covering it.

"It is impossible to say to what extent astronomical methods were used by early mariners [in the ancient world] to determine direction at sea. Shipmasters would have been familiar with the method of finding north and south from the south-north line drawn by the noon-tide shadow. From

this they also determined east and west. We also know that the Phoenicians used the Pole Star and the Lesser Bear to guide them. It is also recorded that the famous Greek astronomer, Pytheas, sailed on a Phoenician ship to Britain. It was Pytheas who some time about 326 B.C. ascertained with an amazing degree of accuracy the latitude of Marseilles, where he was living. He used a gnomon—a tall one and by measuring its shadow along a horizontal surface, he found the distance from the equator. The length of the shadow varied with the distance from the equator."

However, though so slow as to cover centuries of time, advances in seafaring aids and methods were being made. Thus, "although progress in navigation during these centuries [the centuries of the Dark Ages] has gone unrecorded, it was sometimes during this period that improper navigation [navigation without instruments] was replaced on the high seas by proper navigation [navigation by chart and compass]. During these centuries, probably in the ninth, the chart and the compass came into use. The earliest literary record of their use by seamen is in a late thirteenth-century text"—a folio dated 1295 by Raymond Lull entitled "Arbor Scientiae," now in the British Museum.

Thus were the Western methods of trade, conquest and colonisation extended, bit by bit, into the farthest corners of the globe. This process varied in pace in intellectual, artistic, economic, religious and political fields of activity, and in various countries. But this led, no matter at what pace it was carried, to an alteration in world outlook, in the fortunes of nations, to wider and more intimate intercourse among peoples, as well as to an extension of geographical knowledge and a profound change in geographical ideas; in short, to the world as we know it today. A.R.

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## (FEDERAL COUNCIL)

The Association's Hon. Federal Organising Secretary (Mr. Wm. J. Greenwood) represented the Federal President at the official opening of the 6th Annual State Conference of Victoria, held at Victoria Hall, Russell St., Melbourne, on Saturday, 1st August. During the period of the Conference which was attended by delegates from all Sub-Sections within the State, a motion was submitted by Geelong Sub-Section, requesting that a ballot be taken from members, for an opinion on the future method of observance of Anzac Day. It is the intention of the members of the proposing Sub-Section to bring the State of Victoria into line with other Australian States, by resolving to hold the Remembrance Service and March of ex-Servicemen and women in the forenoon, and to devote the re-

mainder of the day to sporting fixtures and other forms of entertainment, and that any proceeds from such activities be distributed amongst ex-Servicemen's widows, etc.

State Council of Victoria has sent its congratulations to the President and members of the Mildura Sub-Section upon its holding a very successful Coronation Ball. Mr. Duff and Miss Shirley Goetz have been having a very busy time helping to arrange a series of Square Dances for the benefit of the Sandringham Sub-Section. A Trafalgar Day Ball is being organised by the State Social Committee of Victoria and all Sub-Sections are expected to take part therein. The Ladies' Auxiliary of Footscray Sub-Section were recently assisted by members to run a grocery stall at the Auxiliary's Bazaar. The Social Committee have not as yet finally decided upon the date on which to hold

the Essendon Sub-Section's Annual Dance.

Mr. A. Peterkin, of Melbourne Sub-Section, visited over 200 patients during the past 3 months at the R.G.H., Heidelberg; the local Sub-Section acts in conjunction with the State Council in providing funds to purchase small gifts for patients at Heidelberg. The Association knows that these amenities are greatly appreciated by the recipients on account of the number of letters of thanks received from time to time.

Federal Council is pleased to note that the A.C.T. Section joined up nine new applicants for June last; some of the new members had service in the Royal Navy prior to their arrival in Australia. Recent transfers of members are:—Messrs. R. L. Miller and J. G. Grant from Perth Sub-Section, the former to Fremantle and latter to Leederville-Wembley; Francis O. Bloxham from Melbourne to Sydney; Theodore E. Walther to Heidelberg from Essendon; Raymond J. Lupton from Sydney to Melbourne, and Allan L. Hope to Papua-New Guinea from Sydney Sub-Section.

Mr. Kevin Smith (Hon. Secretary of Sydney) is organising a Theatre Night for members and their families to see South Pacific, which will be staged at the Empire Theatre, Railway Square. News of the official opening of the joint Air Force and ex-Naval Club for Canterbury-Bankstown is soon to be announced. All members of the latter Sub-Section, provided they are financial, may apply to become members of the new club. G.W.S.

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## Royal Australian Navy Promotions

The following Navy promotions to date 30th June, 1953, have been announced by the Minister for the Navy (the Hon. William McMahon).

### ROYAL AUSTRALIAN NAVY

#### Commander to Captain:

Jack Statton Mesley, D.S.C. (Acting Captain) of Sydney, N.S.W.

#### Lieutenant-Commander to Commander:

Roland Henry Hain (Acting Commander) of Nowra, N.S.W.

David Charles Wells, of Sydney, N.S.W.

Allen Nelson Dollard, D.S.C. (Acting Commander), of Melbourne, Victoria.

#### Lieutenant-Commander (L) to Commander (L):

Jack Robertson McMurray (Acting Commander) of Sydney, N.S.W.

#### Surgeon Commander to Surgeon Captain:

James Martin Flattery, O.B.E., of Sydney, N.S.W.

#### Commander (S) to Captain (S):

John Edward Hehir, O.B.E. (Acting Captain) of Sydney, N.S.W.

### ROYAL AUSTRALIAN NAVAL RESERVE.

#### Lieutenant-Commander to Commander:

Bertrand Lucien Dechaineux, of Newtown, Tasmania.

#### Lieutenant to Lieutenant-Commander:

Kenneth Horton James Robin, of Strathfield, N.S.W.

#### Lieutenant (E) to Lieutenant-Commander (E):

Richard Taylor, of Manning Park, W.A.

#### Surgeon Lieutenant-Commander to Surgeon Commander:

Sidney Arnold Sewell, of South Yarra, Victoria.

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

Duncan John MacDonald Wyles, of Kew, Victoria.

Sydney Austin Bainbridge, of

Noble Park, Victoria.

Arthur Stanley Wilkinson, of Caulfield, Victoria.

Robert Thom Gamble, of Denistone, N.S.W.

Allan George Farley, of Concord, N.S.W.

#### Lieutenant (Special Branch) to Lieutenant-Commander (Special Branch):

Bruce Lempriere Westbrook, of Glen Iris, Victoria.

Ermond Victor Dimmitt, of Darling, Victoria.

Keith Hamilton Wade, of Clarence Park, S.A.

### ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

#### Lieutenant to Lieutenant-Commander:

Charles William Blunt (Acting Lieutenant-Commander), of Nundah, Qld.

#### Lieutenant (Sp. Br.) to Lieutenant-Commander (Sp. Br.):

Francis John Annesley Whitaker, of Hawthorn, Victoria.

### FOR INFORMATION.

Captain Wesley is Commanding Officer of H.M.A.S. "Anzac" and Captain (D) of the R.A.N. 10th Destroyer Flotilla. "Anzac" arrived in Sydney on July 3 from Korea. Captain Wesley was awarded the D.S.C. in 1945 "for courage, skill and initiative whilst serving in the Far East." He was born in Brunswick, Victoria, and later lived at Leongatha (Victoria) before entering the R.A.N. College.

Commander Hain's present appointment is Commander (Air) at the R.A.N. Air Station at Nowra, N.S.W. He came to Australia on loan service from the Royal Navy in 1948 and in 1952 transferred to the R.A.N. He was born in England.

Commander Wells who recently returned from England after 2 years' duty on exchange with the Royal Navy is now serving in the aircraft carrier H.M.A.S. "Ven-

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geance." He was wounded at Leyte by the first "kamikaze" to hit H.M.A.S. "Australia." He was born at Inverell, N.S.W., and was educated at St. Peter's College, Adelaide, before entering the R.A.N. College in 1933.

Commander Dollard at present Deputy Director of Manning and Inspector of Naval Recruiting at Navy Office, Melbourne. He was previously in command of H.M.A.S. "Murchison" which had 8½ months service in Korea. This ship, under his command, spent 60 days on patrol in the Han River. A longer period than any

other United Nations warship had spent in the river. Commander Dollard was awarded the D.S.C. for his steadiness and imperturbability when his ship was under fire at often point blank range and for his great skill in manoeuvring "Murchison" in the Han River. Commander Dollard was born at Prospect, South Australia.

Commander McMurray is at present serving as Fleet Electrical Officer in H.M.A.S. "Australia." In the Second World War he served in H.M.A. Ships "Hobart," "Napier" and "Swan." He was born at Moonee Ponds, Victoria.

Surgeon Captain Flattery—present appointment is Deputy Director Naval Medical Services at Navy Office, Melbourne. He joined the R.A.N. in 1923.

Captain Hehir is at present serving at Flinders Naval Depot (Victoria). He joined the R.A.N. in 1912.

#### NEW R.A.N. APPOINTMENTS.

Commander W. S. Bracegirdle, D.S.C. and two Bars, of Sydney, at present in command of H.M. Ship "Bataan," would be appointed Director of Training and Staff Requirements at Navy Office, Melbourne.

Commander G. L. Fowle, D.S.C., of Neutral Bay, Sydney, at present Director of Manning at Navy Office, Melbourne, would become Commanding Officer of H.M.A.S. "Bataan."

Commander I. K. Purvis, of Sydney, at present serving in H.M.A.S. "Rushcutter," Sydney, would be the new Director of Manning.

Commander (E) J. F. Bell, of Sydney, would be appointed to Navy Office, Melbourne, as Director of Naval Construction. He is at present Engineer Officer of H.M.A.S. "Sydney."

Lieut.-Commander (P) A. J. Gould, of Bardon, Brisbane, would be appointed Commanding Officer of the Fleet Air Arm 805. Sea Fury Squadron.



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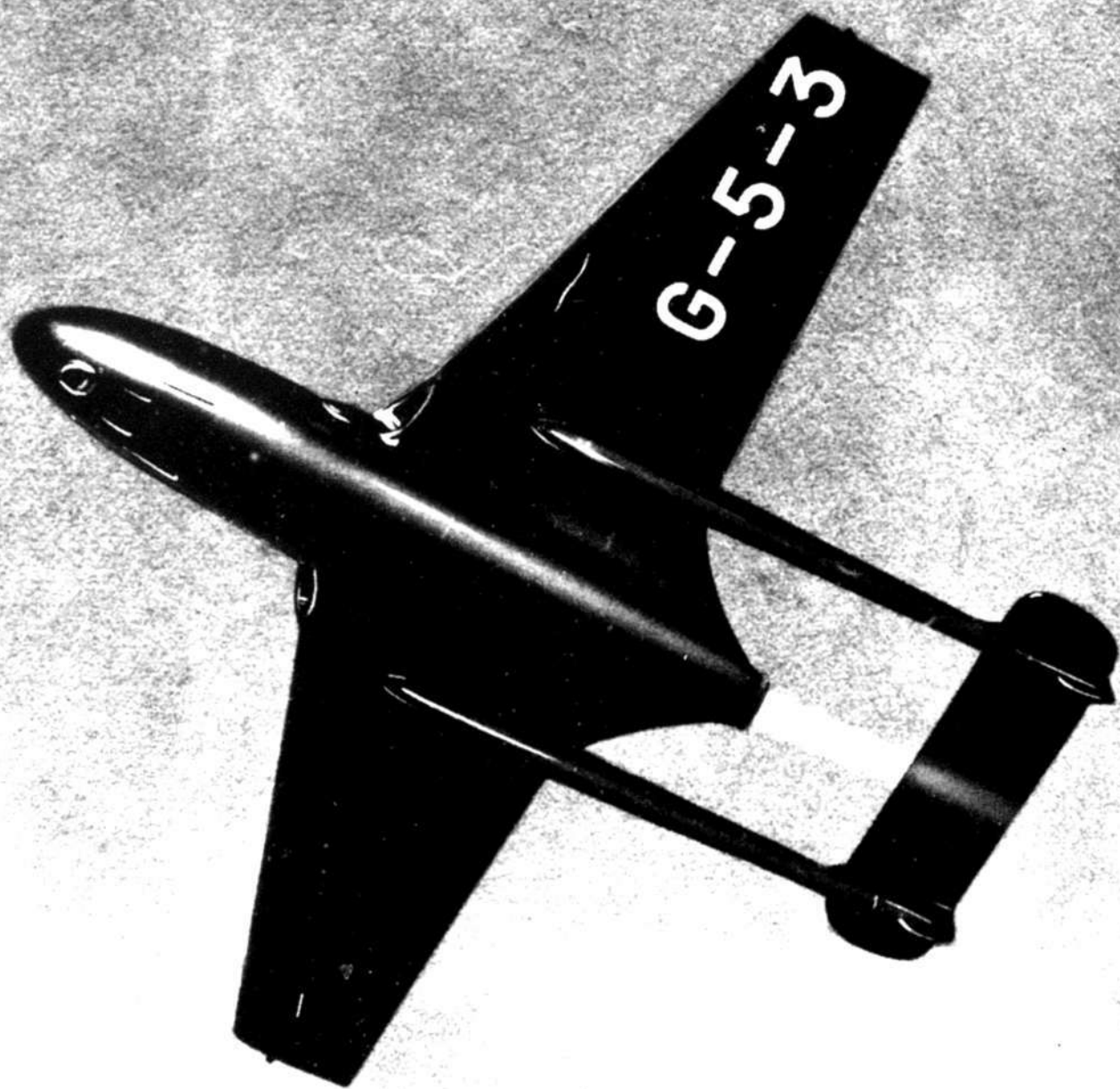


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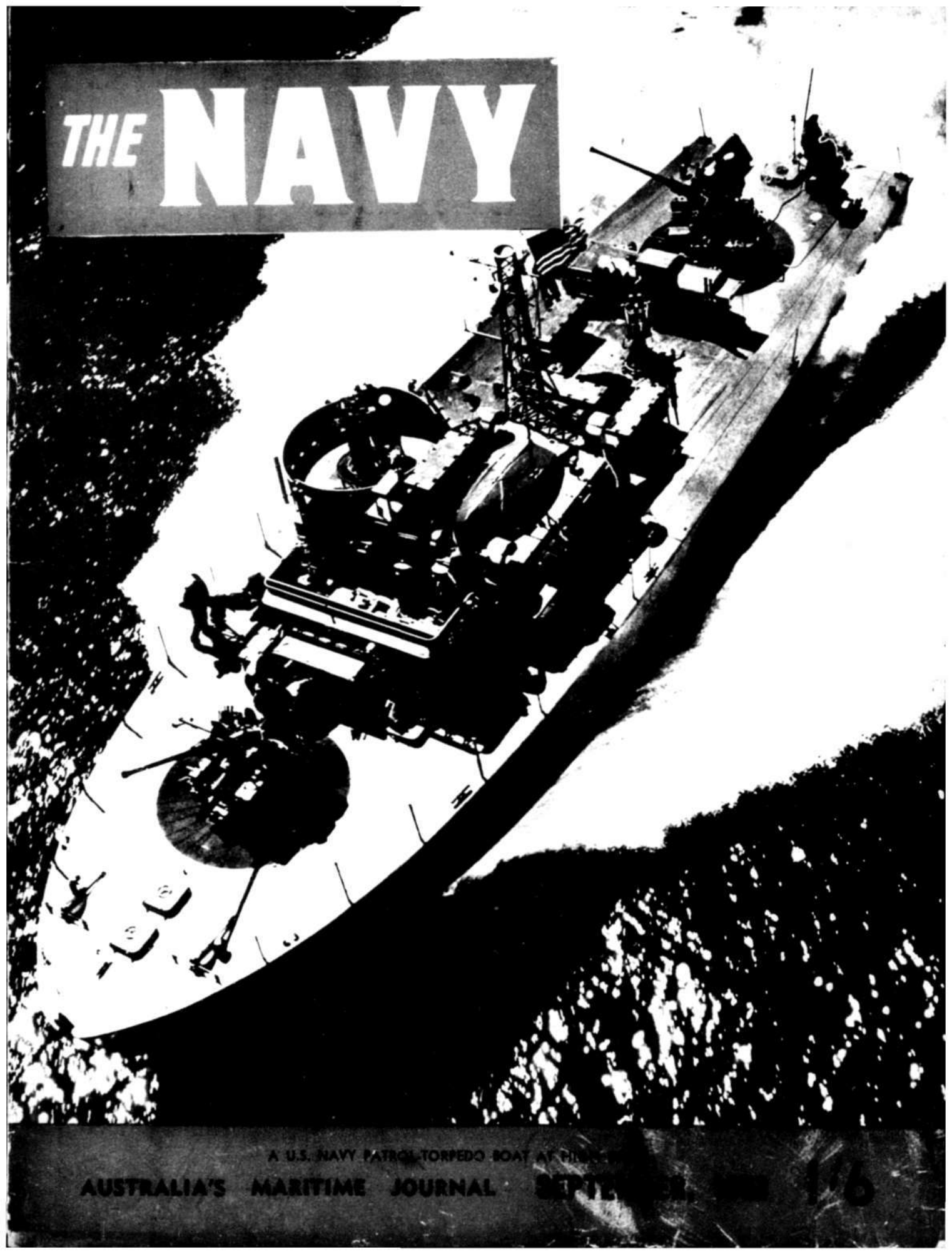


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# THE NAVY

Australia's Maritime Journal



No. 17. SEPTEMBER, 1953. No. 9.

## H.M. THE QUEEN'S CONGRATULATIONS TO R.N.

Her Majesty The Queen's message of congratulation to the Royal Navy following her review of the Fleet at Spithead on June 15 came as a magnificent climax to that historic display.

"The Royal Navy has shown once again that the old traditions for efficiency and smartness are being worthily upheld in the air as on the sea."

With these words Her Majesty the Queen summed up her impressions of the Coronation Naval Review before the despatch vessel "Surprise," who some few hours previously had carried her through the lines of immaculate and beflagged warships, returned to Portsmouth on June 16. No higher or more inspiring reward could have come to British Naval arms than this gracious manifestation of Royal appreciation of loyal and untiring effort in service.

The full text of Her Majesty's message, which was passed by the Flag Officer Royal Yachts (Vice-Admiral E. M. C. Abel-Smith, C.B., C.V.O.), in H.M.S. "Surprise," to the Commander-in-Chief, Home Fleet (Admiral Sir George Creasy, G.C.B.,

C.B.E., D.S.O., M.V.O.) in H.M.S. "Vanguard," was as follows:

"It has given me great pleasure to make my first visit, with the Duke of Edinburgh, to the assembled ships of the Navies of the Commonwealth. The Royal Navy has shown once again that the old traditions for efficiency and smartness are being worthily upheld in the air as on the sea. I offer to all ranks and ratings my warm congratulations. I am equally glad to have seen the ships representing the Merchant Navy and the Fishing Fleets and to have had the opportunity on behalf of the whole Commonwealth of welcoming the warships from foreign countries which have been present at the Review. I hope they will take back with them the happiest recollections of their stay among us. I know how greatly the Dockyards and other supporting services have contributed to making this Coronation Review an occasion which I shall long remember. We send our best wishes to all of you and I look forward to the further visits which I hope to make to you in the future."

Her Majesty had previously ordered that all ships and establishments of the Royal Navy, both at home and abroad, should "Splice the Mainbrace"—a signal which brought to a conclusion one of the finest Naval Reviews that Spithead has seen.

It was a Review of the British and Commonwealth Navies in many respects unlike all predecessors yet faithfully representative of the Modern Navy and of contemporary trends of Naval thought. The appearance of many aircraft-carriers and Fleet Air Arm Squadrons placed great emphasis on Naval air power, and it was evident that the closest attention is being paid to anti-submarine and minesweeping forces by reason of the large numbers of frigates and minesweepers of new and improved types. Though H.M.S. "Vanguard" was the flagship of the Review Fleet, she was the only battleship present in the line; on the other hand, aircraft-carriers had a much more prominent role than ever before. Cruisers and destroyers, too, were fewer than those present at the previous Review in 1937, yet in spite of the changed composition of the Fleet, and a tendency to smaller rather than larger ships, there were about fifty more warships than those reviewed by King George VI. in that year.

The total of British and Commonwealth warships, numbering more than 200, was nevertheless a third of the combined Commonwealth Naval strength and for operational reasons no ships were brought home from the Far East, East Indies or South Atlantic Stations.

## U.S. "ANGLED DECK" CARRIER IN U.K.

The celerity with which the new "angled deck" invention for carriers has been adopted gives some indication of its potential efficacy. It was exemplified on June 23 in the arrival at Portsmouth, England, of the world's first aircraft carrier to incorporate the new invention in her structure. Her arrival initiated a series of trials to be carried out by Royal Navy and U.S. Navy aircraft.

The ship, the U.S.S. "Antietam," was recently modified in U.S. shipyards to incorporate the angled flight deck—a concept originated by the Royal Navy Fleet Air Arm in conjunction with technicians of the British Ministry of Supply. The design innovation was discussed by the British Admiralty and the U.S. Navy, and the decision reached, to modify U.S.S. "Antietam's" deck to provide a ship to experiment with and develop flight techniques, has resulted in the ship being sent to the U.K. for service in the trials referred to.

The Fleet Air Arm previously carried out trials with the angled deck principle in H.M.S. "Triumph" and H.M.S. "Illustrious," whose decks were temporarily adapted for the purpose. The "Antietam" offers the first opportunity to try out the system in an aircraft carrier fully converted for this method of landing.

## FLEET AIR ARM FLY PAST AT SPITHEAD.

The Fleet Air Arm Fly Past at the Coronation Naval Review at Spithead on June 15, although somewhat marred by thick cloud, was a magnificent spectacle of British naval air power.

The aircraft taking part in the fly-past were of twelve types, flying in line astern, most of them in formations of 16, with a distance of 1,000 yards separating the formations. They comprised 17 Squadrons of Fireflies, including one Australian and three R.N.V.R. units. There were also R.N. V.R. Squadrons of Seafires and Sea Furies and Canadian Squadrons of Sea Furies and Avengers. Piston-engined aircraft flew from Lee-on-Solent and jet fighters from Ford, Sussex. Because of bad weather inland, the aircraft kept mainly to the coast. After taking off, the Lee-on-Solent formations flew round the South side of the Isle of Wight, crossed over the Needles to New Milton, and then travelled westward over Bournemouth and Poole to Weymouth. Instead of turning to starboard towards Salisbury, which was the original plan, they veered to port and returned over Portland Bill, the Needles, Beaulieu airfield, and Calshot. In the early part of the flight the aircraft were in loose formations at a height of 2,000 feet, gradually closing up and losing height as they approached the Fleet.

Meantime H.M.S. "Surprise," acting as Royal Yacht, had anchored at the head of the Fleet, whence Her Majesty The Queen reviewed the biggest Fleet Air Arm fly-past ever watched by a Sovereign.

After the Review the following message was sent by the British Board of Admiralty to Admiral Creasy, who commanded the Review Fleet assembled at Spithead:—"The Board of Admiralty were proud to be present at the Coronation Review by Her Majesty of her ships and Fleet Air Arm. Please convey to all concerned afloat and ashore the Board's appreciation of the hard work which resulted in such a splendid day."

The Commander-in-Chief, Portsmouth (Admiral Sir John Edleston, G.C.B., G.C.V.O., C.B.E.) sent the following message to ships of the Commonwealth Navies present at the Review:—"As other engagements prevent me from coming on board before you sail, I send to your ships' companies and your Coronation Contingents on behalf of the Service Ministries and all your companions in the Armed Forces of the United Kingdom and from myself, good wishes for safe passage and happy return home. We have been proud to have you with us for the Coronation of Her Majesty and hope that Her Majesty's Review of the Fleet will be a fitting and worthy conclusion to a memorable visit to England."

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# H.M.A.S., "SYDNEY'S" CORONATION VOYAGE

By CAPTAIN B. J. BUCHANAN, C.B.E., D.S.O., A.D.C., R.A.N.

We have just completed a cruise of 30,000 miles. Like that chronicled by Jules Verne, it was indeed "Around the World in 80 Days." As for our Army and Air Force passengers, if they did not believe it before, they now know that the surface of the globe is 70% water.

Apart from the Coronation itself, highlights of the cruise were the ceremony at Tobruk, exercises at sea with the Mediterranean Fleet and the Royal Canadian Navy, the Naval Review, Dinner with Her Majesty the Queen on board H.M.S. "Vanguard," the visit to Baltimore over Independence Day, the passage of the Panama Canal and the visit to Pearl Harbour.

At Malta we had a visit from the Commander-in-Chief, Admiral the Earl Mountbatten of Burma. After walking round the assembled troops he spoke briefly, and mentioned incidents which occurred during his visits to Australia; and appeared to have lively memories of the charms of our women folk: naturally enough we entirely agreed with him.

We had three days at sea with the Commander-in-Chief who wore his flag in the large Fleet Carrier H.M.S. "Indomitable," together with other vessels forming a Task Force of fourteen ships. During these exercises, attacks were made by submarine and aircraft. We were proud of the performance of our aircrew who made the only submarine sightings recorded in an interesting exercise and brought them to a successful conclusion. We found that the training at our own Joint Anti-Submarine School at Nowra stood us in good stead.

We arrived at Portsmouth on a lovely Spring day in early May. Unfortunately this weather did not hold for the Coronation. The Contingent was landed for its period of working up at Pirbright

Camp and the ship settled down to the task of preparing for the Review.

At the Coronation, as I have the honour to be an A.D.C. to Her Majesty, I had a place in the Queen's procession and also a seat in the Abbey. It was a great occasion but many of you will have seen more than I did in the excellent films that have been produced.

The next great event was the Naval Review for which ships began to assemble at Spithead on the 9th of June. By the end of the week there were at Spithead 213 ships flying the White Ensign, 16 foreign warships and numerous Fleet Auxiliaries, merchant vessels, yachts and pleasure craft of all kinds.

We were lying 8th in a line of 9 Aircraft Carriers. The head of the line was a mile and a half to the Eastward and the ships at the end of the line six miles to the Westward could barely be distinguished.

The scene was one of continual interest, with vessels of all kinds plying to and fro, both with sightseers and engaged in their normal business.

The arrival of foreign warships was an occasion for parading ceremonial guards and bands and the playing of the various National Anthems.

The most spectacular of the foreign visitors was the Italian sail training ship "Amerigo Vespucci," called after the navigator whose name was given to the American Continent, an action regarded by some as an injustice to Christopher Columbus, whose track we followed for a time on our return journey through the Caribbean Sea.

Bugle calls heralded the comings and goings of Flag Officers, of whom there were apart from the Board of Admiralty, no less than 13 British and 11 foreign

Admirals. I saw no suggestion of a cricket match between them, but perhaps the presence of the Australian Test Team distracted public attention from this interesting possibility.

Talking of cricket, I found time to visit the Oval on the last day of the match against Surrey, and saw Hole make a brilliant catch a few inches off the ground, sending Londoners home to an early tea wondering what had happened to their champion county. This was the only note of gloom I found during the whole of my time in England. A marked change from the time of my previous visit in 1949.

The day of the Review was fine and clear—the fresh breeze blowing out the flags that draped the Queen's ships to great advantage. We had the happy feeling that at least the Navy was able to produce Queen's weather.

It was an inspiring sight to see the ships with their men manning the guard rails and cheering in their turn as the Royal Yacht, led by the Trinity House Vessel, "Patricia," passed down the line.

Later in the day we received a visit from the Duke and Duchess of Gloucester accompanied by young Prince Michael of Kent, who assured me, incidentally, that he intends to follow his father's footsteps by joining the Navy. The Prime Minister and Mrs. Menzies also came on board at this time.

The Review itself was followed by a Fly Past of 300 Naval Aircraft in which "Sydney's" own Firefly Squadron was included.

To round off a memorable day and to mark the third occasion of meeting the Queen on that day, I was bidden, together with the Flag and Commanding Officers of Her Majesty's fleets, to dinner on board H.M.S. "Vanguard" in the presence of the Queen and the

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Duke of Edinburgh. She was attended by the Lady Alice Egerton who, with Dame Mary Lloyd, a charming lady who is the Head Wren, were the only other ladies in an assembly of 37 Admirals and 74 Captains.

It was a unique experience to drink the health of the Queen while she stood with us and raised her hand in a pretty gesture of acknowledgment.

After dinner we watched the illumination of the Fleet and the fireworks. Any Captain whose ship made the slightest error in timing was unfailingly informed of it by his watchful colleagues. An impromptu turn by the new fleet carrier "Eagle" next in line to "Vanguard" gave us all except perhaps her captain an added pleasure. His ship was further distinguished on this occasion by the delivery of a baby on board during the afternoon by the wife of the gunner.

We sailed from Spithead two days after the Review with the Canadian Squadron comprising "Magnificent"—a carrier of the same class as ourselves—the cruisers "Quebec" and "Ontario," the destroyer "Sioux" and two frigates. The Task Force was under the command of Rear Admiral Roger Ridwell with his flag in "Quebec." It was interesting to work with a carrier of similar design to our own but with difference aircraft, Avengers and Sea Furies as opposed to our Fireflies.

Two days before arriving at Halifax we ran into a storm which was unique in my experience for the suddenness of its onset and the steepness of its seas. Within 10 minutes from comparatively moderate seas of 10 to 15 feet were plunging into great waves rising steeply and breaking over the flight deck 30 feet above the waterline.

The storm blew itself out during the day, but as we pressed on to make up time we ran into thick fog off the Newfoundland Banks where the warm waters of the Gulf Stream meet the cold Labra-

Jor Current from the North. However, in the end, we were only a few hours late in arriving.

Our welcome at Halifax was overwhelming. To quote Admiral Bidwell on the occasion of his visit at Spithead before our departure, "it is twenty-five years since an Australian ship paid us a visit and a welcome has been warming up for you ever since." He recalled also that he had served as a junior midshipman in H.M.S. "Canada" in the Grand Fleet in World War I, with the first batch of Australian Midshipmen trained at Jervis Bay, including the Chief of the Australian Naval Staff, Vice Admiral Sir John Collins.

Everyone on board to whom I have spoken has said that of all the interesting places visited he felt more at home at Halifax than anywhere. It could be compared for size and geographical situation and in many other ways to Hobart.

At Baltimore on 4th July, armed companies from the Contingents and Ship's Company were invited to take part in the local Independence Day parades. They returned with a trophy given for the smartest unit on parade, which I can only describe as an "Oscar". Naturally we were delighted and only trust that Bob Hope will not be jealous.

I found myself receiving the salute at the Graduation Parade at the main U.S. Navy training centre on the East Coast at Bainbridge, Maryland. I took the opportunity of reminding them that it was significant that a British Officer should have the honour of standing in this position on that particular day.

All hands had a warm-hearted welcome from the American people both on the mainland and at Pearl Harbour, and many references were made to the high opinion held of Australia by those of them who had paid us a visit during the war.

It is not often that British warships pass through the Panama

Canal. This great engineering work is a model of efficiency and has now operated continuously for 40 years without any major modification in design. Unfortunately the locks are too narrow for the largest modern ships and even by removing portion of our projecting sponsons we had only a few feet of clearance.

Unlike Suez, where ships pass through under their own power, the ships are handled by means of wires secured to electric locomotives running along the dock side. We had no less than ten of these, three on each side forward and two aft. Their movements were directed by five pilots, a senior pilot in charge on the bridge with telephone communication rigged for the occasion to one on either bow and one on either quarter.

For the passage of the Culebra Cut, a narrow channel 7 miles long cut through a ridge of hills the highest point of which is 660 feet above sea level, accurate positioning on leading marks is essential, and a special wooden bridge was built out from the compass platform to enable the pilot to stand on the centre line of the ship with a clear view fore and aft.

Not quite the same as stout Cortez, who as you may remember is recorded by the poet as standing "silent upon a peak in Larien," but with much the same view over the wide Pacific.

On one side of the cutting is a bronze plaque paying tribute to the workers who with pick and shovel driven only by their aching muscles carried out this great work.

On the personal side I found a class mate from a course at the Imperial Defence College in London sitting at a desk at the Pentagon in Washington, an Admiral under whom I served for a period in Japanese waters in command at Panama, and another Admiral whom I had met in Western Australia in 1943 in command of the base at Pearl Harbour.



A fighter aircraft being catapulted from the flight deck of H.M.A.S. "Vengeance" during exercise off the Queensland coast. Planes were catapulted at intervals of 55 seconds, and reached a speed of 85 miles per hour in 140 feet. This photograph was taken from one of the Carrier's helicopters.

And of the 37 Admirals and 74 Captains with whom I dined on board H.M.S. "Vanguard" I knew at least one half of them personally, mostly by their Christian names. It was a pleasure to renew these friendships and they did much to facilitate the arrangements for our visit.

And so ended a most enjoyable and interesting voyage following the paths of many famous navigators—of the ancient Arabian shipmasters to a landfall off that the steepness of the seas. With curious rocky promontory resembling an elephant at the entrance to the Gulf of Aden; past the Pillars of Hercules to enter the Atlantic Ocean; making the same point of land as Columbus off the Ba-

hamas and following his track to Jamaica to enter Port Royal. This now derelict port was used by such famous and differing types of sea captains as Nelson and Henry Morgan, the pirate who later became Governor of the colony; overland with Drake to the Pacific Ocean, not on foot as he did to sack a Spanish town but afloat, drawn through the locks by electric locomotives; in the track of Commodore Anson who lost more than half his men from scurvy in a voyage across the North Pacific in 1742 but yet was able to capture the Spanish treasure ship off the Philippines in the following year; later in the track of the Polynesians who directed their large canoes in the trade

wind belt using a calabash for a sextant and a chart made of palm leaves; and finally to New Zealand and Australia, both of them charted by Captain Cook.

Perhaps the outstanding feature of the cruise has been the co-operation between officers and men of three Services from two Dominions in the confined quarters of a warship. Three of the five months of the voyage were spent at sea, mostly in the tropics. It speaks well for all concerned that we parted the best of friends and I am confident that many of them are wishing even now that they were back on board leading that timeless, unhurried existence that is characteristic of a long sea voyage.

## THE STORY OF THE SUBMARINE

The history of the submarine boat covers a very wide area in the many fields of Naval development. It is also one of the most interesting and important. How wide this field is, and how greatly important, may be gathered by running through the section devoted to it in that monumental volume by Dr. Sir Robert A. Davis, Kt., Hon. D.Sc., F.R.S.A., entitled "Deep Diving and Submarine Operations."\* It presents an amazing, and, of course, authoritative, composite picture of the various aspects of research and experimental work relating to marine development.

Although some thought had been given to the possibility of inventing "a ship or boat that may go under the water unto the bottom, and so to come up again at your pleasure," as early as 1578, as by William Bourne, an Englishman, in his book "Inventions and Devices," the first boat of submarine type definitely known to have been constructed was in or about the year 1620. The inventor was a Dutchman, Cornelius van Drebbel, who built two such boats of different sizes for use on the Thames. "The larger was propelled by 12 oars entering the hull through watertight leather joints. The hull was of wood, covered with greased leather and strengthened with iron bands. The boat seems to have been able to submerge dynamically to a depth of a few feet or so, but probably did not keep an even depth-line."

That Drebbel was no mere "freak inventor," but was in his way, well ahead of his time, may be judged by the fact that he was apparently able to restore the air in the boat by means of a vessel containing a fluid termed the "quint-essence of air," a few drops of which would make it perfectly

fresh again. Probably this was caustic potash, or some similar substance, used to absorb CO<sub>2</sub>. In fact, a curious coincidence, if nothing more, arises here. Oxygen is, roughly, the quintessence, or fifth part, of atmospheric air (about the fifth part of bulk, and rather more than the fifth part by weight), and it was not officially discovered until long after Drebbel's time; in short, in 1774, by the great English-born chemist, Joseph Priestley, who discovered it from mercuric oxide, etc.

Following Drebbel by some thirty years came an invention, in 1653, by the Frenchman De Son. A description written at the time stated that this craft "... can go from Rotterdam to London and back again in one day, and in 6 Weeks to go to the East Indis, and to run as Swift as a bird can fly. No fire, nor Storme, or Bullets, can hinder her, unless it please God. Although the Ships meane to bee safe in their haucens (havens), it is in vaine, for shee shall come to them in any place ...". The boat was of wood, losses, turned his boat into a strengthened by iron girders, and was 72 feet long by 8 feet beam. However, the boat proved a complete failure on trial. An amusing aftermath to this invention is provided in the fact that the inventor, in deciding to cut his losses, turned his boat in a "side-show" and exhibited it for a trifle

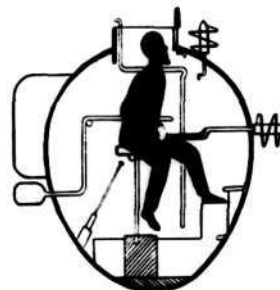
to any casual visitor.

Marriotte, the French physicist, about 1749, also drew up a design of a craft which he claimed "would rest, like a fish, in the middle depth of the water, or sink to the bottom, or rise up to the surface, either way as it shall be desired." The design appears, however, to have been elementary in the extreme, and there is no evidence that any craft of the kind designed was ever constructed.

But things, though never officially encouraged, were gradually leading up to higher attainments, were gradually taking shape in concrete development, and employment of the submersible craft.

To an American named David Bushnell, who graduated from Yale University in 1775, belongs the distinction of having built and navigated the first submarine employed in warlike operations. Unluckily it was to be directed against Britain. During the War of American Independence, Sergeant Lee made several brave but unsuccessful attempts to blow up various British men-of-war, notably H.M.S. "Eagle" while operating in American waters, with Bushnell's craft, the "Turtle." As a fact, she might, with more appropriateness, have been called the "Turtle's Egg." Built of wood, egg-shaped, with a conning-tower at the top, she was propelled by a primitive form of screw-propeller. "Submersion was effected by a similar propeller mounted vertically, the boat having first been trimmed awash by flooding a tank. The operator, who was at once her captain, navigator and crew, could not complain of inaction, for in addition to working both propellers by means of hand-crank, he had to steer with a tiller under his arm, work the inlet-valve and expulsion pump of the tank with his feet, keep a look-out through the windows of the conning tower,

and, when alongside an enemy, screw to her side a magazine containing 150 lbs. of powder, start a clockwork mechanism arranged to explode after a short interval, and make a rapid getaway." The amazing thing is that he thought he could ever get there, thought that, having got there, he could ever get away, or, in the glorious interim, could ever fail to blow himself to smithereens before he had any need to get away at all. But the conception was significant, for all that.



A Confederate "David" (1863)

Robert Fulton, the celebrated American inventor, with his "Nautilus," came next. She was a small vessel, ellipsoidal in shape, 21 feet long and 7 feet in diameter, and carried a full crew of three. Like Bushnell's "Turtle," she was designed to attack vessels by securing a magazine to them and exploding it. Fulton submitted his invention to the French Government but, although the trials of the "Nautilus" were, all things considered, remarkably successful, the inventor failed to impress the French authorities sufficiently to induce them to agree to his terms of employment.

Bauer, Wilhelm Bauer, a Bavarian artilleryman, in 1850 and 1856 was the next to come forward with a submarine invention. From his designs he built two boats with which he obtained a considerable measure of success in the face of official indifference

and financial difficulties. The smaller of the two boats sank off Kiel in 1851, but Bauer and his crew of two succeeded in escaping: incidentally, this boat was raised in 1887, and is now exhibited in Kiel dockyard. The other, built at St. Petersburg in the Czar's regime in 1855, was, for its time, quite a large craft, being 55 feet long and about 12 feet in diameter. The details of the Russian-built boat's trials were kept secret, but she is believed to have made some 130 dives without accident. The last hand-propelled submarine boats were probably the Confederate "Davids," built in 1863-64 for use by the Southern States against the Northern in the American Civil War. One of the "Davids" deserves a niche in history as being the first submarine to sink an enemy vessel. This was the Northern frigate "Houstanic," which she attacked and sank off Charleston, blowing a hole in her. The "Houstanic" sank immediately, and the submarine went with her. She must either have been sunk by the shock of her own torpedo or dragged down by the stricken vessel.

But development was going on apace now. During the American Civil War also, the first power-driven submarine was built in France. It was the invention of a Naval officer, Captain Bourgeois assisted by an engineer named Brun. The vessel was named "Le Plongeur," and was no less than 140 feet long, with a displacement of 420 tons. The day of the larger, more modern type of submersible had begun.

There followed the Garrett-Nordenfeldt submarines (1878-87) and, in 1886, J. F. Waddington's "Porpoise." The "Por-

poise," though reverting back, so far as size is concerned, to the smaller type of vessel, was, for its date, an excellent and successful design. Built at Birkenhead, England, submersion was by vertical screws at bow and stern, and the motive power was electricity, supplied from accumulators and driving a 7 h.p. motor.

Thus, stage by stage, urged on and prospered by the untiring inventive genius of man, the potentialities of the submersible as a vessel of war, came at last to be officially recognised and accepted.

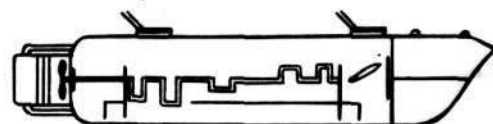
Decade followed decade, development followed development: two world wars broke out and the submarine proved its value—and its destructiveness. The development that began its great impetus with official recognition still goes on—will still go on.

Meantime, we have as an index to future events the snorting feat of the "Andrew." The recent all-way underwater voyage of the "Andrew" across the Atlantic from Bermuda to the United Kingdom, to surface off Spithead, appropriately enough, a few hours before the Coronation Naval Review on June 15, serves as an exemplification of what the modern submarine can achieve. But it is not to be taken as an exemplification of the zenith of what the submarine will in future achieve. It marks no more than a step towards that zenith. We know now that there is scarcely a limit to the attainment of man in the field of submarine construction, employment, and voyaging.

\*For information gained from this volume, "The Navy" acknowledges with appreciation the courtesy extended to it by Siebe, Gorman & Co., Ltd., of London, the world-recognised experts on deep diving salvage, and kindred marine work.—Ed.



Marriotte's Submarine Vessel (1749)



Bushnell's Turtle (1776)

## AUSTRALIAN FLEET PROGRAMME ANNOUNCED

An R.A.N. ship would be based at Darwin or Manus for patrol work in North Australian and New Guinea waters for the next twelve months while the aircraft-carrier "Vengeance" and two destroyers "Anzac" and "Bataan" would visit Darwin and Manus next April while carrying out a cruise in Northern waters. Exercises and manoeuvres would be part of the programme during this cruise. The frigate "Western" would operate off the Western Australian coast from Exmouth

Gulf for some months to come and, in addition, H.M.A.S. "Sydney" and several destroyers and frigates would pass through northern waters on passage to and from Korea. Mr. McMahon, the Minister for the Navy, revealed this on August 6 when he announced the Australian Fleet programme.

The Minister said that the basing of a warship continuously in this area would ensure that a constant patrol was being carried out in North Australian waters. The

ships that would carry out the duty would be the frigates "Shoalhaven," "Hawkesbury," and the "Queenborough." "Macquarie" is at present on station and would be relieved by "Shoalhaven" in September.

He went on to say that exercises around the Islands by an R.A.N. aircraft-carrier would be very valuable for training purposes. The cruise would also provide an opportunity for the people living in the Islands to see and inspect some of the bigger ships of the Australian Fleet.

Other highlights of the Fleet programme are:

Eight R.A.N. ships would act as escorts from time to time for the Royal Tour in 1954.

A Training Cruise to New Zealand by H.M.A.S. "Australia" in September.

A visit to Brisbane by H.M.A.S. "Australia" from August 17 to August 17.

"Vengeance," "Australia," "Anzac," would be in Sydney for the Trafalgar Day Display on October 24.

Anti-submarine exercises would be held off the East Coast of Australia in September.

"Vengeance," "Australia," "Anzac" in November would take part in joint anti-submarine exercises off the East Australian coast after they had made a visit to Melbourne.

In February "Vengeance," "Australia," "Anzac," "Quadrant," "Shoalhaven," "Condamine," would visit Hobart.

Fremantle would be visited by "Vengeance," "Anzac" and "Bataan" in March.

From October, 1953, to July, 1954, it is at present planned for "Sydney," "Arunta," "Murchison" and "Shoalhaven" to leave Australia for Korean waters.

"Condamine" would be in Adelaide in September and again in October.

## Royal Observatory and Royal Yacht Exhibitions

Two exhibitions of great interest both to seafarers and the public generally were opened in London recently. They were the Octagon Room at the Royal Observatory, Greenwich, and a fine showing of Royal Yachts at the National Maritime Museum, Greenwich. The Duke of Edinburgh, K.G., K.T., performed the ceremonies.

The Octagon Room, the oldest part of the Royal Observatory, is being used as a Museum of astronomical and navigational relics. Of these the most important are two old astronomical instruments formerly used in the Observatory. These are Halley's Transit, a 5½-foot telescope which was originally used in the Octagon Room itself, and the famous 12½-foot Zenith Sector with which Bradley discovered the mutation (wobbling)

of the earth's axis and the aberration of light.

The Astronomer Royal has lent a number of interesting documents which include some very valuable manuscripts of Flamsteed, the first Astronomer Royal, who plotted the heavens for the furtherance of navigation; of Halley, who made the first voyage for the charting of the magnetic variation; of Maskelyne, who in 1767 published the first Nautical Almanac; and of Harrison, who constructed the first seagoing timekeeper, now going in the Navigation Room of the Museum.

The Royal Yacht Exhibition, in turn, contains models, pictures, etc., from the Museum collection, as well as others which have been lent. Among the models is the British Admiralty model of the new Royal Yacht "Britannia," re-

cently launched by Her Majesty The Queen, and Her Majesty's own model of "Bluebottle," the sailing yacht presented on the occasion of her marriage to the Duke of Edinburgh.

Two interesting oil paintings by William Van de Velde the younger have been loaned by Sir Bruce Ingram. Both of these show yachts owned by King Charles II., the one representing the "Cleveland" in a fresh breeze and the other the "Royal Escape", the little vessel in which he had escaped to France in 1651, and which he bought at the Restoration and maintained for sentimental reasons for many years.

Among other relics to be seen at this exhibition are the wheel and binnacle of King George V.'s well-loved racing yacht "Britannia," and one of a most ornate pair of binnacles which formerly graced the "Victoria and Albert."

## UNDERWATER TELEVISION GOES AHEAD

Trials with underwater television have provided new information about the sea floor and show that the technique can develop into a valuable oceanographical instrument, especially if used in conjunction with other gear.

A report by the Institute of Oceanography quoted by the British Admiralty on June 7 revealed that in its present form the apparatus is regarded as cumbersome, and its scope is limited by the weight of the camera in its steel casing, which makes it unsafe to use except in calm water, and by the difficulty of lowering it to any great depth. However, both these difficulties are likely to be reduced in due course.

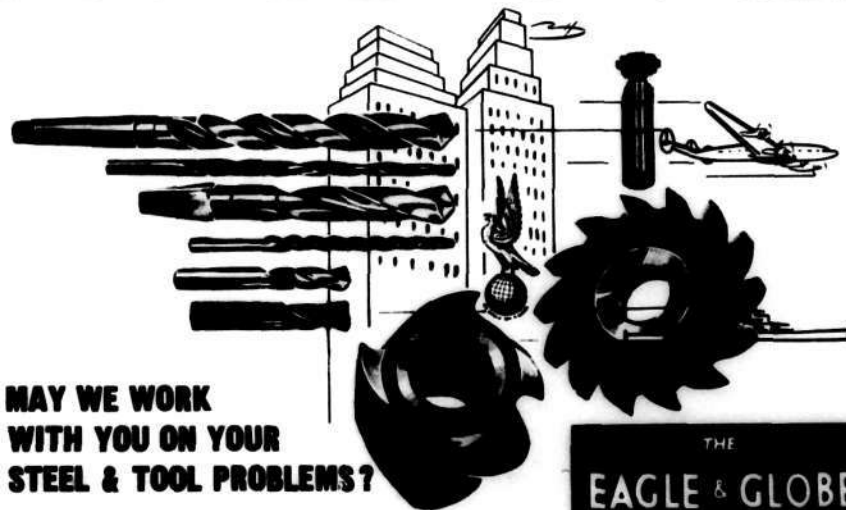
So far the television has been most successful in views of the sea floor. Shoals of fish have been seen on several occasions. Plankton can be seen, mostly as spots of light, though occasionally the type of organism can be identified.

Observation on the sea floor were made in about 33 fathoms off Falmouth, England, in 60 fathoms near the mouth of the English Channel, and in about 80 fathoms near the edge of the continental slope. Further observations were made on the continental shelf off Portugal, on the Gettysburg Bank, on the rocky

sea floor round the Azores, and on the Princess Alice Bank South of the Azores. On the Gettysburg Bank there was a fine view of black rock and what appeared to be white sand but which the conical dredge showed to be almost entirely calcareous fragments (i.e., fragments of one of the cementing materials of consolidated sand, or sandstone, consisting of carbonate of lime).

The equipment used was developed by the British Admiralty for use in the Royal Research Ship "Discovery II." It is lighter and more easily handled than the equipment used for salvage work in H.M.S. "Reclaim." The television camera has been fitted with a stereoscopic attachment, but little experience has been obtained with this technique.

The camera, which weighs 7 cwt., was installed in the "Discovery II." late in the (English) summer of last year. It was designed for use down to 1,000 feet. The camera was equipped with a 2½ inch f/1.9 and 1½ inch f/2 lenses, either of which could be selected underwater by the remotely controlled turret. An auxiliary lens system was used to achieve about the same angle of view in water as would normally be obtained in air with these lenses.



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## H.M.A.S. "QUADRANT" NOW IN SYDNEY

H.M.A.S. "Quadrant," which arrived in Sydney on July 28, will be open to the public during the Trafalgar Day display at Garden Island.

The "Quadrant," which was a gift destroyer from the Royal Navy has been converted to a

fast anti-submarine frigate.

The ship's conversion took 18 months at the Williamstown Naval Dockyard, and cost £500,000. It is the first of four destroyers to undergo the change-over to the most modern submarine hunters afloat.

The Minister for the Navy, Mr. W. McMahon, who inspected the "Quadrant" on her arrival, said that last year two similarly converted British ships gave a three months' speed and action demonstration to American Navy officials, to show their suitability for use against submarines.

### ANSWER TO FAST SUBMARINES.

Mr. McMahon said the "Quadrant" and others of her type were the answer to fast submarines, and their role as chasers would be vital in keeping the sea lanes to Australia open in time of war.

The "Quadrant" is equipped to make it an almost exact counterpart of the Royal Navy ships "Rocket" and "Relentless," completed just over a year ago.

She has lost the conventional bridge and can be controlled completely from an enclosed operations room.

The captain and crew can go under cover if they enter an area of atomic radiation and see through batteries of electronic "eyes."

There are now six frigate conversions, including the above-mentioned three, in commission with the Royal Navy.

### AUTOMATICALLY-FIRED "SQUIDS."

The "Quadrant" also carries a triple-barrelled mortar-type weapon for firing 3½ ft. projectiles at a submarine. These finned "squids" are fired automatically. They are linked with asdic sets through an electronic fire-control system, and the charges are automatically set to explode at a required depth.

The "Quadrant's" commanding officer is Captain S. H. Beattie, V.C., who won his decoration in the St. Nazaire raid in 1942.

"Without faith all moral standards would disappear and words like 'honour' and 'duty' would cease to have meaning without faith, man would return to the jungle age."

—Sir Edmund Herring.



H.M.A.S. "Quadrant," the R.A.N.'s most up-to-date ship, photographed as she arrived in Sydney from Melbourne recently. The public will be able to see "Quadrant" at the forthcoming Trafalgar Day display.

## NEWS OF THE WORLD'S NAVIES

### U.S. ATOM SUBMARINES "TWICE AS FAST."

A message from Washington on July 18 said that United States Navy experts have told Congressmen that projected U.S. atomic submarines will cruise more than twice as fast under water as World War II. conventional types. The Chief of the Bureau of Ships, Rear-Admiral Homer Wallis, U.S.N., and the Director of the Ship Design Division, Captain Philip Snyder, made the statement in reporting to a Senate military appropriation sub-committee. Their testimony, given recently, was made public on July 17. They also said that the U.S. Navy was studying a larger atomic submarine with "much higher speed." Incidentally, World War II. submarines were reported to make better than 10 knots under water. New Snorkel attack models are reported to have a speed higher than 15 knots. Admiral Wallis said further that the atomic submarines now under construction in the United States were about twice the size and about twice the cost of the conventional submarine.

### BRITISH ADMIRALTY MAY ADOPT R.A.N. DESIGNS.

The Minister for the Navy (Mr. McMahon) said on July 31 that Australians would be proud to learn that the British Admiralty had asked for the design of the Australian Battle class destroyers, with a view to its adoption in the Royal Navy. The Minister recalled that the Australian Battle class destroyers "Anzac" and "Tobruk" were built in Australian Dockyards by Australian workmen. Whilst we were indebted to the Admiralty for the basic design, many modifications, some of considerable importance,

were planned and made in Australia and incorporated in these two vessels, which have given outstanding service in Korean waters. Much of the credit for achieving the modified design, the Minister stated, went to Engineer-Rear Admiral A. B. Doyle, C.B. E., formerly Third Naval Member and Chief of Construction of the Australian Naval Board and his successor Engineer-Rear Admiral J. W. Wishart, C.B.E. He wished to congratulate those officers and the staff and men at Cockatoo Dockyard on an outstanding job. It was another illustration of the fact that in quality of work Australians could compete with the best.

### LAUNCH OF BRITISH ADMIRALTY TUG "SAMSON".

The British Admiralty tug "Samson" was launched recently at the Aberdeen yard of Messrs. Alexander Hall and Co. Ltd., which firm will also be responsible for her main machinery. The naming ceremony was performed by Mrs. W. Watt Hepburn, wife of the Chairman of the building company. The "Samson" is a vessel of 180 feet in length and 37 feet beam.

### GIRL STOWAWAY ON U.S. WARSHIP.

The U.S. Navy Office announced on July 15 that disciplinary action against sailors would follow the finding of a blue-eyed brunette on a battle cruiser after it had gone to sea for gunnery practice. Joan Harrison, 18, an unemployed waitress, clipped her black hair, pulled on a Navy uniform, and boarded the U.S.S. "Los Angeles" in reply to a challenge she had made to do it. When she was discovered the cruiser returned to port immediately. Charges of illegally wearing a

military uniform were laid against the girl in a Civil Court.

### R.A.N. RESUMES BIG WOOLLOOMOOLOO AREA.

The Minister for the Navy, the Hon. William McMahon, on July 5 announced that the R.A.N. had resumed a large area of land at Woolloomooloo to build Naval storehouses. He said that the main area was bounded by Forbes, Pring, Dowling, and Cathedral Streets. Some existing buildings had been taken over, but it was not contemplated that any action would be taken to obtain possession of further premises "in the foreseeable future." When all the property concerned was eventually taken over, land and buildings in better areas at present occupied by the Navy would be handed back for civil use. "Homes in the resumed area are definitely sub-standard and are not a credit to Sydney," he said. "Many owners are only too ready to sell."

### N.A.T.O. JET FIGHTER CRASHES.

An Italian jet fighter taking part in N.A.T.O. air exercises in the North Atlantic crashed on July 23 killing a woman and two men working on a farm in France. The pilot was also killed.

### MODERN NAVAL BASE FOR DARWIN.

The Minister for the Navy (the Hon. William McMahon) announced in Canberra on August 5 that an R.A.N. ship would be based at Darwin or Manus Island for patrol work in North Australian and New Guinea waters for the next twelve months. The Commonwealth Government is also preparing plans to make Darwin a powerful modern naval base and air base when the current developmental programme at

Manus Ireland base approaches completion. Darwin defence plans will be accelerated to meet the new strategic position created in North Australia by the discovery and exploitation of some of the richest uranium fields in the world. These fields have made the Northern Territory the most valuable single strategic prize in the Pacific region. Ministers are coming to accept that the combatants able to exploit North Australia's uranium will hold the dominating and perhaps the decisive advantage if another war should come.

### THREE R.N. AIRCRAFT CARRIERS RENAMED "FERRY CARRIERS."

Her Majesty's Ships "Unicorn," "Perseus" and "Pioneer" have been redesignated "Ferry Carriers." Their function will be to transport air squadrons, including men and aircraft, to and from operational aircraft carriers. H.M.S. "Unicorn" (Captain R. R. S. Pennefather, R.N.) is at present serving in the Far East as supporting carrier to H.M.S.

"Ocean" (Captain B. E. W. Logan, R.N.). H.M.S. "Perseus" (Captain P. C. S. T. Carey, R.N.), who has recently been engaged on trials with the new steam catapult, is at present employed on aircraft ferrying duties; while the "Pioneer" is in the United Kingdom in reserve.

### SUGGESTED U.S. NAVY VISIT DURING ROYAL TOUR.

The new United States Naval Attache in Australia, Captain R. A. MacPherson, said in Melbourne on August 9 that he would ask his Government to send an American fleet to Australia on a goodwill visit during the Royal tour to Australia and New Zealand next year. "It would be a splendid goodwill gesture to have American ships in Australian ports during the Royal tour," he said. Captain MacPherson, who arrived in Melbourne on August 9, said that the U.S. Navy might be able to spare ships for a few weeks because of the Korean armistice.

### U.S. ADMIRAL'S GIFT TO COAST WATCHERS' FUND.

Fleet Admiral Halsey, wartime Commander-in-Chief of the United States South Pacific Fleet, has contributed 100 dollars to the Australian-sponsored Coast Watchers' Memorial Fund, of which details were given in the June issue of this journal. The chairman of the Fund committee, Captain J. Plunkett-Cole, said on August 1 that the fund then stood at more than £1,000. It is hoped to raise enough to erect a memorial in the Papua-New Guinea area. One proposal is that it should take the form of a coast navigation light to be named "The Coast Watchers' Light."

### SOVIET PROTEST AGAINST WARSHIP'S VISIT TO TURKEY.

The Russian Government on July 20 said in a Note to Turkey that the projected visit of 32 British and American warships to Istanbul in August could be regarded as some sort of military demonstration. The Note asked Turkey for additional information on frequent visits of foreign warships to Turkish waters. [Greek, Italian, American and Turkish ships attached to the North Atlantic Organisation have been conducting joint manoeuvres in Greek waters. British ships have been taking part in mine laying and sweeping exercises west of the Gulf of Corinth. Seven United States warships and three British submarines recently paid a visit to Smyrna, Turkey, and three Indian warships visited Istanbul. — Ed.]

### H.M.S. "DEVONSHIRE" TAKES LAST TRAINING CRUISE.

On her last cruise as British Cadet Training Ship, before being relieved by the light fleet carrier "Triumph," the cruiser "Devonshire" visited Norway. She had 222 cadets on board and called at Kristiansand, and went later to Flaam (Sogne Fjord). She returned to the United Kingdom in

mid-July. The "Devonshire" took part in the Coronation Naval Review at Spithead. On her return from Norway she was due to go to Invergordon and later to Torquay and Plymouth. The cruiser was commanded by Captain W. G. Crawford, D.S.C., R.N. In addition to the cadets she carried a complement of 49 officers and 560 ship's company. The cadets included several representatives of Commonwealth Navies.

### R.N. HELICOPTERS ACTIVE IN MALAYA.

Reports received by the British Admiralty indicate that No. 848 Squadron of Royal Helicopters (Lieutenant-Commander S. H. Suthers, S.C., R.N.), have been engaged in an extreme tour of duty in Malaya. During the period between February 2 and April 3 the Squadron carried out a total of 913 flying hours, of which 614 hours were on operational duty.

### R.N. MAY EXCHANGE DESTROYERS FOR CHILEAN NITRATE.

It has been reported that two or more destroyers may be handed over by the Royal Navy to the Chilean Navy in exchange for nitrate under a trade agreement to be signed by the two governments concerned.

### U.S. NAVY TO ADOPT MIDGET MINESWEEPERS.

It has been announced in Washington that the United States Navy has decided that midget minesweepers drawing 4 feet with a crew of six are to be carried by mother ships when required for sweeping minefields which would be dangerous to larger vessels. Fifty of these craft are being built with an eye to clearing a coastline in preparation, if and when necessary, for an amphibious landing.

### BI-CENTENARY OF NAVAL HOSPITAL.

The Royal Naval Hospital at Haslar, Gosport, England, this year celebrates the Bi-centenary

of its foundation, its first patients being admitted on October 10, 1753. To mark the occasion, a bronze Memorial Plaque was unveiled at the Hospital by the First Lord of the British Admiralty, the Rt. Hon. J. P. L. Thomas, M.P. The ceremony took place on June 26 and was followed by a garden party in the grounds of the hospital.

### ROYAL YACHT READY NEXT MAY.

The new Royal Yacht, "Britannia," now being completed on the Clyde, is to be used by Her Majesty The Queen next May on the last stages of her return journey from her Commonwealth tour. On June 22 it was announced from Buckingham Palace that the Queen and the Duke of Edinburgh, on their way home, will leave the liner "Gothic", 15,900 tons, at Aden. They will fly from Aden to Entebbe, and then to El Aden, and will embark in the "Britannia" at Tobruk on May 1. The Royal Yacht will arrive at Malta on May 3 and will leave the island four days later. She will call at Gibraltar on May 10 and reach London on May 15.

### R.N. RESERVE FLEET COMMAND.

Vice-Admiral Sir Henry W. U. McCall, K.B.E., C.B., D.S.O., relinquished his command of the British Reserve Fleet on June 18 when his flag in H.M.S. "Dido" was struck at sunset. By his personality the Admiral has instilled into all officers and men under his command the immense importance of the Reserve Fleet and the necessity to uphold the tradition of the Service in these ships. Admiral McCall is succeeded as Flag Officer Commanding Reserve Fleet, by Vice-Admiral I. M. R. Campbell, C.B., D.S.O.

### "GLORY'S" KOREAN TASK.

The British light fleet carrier H.M.S. "Glory" (Captain E. D. G. Lewin, D.S.O., D.S.C., R.N.) recently completed the longest period of Naval air operations by

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any British Commonwealth aircraft carrier in the Korean campaign. Since leaving the United Kingdom in January, 1951, the ship has spent 530 days at sea and steamed 157,000 miles. During this period she has completed 15 months war service and spent 316 days at sea in Korean waters. Of a total of 13,700 flights from the carrier's deck more than 9,500 have been operational sorties over Northern Korea. On her last day in Korean waters before returning to the United Kingdom the ship held a memorial service for 12 members of the "Glory's" aircrew who flew on missions from which they did not return.

#### RECORD BATHYSCOPE DIVE.

The deepest ever bathyscope dive was made on August 15 by two French naval officers. The dive, which attained a record depth of 6,889 feet, was made in the Mediterranean off Toulon. The two officers, Captain Houot and Engineer Willm, used an improved version of the bathyscope invented by the Belgian Professor Auguste Piccard, the world-famous balloonist and deep diver. The two French officers had on August 12 reached a record depth of 4,900 feet off Cape Cepet,

Mediterranean Sea. Prior to that the record had been held by the American Otis Barton, who descended to 4,500 feet off the Californian coast in 1949. The French Navy said that the second record dive made by Houot and Willm lasted 2 hours 34 minutes.

#### FOG BLANKET OVER SYDNEY HARBOUR.

Early on the morning of July 14 Sydney was blanketed by one of the thickest fogs for many years. Visibility in parts was reduced to a few yards, causing harbour traffic to crawl or to temporarily suspend. Air, water, and land transport operations were badly affected.

#### MIDSHIPMEN RECEIVE TRAINING AT SEA.

Twenty-eight cadet-midshipmen from the Royal Australian Naval College received training at sea during a cruise from Westport (Victoria) to Sydney. The cruise was made in the ocean minesweeper H.M.A.S. "Gladstone." "Gladstone" left Westport on Sunday, August 9 and called at Jervis Bay on August 11 where the midshipmen saw over the Naval Air Station at Nowra. They arrived in Sydney

on August 12. A Rugby football match was played at Nowra Naval Air Station and also matches were played in Sydney against Christian Brothers College, H.M.A.S. "Penguin" and Petersham Junior Rugby Union Club. "Gladstone" left Sydney on the 17th August and arrived back in Westport on August 19.

#### LAUNCH OF NEW AIR DIRECTION FRIGATE.

H.M.S. "Salisbury," the first of the new type of air direction frigates, was launched at Devonport Dockyard, England, on Thursday, June 25. Lady Mansergh, wife of Admiral Sir Maurice J. Mansergh, K.C.B., C.B.E., Commander-in-Chief, Plymouth, particulars of whose career appeared in the July issue of this journal, performed the naming ceremony.

The frigate is of 340 feet in extreme length and has a beam of 40 feet. She will be powered by British Admiralty Standard Range Diesel Engines, and her main armament will consist of two 4.5 inch guns and two smaller guns.

Introducing the Navy Estimates for 1952-53, the First Lord of the British Admiralty (the Rt. Hon. J. P. L. Thomas, M.P.), stated that new frigates are of four types—two types for anti-submarine work, a third for anti-aircraft, and a fourth for aircraft direction.

"Honourable members," the First Lord continued, "may wonder why it has not been possible to produce an all-purpose vessel. The answer is that modern equipment is now so great that it will not go into a vessel of a reasonable size. No one ship, therefore, can carry all, but at the same time each type can do some of the work of the other types."

"He will never have true friends who is afraid of making enemies."

—William Hazlett.

The Navy



# MARITIME NEWS OF THE WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

#### FIRST AUSTRALIAN-OWNED TANKER ARRIVES.

The first Australian-owned tanker, the "Harold Sleight," arrived in Botany Bay on July 25. The new vessel brought a cargo of four million gallons of fuel to Australia. She is expected to bring about 70,000 tons of petroleum fuels annually to Australia from overseas refineries. The ship is equipped with the latest navigational aids, including radar, echo sounding equipment, radio direction finder, and gyroscopic compass. The "Harold Sleight" discharged her cargo at Botany Bay to the new near-to-Sydney bulk oil terminal now nearing completion. The owning company has constructed 2½ miles of 8-inch tanker discharge pipeline from the terminal to the tanker moorings at Botany Bay. The total capital cost of the terminal project is expected to exceed £250,000.

#### FLOATING FISH FACTORY LAUNCHED.

Claimed to be the biggest ship of its kind in the world and one that promises to revolutionise the fishing industry of the United Kingdom, the 280-foot, 2,500-ton trawler "Fairtry," a veritable floating fish factory, was launched early in July at Aberdeen, Scotland. She will have the power and fuel capacity to fish in any part of the world and may even invade areas never fished before. She will have a storage capacity

for 600 tons of frozen fish and accommodation for a crew of 82, including 19 officers and technicians. Propelling machinery is a four-cylinder opposed-piston oil engine developing 1,900 h.p. at 135 r.p.m. An official of the builders, Messrs. J. Lewis and Son Ltd., placed the cost of the ship at "many hundreds of thousands of pounds."

#### "FOREMOST 17" ENDS SUCCESSFUL GOLD SALVAGE JOB.

The British salvage ship "Foremost 17" recovered 30 of the 35 gold bars from the wreck of the "Niagara," which was sunk by a German mine in 1940 off the North Auckland coast of New Zealand near Whangarei. Salvage operations were then discontinued. It will be remembered that 35 bars of gold remained in the wreck after an Australian salvage expedition 12 years ago had recovered nearly 10 tons of gold bars, then valued at £2,397,600.

#### FREIGHTER SINKS AFTER COLLISION.

The freighter "Jacob Luckenbach" (7,869 tons) sank 11 miles off San Francisco early on the morning of July 14, after it and the ship "Hawaiian Pilot" (8,449 tons) collided. A heavy fog, reducing visibility to 500 yards, lay outside San Francisco harbour at the time. All the crew members were rescued and no serious injuries were reported.

#### NEW BRITISH TANKERS LAUNCHED.

Two new tankers were launched on Monday, June 29, at two different English shipyards. These new additions to Britain's tanker fleet are "British Envoy" of 16,000 tons d.w., the first of four similar ships ordered from William Doxford and Sons of Sunderland, by the British Tanker Company, and the 18,000-ton "Haustrum" built by R. and W. Hawthorn Leslie and Company of Hebburn, for the Anglo-Saxon Petroleum Company. At the launching of the latter tanker Mr. J. W. Platt, managing director of the owners, predicted that world demand for oil would settle down to an expansion rate averaging about 5 per cent. a year. This would call for an annual addition of tanker capacity of 90 fast vessels like the "Haustrum." An indication of the magnitude of tanker building activities in U.K. was given by a spokesman of the Hebburn shipyard when he disclosed that "Haustrum" is the first of five 18,000-ton tankers being built by the firm. In addition they had orders for two tankers of 31,000 tons each.

#### ROUND THE WORLD IN A CIGAR-SHAPED BOAT.

A Swiss mechanic, Heinrich Maag aged 56 of Zurich, and a crew of three are to sail shortly on a world voyage in a cigar-shaped boat. Maag built the boat himself, taking two years to com-

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plete the job. It is 75 feet long with a beam of only 27 inches. A motor capable of 31 miles per hour drives it, and the boat has a range of 1875 miles. Incidentally, it will be a matter of up and down, not round the deck walks, for Maag and his merry crewmen.

#### "AORANGI" NOT TO BE REPLACED.

The managing director of the Union Steamship Company in Sydney, Mr. M. B. Miller, said on July 31 that the Canadian-Australasian Line had no plans to replace the liner "Aorangi" on the trans-Pacific route with a similar passenger vessel. The company, he said, would continue to operate five freighters across the Pacific. A few passenger bookings would be available on each freighter for trans-Pacific travelers.

#### FREIGHTERS COLLIDE IN NEWCASTLE HARBOUR.

The 2,257-ton freighter "Wanaka" came into collision with another freighter, the 2,856-ton "Koomilya," in Newcastle Harbour on the night of August 4. The "Koomilya" was tied up at No. 3 lee wharf when the "Wanaka," which was pulling out from the next berth, was blown against

her by a strong wind, badly damaging her bow. The collision ripped a jagged hole about 20 feet long and two feet deep in the half-inch plate of the "Koomilya" high up on the starboard bow. The "Wanaka" hove to after the collision, but continued on her way to Sydney later. Three seamen sleeping in the forecabin of "Koomilya" had narrow escapes from injury or death.

#### DOLLAR EARNING CRUISE BY "BRITANNIC."

More dollars for the sterling area will be earned by the 27,000-ton motor liner "Britannic" as a result of a New York-Mediterranean cruise early next year. An announcement by the Cunard Line says that the 59-day voyage will begin on January 29. Some 21 ports will be visited and the vessel will cover 12,000 miles before arrival at Southampton where the cruise terminates on March 29. Minimum fare will be 1,275 dollars.

#### M.V. "CYMRIC."

The "Cymric," which is a sister ship to the "Cedric," arrived in Australia recently on her maiden voyage. This 10,800-ton motor vessel of the Shaw Savill Line has a service speed of 17 knots and

has been fitted with the most modern equipment for the handling of her large general and refrigerated cargo. Captain G. Campbell is in command.

#### SHAW SAVILL'S SERVICE TO N. QLD.

Mr. Horace C. Sims, Freight Manager in London of the Shaw Savill Line to Australia, sailed from Sydney for England late in July by the "Moreton Bay" after a two month's tour of the Australian ports. He has been particularly interested in seeing North Queensland in view of the Shaw Savill 3-monthly regular service to North Queensland ports.

#### OIL TANKERS FOR CANADIAN COMPANY.

A 31,000-ton d.w. oil tanker is to be built by Vickers-Armstrongs, Barrow-in-Furness, for the Eagle Tanker Company, a wholly owned subsidiary of the Canadian Eagle Oil Company. Another similar vessel has been ordered for the same owners from Cammel Laird, Birkenhead.

#### NEARLY 100 SHIPS IN FIVE MONTHS.

Nearly one hundred merchant ships were completed in United Kingdom yards during the first five months of this year. The month of May saw the completion of 22, totalling 114,675 tons gross, making the year's aggregate to the end of that month 98 vessels of 526,902 tons. The May total was the second highest this year, being second only to March when 27 ships of 131,803 tons were completed.

#### BRITISH FREIGHTER RELEASED.

The British master of the 1,929-ton freighter "Admiral Hardy," Captain W. B. Hoskings, reported by radio on August 4 that his vessel had been released by the gunboat [presumably Nationalist China] which had detained her in the Formosa Strait six days before. The "Admiral Hardy's" cargo of timber



Members of the crew of H.M. Submarine "Tactician" loading a torpedo into one of the tubes of the submarine at Balmoral Naval Base, prior to the "Tactician's" departure for New Zealand recently for one month's exercises with the Royal New Zealand Air Force and the Royal New Zealand Navy.

was confiscated. After being released the "Admiral Hardy" returned to Hong Kong.

#### RESCUE AFTER SEVEN HOURS IN WATER.

An elderly man, Ernest Mullins, fell overboard from the liner "Amsterdam" in the North Sea on Aug. 11 and was picked up by a trawler seven hours later. He had swum and floated the whole time.

#### SPANISH SHIP SINKS AFTER COLLISION.

The Spanish ship "Duero" (1,420 tons) sank on July 26 after a collision with the British

6,765-ton freighter "Culrain," in the Straits of Gibraltar. The British destroyer "Daring," which rushed from Gibraltar to the scene of the collision, picked up all 24 crew members of the "Duero" and her sole passenger. The "Culrain," registered at Leith, Scotland, and owned by the South Georgia Company, was sailing from Middlesborough, Yorkshire, to Bona, Algeria. The "Duero" was a Spanish coastal vessel, owned by the Compania Maritima Frutera, of Cadiz.

#### "ARKABA" TOW RESUMED.

After an air and sea search

which had been going on for days, a specially chartered A.N.A. plane located the derelict freighter "Arkaba" at 3.35 p.m. on August 8 following a two hours' sweep of the Great Australian Bight. The tugs "Allegiance" and "Yuna" were then directed by radio to the "Arkaba's" position. As the weather was moderate the "Allegiance" took the "Arkaba" in tow to resume the passage to Hong Kong. The tow is, we understand, on this occasion being made by the eastern Australian route.

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## PERSONAL PARAGRAPHS

### ROYAL RECEPTION TO BRITISH ADMIRALS.

Admiral Sir John Edleston, G.C.B., C.B.E., had the honour of being received by Her Majesty The Queen upon his appointment as First and Principal Naval Aide-de-Camp to Her Majesty, when The Queen invested him with the Insignia of a Knight Grand Cross of the Most Honourable Order of the Bath (Military Division); Admiral the Hon. Sir Guy Russell, K.C.B., C.B.E., D.S.O., had the honour of being received by Her Majesty upon relinquishing his appointment as Commander-in-Chief, British Far East Station.

### NEW U.S. NAVAL ATTACHE IN AUSTRALIA.

Captain R. A. MacPherson, U.S.N., arrived in Melbourne on August 9 to fill the post of United States Naval Attache in Australia on a two-year term of office. Captain MacPherson, who has spent 20 years in the U.S. Navy, will fly his own plane while on official duty in Australia. One of his first official acts was to suggest to his Govern-

ment that a United States fleet be sent to Australia on a goodwill visit during the Royal tour next year.

### CORONATION HONOURS.

Among the Coronation Honours awarded to Naval personalities were the following:

G.C.V.O.: Admiral Sir John Hereward Edleston, G.C.B., C.B.E.

G.C.B.: Admiral Sir George Elvey Creasy, K.C.B., C.B.E., D.S.O., M.V.O.

K.C.B.: Vice-Admiral Edmund Walter Anstice, C.B., and Vice-Admiral Peveril Barton Reiby Wallop William-Powlett, C.B., C.B.E., D.S.O.

C.B.: Rear-Admiral Geoffrey Barnard, C.B.E., D.S.O., The Venerable Archdeacon Frank Noel Chamberlain, O.B.E., Chaplain of the Fleet, Major-General Richard Frank Cornwall, C.B.E., Royal Marines, Rear-Admiral Norman Vincent Dickinson, D.S.O., D.S.C., Rear-Admiral John Willson Musgrave Eaton, D.S.O., D.S.C., Rear-Admiral Arthur Gordon Voules Hubbard, C.B.E., Rear-Admiral (E) Alexander Da-

vidson McGlashan, D.S.O., Commodore Arthur Ian Robertson, R.D., R.N.R., Rear-Admiral Robert St. Vincent Sherbrooke, V.C., D.S.O., Commodore Courtenay Alexander Rives Shillington, V.R.D., R.N.V.R.

G.B.E.: Admiral The Honourable Sir Guy Herbrand Edward Russell, K.C.B., C.B.E., D.S.O.

K.B.E.: Vice-Admiral Charles Thomas Mark Pizey, C.B., D.S.O., and Vice-Admiral Albert Lawrence Poland, C.B., D.S.O., D.S.C.

C.B.E.: Rear-Admiral (E) Robert Cobb, O.B.E., Miss Jeannie Kathleen Gillanders, R.R.C., Matron-in-Chief, Queen Alexandra's Royal Naval Nursing Service.

### R.A.N. OFFICERS AWARDED CORONATION HONOURS.

In the Coronation Honours the following officers of the Royal Australian Navy received Awards:

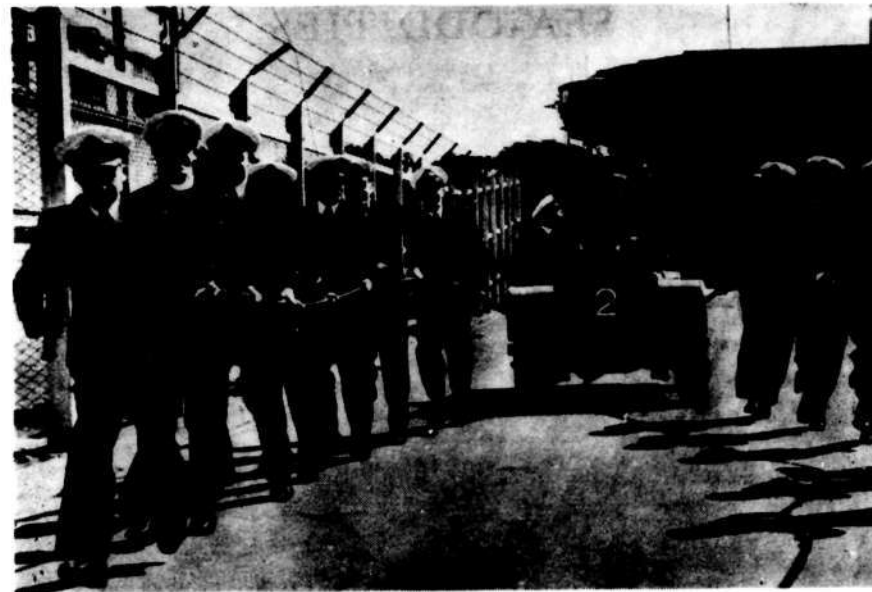
C.B.E.: Captain Herbert James Buchanan, D.S.O., A.D.C., R.A.N., who was Captain in command of H.M.A.S. "Sydney", the light fleet carrier who represented Australia at the Coronation Naval Review at Spithead on June 15.

O.B.E.: Commander (E) Allan Dreghorn Cairns, R.A.N., Commander John Midford Little, R.D., R.A.N.R. (S).

M.B.E.: Lieutenant-Commander (S) Keith Clarence Cameron, R.A.N., Commissioned Bandmaster Charles Gordon McLean, D.S.M., Royal Marines (on loan to the Royal Australian Navy).

### WITH ROYAL PARTY FOR TOUR OF AUSTRALIA.

Buckingham Palace on August 5, in announcing the personal staff for the Queen and the Duke of Edinburgh during their tour of Australia and New Zealand next year, said that Lieutenant-Commander Michael Parker, R.N., the 33-year-old Australian born in Melbourne, would be Private Secretary to the Duke, a post he has held since 1948.



Captain H. J. Buchanan was given a traditional farewell by officers of H.M.A.S. "Sydney" when he relinquished command to become Second Naval Member in Melbourne. Normally the Captain is rowed ashore by his officers when he gives up command, but in this case a jeep was used.

### ADMIRAL TORLESSE RECEIVES NEW APPOINTMENT.

The British Admiralty has announced that Rear-Admiral A. D. Torlesse, C.B., D.S.O., has succeeded Rear-Admiral C. R. L. Parry, C.B., D.S.O., as Flag Officer Ground Training.

### WELL-KNOWN AUSTRALIAN SHIPPING MAN DIES.

Mr. C. E. Whitaker, a former managing director of W. G. Deuchar and Company, died in Sydney late in July. Mr. Whitaker was well-known in the shipping industry in Australia and also abroad. He was managing director of W. G. Deuchar and Company from 1920 to 1947. After 1947 he went to London and took up duties as a director of the Ellerman and Bucknall Steamship Co. Ltd. Mr. Whit-

aker returned to Australia in 1950 and became deputy chairman of the Overseas Shipping representatives' Association until the end of 1952. Mr. Whitaker leaves a wife, one son and one daughter.

### PETTY OFFICER'S GALLANTRY.

The London Gazette has announced the award of the British Empire Medal (Military Division) to Petty Officer Samuel John Horlick, C/JX 154853, of H.M.S. "Barsound," a boom defence vessel, for gallantry during the flood disaster in February last.

When H.M. Dockyard, Sheerness, was flooded on the night of February 1, the salvage ship "Uplifter," in dry dock, was in danger of capsizing owing to the flood waters pouring into her engine room, and all hands were ordered ashore.

Petty Officer Sorlick, on being told what was happening, organised a party of five ratings and, securing a dinghy, which was drifting nearby, boarded the ship. The party had already seen another ship, H.M.S. "Berkeley Castle," a frigate, capsized, but, in spite of this, and fully aware of the risk they ran, Petty Officer Horlick led the party below by the aid of candle lanterns. He found where the water was flooding into the engine room and, working for nearly an hour in semi-darkness, the party succeeded in making the ship reasonably watertight and probably prevented her capsizing.

Petty Officer Horlick set a splendid example of courage and initiative and knowledge of what to do to ensure the safety leadership and showed outstanding of one of H.M. ships.

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## SEA-ODDITIES

A school of playful whales, about a round dozen in number, invaded Sydney Harbour on the morning of July 14. The whales, ranging from 60 feet in length to calves 10 feet long, were first seen off Manly ferry wharf and soon had thousands of people watching them from the shores. Blowing water 20 feet high and sporting on the surface, the whales slowly moved inshore until they were less than 50 yards off Fairlight Beach. Later they cruised about 200 yards off shore and then came in closer again, causing high waves as they broke water near the beach. After making a sporting "promenade" along the length of Fairlight Beach, they headed out into the Harbour, and presumably back through the Heads again.

Nova Scotia fishermen, said a message from Halifax on July 20, think they have ended the reign of terror recently enjoyed by a monster shark which they had named "The Rammer." They believe a 600-lb. shark they harpooned inside Louisbourg harbour is one that has made ferocious attacks on their coastal fishing craft. "The Rammer" began his rammer-like attacks early in the month, and in one of them sank a lobster-boat, drowning a man.

What comes off the sheep's back is treasure trove today. Certainly it's stuff that should not be left at the bottom of the sea if it can be raised. That, at any rate, is the belief of a four-man expedition which put out from Gloucester, Massachusetts, on July 4 in an attempt to locate a ship that went down off Cape Cod during the late war with five million dollars' worth of greasy wool on board. The leader of the expedition, United States Rear-Admiral Lebbeus Curtis (retired), said before he sailed that some of the 14,000 bales of wool

in the holds of the sunken vessel, "Oregon," had come from Australia. He believes that the wool, locked in watertight compartments, can be salvaged after more than eight years under water. Good luck to him and his party! The "Oregon" was rammed and sunk by the U.S. battleship "New Mexico" somewhere East of Nantucket Island and 17 of her crew went down with the ship. Rear-Admiral Curtis believes the "Oregon" lies in about 20 fathoms about 20 miles from the Nantucket Lightship.

Incidentally, many a strange story is woven into the history of deep diving and salvage work. Tragic was the case of a diver who found a bottle of whisky in a wreck. When a corked bottle is lowered into a few fathoms of water, the cork, being compressible, becomes loose and allows the sea to mix with the contents. During the war, a torpedoed ship was brought up and beached in Lough Swilly for patching. One of the divers engaged in cutting off the jagged edges of the fracture to make a fair surface, passed through the hole into the ship's hold, where he found a case of whisky. He brought a bottle up with him and, after being undressed from his diving suit, went below to his berth, poured out three mugs-full for himself and his two mates, and drank his own right off at a single draught.

It was a veritable draught of death. Almost immediately there was a change in his appearance so striking that his horrified companions paused with their mugs halfway to their lips, and then for the first time they noticed a strong odour like crushed laurel leaves. The diver died in a very short time, and at the inquest it was established that the whisky was full of cyanides which had formed part of the cargo in the

same hold, and becoming dissolved in the sea-water had mixed with the contents of the loosely-corked bottle.

The preceding story is taken from Sir Robert H. Davis' fascinating book "Deep Diving and Submarine Operations," as also is the following. It concerns a diver and a telegraph boy. Many years ago, very early on a summer's morning, long before the milkman had commenced his rounds, Sir Robert's old friend and co-worker, Mr. Henry A. Fleuss, the inventor of the first practicable self-contained diving dress, and author of many other inventions, was experimenting alone with his apparatus in the Thames at an up-river resort. He had walked on the river-bed from the Middlesex side to the Surrey shore [in diving dress, of course] and was approaching the bank on his return journey when, just at the moment that his head

covered with a mask which looked remarkably like a death's head appeared above water a telegraph boy happened to be walking along the towpath. The boy, seeing what he took to be some supernatural monster emerging from the water, stood with wide-open mouth and staring eyes, transfixed to the spot like one petrified. Fleuss at once took in the humour of the situation, and stood still for a few moments. He then moved slowly forward toward the bank, but, before he had gone a couple of yards, the boy set up an unearthly yell, and, running as though "Old Nick" were at his very heels, was lost to sight in a few seconds. But can you imagine the tale he told over the next few weeks. In fact, he's probably telling it yet.

From diver lore to bird lore. As all seafarers know, there are few sights more fascinating at sea than that of an albatross in flight.

Like most ocean birds, this great sea rover flies low over the water when hunting his food. He seems to rise and fall with the rollers, now swooping down into the deep trough of a wave, and now reappearing, skimming and then soaring over the foam-tipped crests with incredible ease and beauty. And the splendour of his 10-foot outspread wings—is there anything in bird flight finer than this? As the frigate bird is the solitary wanderer of the warm Central Pacific sporades, so the albatross is the monarch of the wild wastes of the Southern Ocean. The albatross will follow in a ship's wake for days on end, intently scanning the waters ever on the lookout for food. He captures his food in his stout hooked beak, which, covered as it is with a number of horny plates, is specially adapted for snapping up small cuttle fish and other dainty snacks from the surface of the ocean.

A mysterious type of jelly-fish with a sting deadlier than those of snakes is believed by a Brisbane research scientist, Dr. H. Flecker, to have caused the death of people in North Queensland. He said the death of James Ernest Lane, 33, near Townsville early in May was caused by a "stinger" of which little is known. Death from the mystery stinger is said to have taken place within half an hour and was attended by severe pain, paralysis, and mouth frothing. But Miss Elizabeth Pope, assistant-curator of invertebrates at the Australian Museum, in College Street, Sydney, claimed that the mystery stinger was no mystery really. She said that the offenders were cubomedusa, a group of jellyfish common to the seas around the Philippines, which occasionally travel southward to the Queensland coast.

One of the most interesting life-forms of the seas is the shell-covered starfish, which is of many shapes, sizes and hues. One variety on the Barrier Reef measures

nine inches across, and is of a blue so brilliant that one can hardly believe it to be natural. And close beside it may lie a whole family of tiny red ones—a coral-red almost as brilliant as that of the blue of their big cousin. Some of the biggest starfish occur on the coast of North-West Australia. Here they may be found measuring as much as fifteen inches across and eight inches thick. They look really beautiful with their incredible shades of

pinks, blues, yellows and reds; and in fact almost every colour is represented. Some of them have as many as six arms, some have only three; indeed, there is no end to the colours and shapes of star-fish.

American production has increased by 70 per cent. in the last 12 years. Australian production is up only 10 per cent.

—Mr. R. G. Casey, External Affairs Minister.

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## SPEAKING OF SHIPS

The Pacific Steam Navigation Company has ordered from Harland and Wolff of Belfast, a new twin-screw passenger ship of about 19,320 tons gross, accommodating 787 passengers and being driven by double-reduction geared turbines.

The Japanese Parliament on July 30 unanimously agreed to reopen trade with Communist China.

German scientists have been studying the possibilities of copying sea animals instead of fishes to increase the speed of ships.

A 5-foot Brazilian boa green tree snake, evidently a stowaway from a fruit-carrying ship, was found coiled around a stalk of bananas at a London suburban greengrocer's shop on July 30. It was taken to the London Zoo.

Japan's Foreign Minister (Katsuo Okazaki) said in Tokyo on July 30 that now the Korean truce was signed, the whole question of trade with China could be viewed from a different angle. He promised to lift trade restrictions soon.

Mr. H. L. Collins (chairman) and Mr. Harold Rabling, a director of Standard Vacuum Oil Company, New York, who arrived in Sydney recently, are discussing with their Australian affiliates the £17,000,000 expansion of the company's petroleum refinery at Altona, near Melbourne.

Norwegian navigation schools are experiencing a sharp shortage of young men training as radio officers, but it is made up by women candidates who have proved a great success on shipboard.

The Australian Joint Parliamentary Committee of Public Accounts was told in Canberra on July 9 that the cost of drilling a

hole 10,000 feet deep in search for oil in North-West Australia would be £500,000. Dr. Raggatt, the secretary of the Department of National Development said this in the course of giving evidence on an oil-drilling plant, valued at £319,000 which the department bought but which is now lying idle in Melbourne.

Dr. Dennis Rebbeck, of Harland and Wolff's, has prophesied that the present tendency to pressure-charge large two-cycle opposed-piston diesels will lead to the oil engines having an advantage over steam again.

A senior executive of the National Coal Board (of the United Kingdom) has been inspecting coal loading appliances in Canada and the United States, and it is probable that some American plant may be installed at Swansea, Wales when there is a reasonable amount of coal to be exported.

Canada has allotted to Ceylon capital and technical aid worth ten million rupees (£570,000) under the Colombo Plan, it was officially announced in Colombo on July 20.

It is maintained that considerable further research is required before the gas turbine could burn boiler oil without rapid black fouling due to a deposit of vanadium pentoxide.

Sir John Hobhouse has stated that Messrs. Alfred Holt & Co. have spent about £30,000,000 during the past eight years building or buying ships.

The Indian Government has stopped giving new loans to ship-owners to buy second-hand tonnage in the hope that it will make them order ships from the Vizagapatam shipyard in which it has a controlling interest.

Two ships engineers, Robert Holbrook and Robert Scharfstein, were scalded, Holbrook seriously, when they were hit by a blast of steam from a boiler on the 5,282-ton interstate freighter "Swan River," at Cockatoo Island, Sydney, on the night of June 17.

Iceland is to sell half its annual herring production and a third of its frozen fish production to Russia under a two-year trade pact signed in Moscow on August 1, a message from Reykjavik, Iceland, said on August 3.

A one-year trade agreement between the Argentine and Russia was signed on August 5, according to a message received from Buenos Aires on that day. The Soviet agrees to send the Argentine 30 million dollars worth of goods, including crude oil, in exchange for wool, hides and other primary products.

The Australian Minister for Commerce and Agriculture, Mr. J. McEwen, said in Canberra on August 7 that the latest increase of 7½ per cent. in shipping freights from Australia to the United Kingdom was greater than could be justified on facts and figures.

The United States Agricultural Department said on August 6 that it will ask the Tariff Commission (of that country) to set import fees on foreign wool to reduce a domestic wool surplus of 100 million lb.

The British Ministry of Transport has increased its fees for certificates, surveys and other services to shipping.

The Norwegian Salvage Company has joined the Mediterranean Salvage Union and has sent the "Salvator," a 579-ton ship built in 1948 and one of the most up-to-date salvage vessels afloat, down to the station.

## H.M.A.S. "SHROPSHIRE" TO BE SOLD

The twenty-five-year-old now obsolete cruiser H.M.A.S. "Shropshire," would be dismantled and the hull would be offered for sale. This was announced on August 7 by the Minister for the Navy (the Hon. William McMahon).

The Minister said that the possibility of modernising such an old ship had been carefully investigated by the Naval Board but the Board had decided that it would be uneconomical to refit a modernise "Shropshire", even for a limited wartime role.

H.M.A.S. "Shropshire" was transferred from the Admiralty as a gift to the Royal Australian Navy in 1943 to replace H.M.A.S. "Canberra" which was lost in the first battle of Savo Island in 1942. Before the final decision was made to dispose of "Shropshire" the Admiralty was consulted to ascertain whether the Royal Navy could make use of the cruiser.

Admiralty advised the Naval Board that no further requirements could be seen for the ship by the Royal Navy and that they had no objection to her disposal by sale.

"Shropshire" served throughout the war, first as an R.N. ship and later in the R.A.N. The cruiser arrived in Australia in 1943 under the command of Vice Admiral Sir John Collins, then Captain Collins. She was soon in action in the South West Pacific supporting Allied landings at Arawe, Cape Gloucester and the Admiralty Islands. In mid-1944, "Shropshire" was again in operations off Wakde and Biak Islands, and Aitape. In October, 1944, "Shropshire" took part in the Battle of Surigao Strait where she claimed many hits on the Japanese leading battleship "Yamashiro."

Early 1945 saw "Shropshire" as one of the huge bombardment

group at Lingayen. Aircraft suicide attacks were prevalent and "Shropshire" had her share of near misses, but they did not stop her from being in the bombardment of Corregidor Island which resulted in a successful paratroop attack on the stronghold. Her final assaults of the war was at Labuan Island. "Shropshire" was in Tokyo Bay for the signing of the surrender and in 1946 took the Australian Victory Contingent to England. The cruiser was placed in the Reserve Fleet in 1949. Mr. McMahon said that it was not intended at present to obtain another cruiser as a replacement for "Shropshire."

"A stable economy is still the best contribution Australia can make towards lessening the tension spots of a cold war."

—Mr. R. G. Casey, External Affairs Minister.

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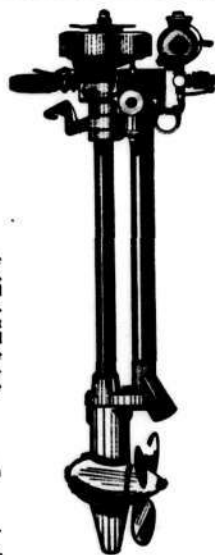
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**The Silent World.** By Captain J. Y. Cousteau with Frederic Dumas.

Published by Hamish Hamilton, London.

At last there is no mistake about it: man has just about conquered the heights, depths, latitudes and longitudes of this world.

And by "conquered" I do not just mean mere physical conquering, but mastery by a combination of bodily strength, willpower, and invention. This astonishing volume by Captain Cousteau in collaboration with his inseparable confrere Frederic Dumas, amply justifies our statement and removes all doubt.

With 64 pages of the most remarkable photographs (16 in full colour) ever taken under water and some 148 pages of modestly written but vividly presented text, Captain Cousteau tells the story of modern deep-sea diving, reveals to us the world of the sea floors in a way that sounds more like a Jules Verne novel of eighty years ago than a living testimony of well-established fact.

For Captain Cousteau is not only the greatest living authority on modern deep-sea diving: he it was, as pointed out in a special feature article in the July issue of this journal, who made modern deep-sea diving possible and invented the aqua-lung. Never before save in the circumscribed limits of a diving bell had the oceanic floors been explored and adventured in at such record depths as are now attained by the recently evolved fraternity known as men-fish or aqua-lung divers.

But let Captain Cousteau himself tell how, after years of goggle-diving and experimentation it all began. Here it is in a few words. Opening the book at

Chapter One, entitled "Menfish," we read:

"One morning in June, 1943, I went to the railway station at Bandol on the French Riviera to collect a wooden case expressed from Paris. In it was a new and promising device, the result of years of struggle and dreams: an automatic compressed-air diving lung conceived by Emile Gagnan [the eminent French engineer] and myself. I rushed to Villa Barry where my diving comrades, Philippe Tailliez and Frederic Dumas, were waiting. No children ever opened a Christmas present with more excitement than we did when we unpacked the first 'aqua-lung'. If it worked, diving would be revolutionized."

It did work. The new era of aqua-lung diving had begun. From that day to this, with but one fatality, it has gone on from success to success. With the aqua-lung equipment harnessed to the back, a watertight glass mask over the eyes and nose, and rubber foot fins, men-fish are today making unencumbered flights in the depths of practically every one of the Seven Seas. Incidentally, the first to operate it in Australia, Barry Keen, a member of the Navy League, is already at work in the waters of the Barrier Reef. Using the aqua-lung equipment in conjunction with underwater still and movie cameras, he is making documentary colour films of the amazing life of the reef, and may also engage in hydrographic experiments in that area. The results of his enterprise will be awaited with great interest.

This unbelievably beautiful book by Captain Cousteau is divided into 14 chapters entitled and set in the following order:

Menfish, Rapture of the Deep, Sunken Ships, Undersea Research Group, Cave Diving, Treasure Below, The Drowned Museum, Fifty Fathoms Down, The Submarine Dirigible, Sea Companions, Monsters We Have Met, Shark Close-Ups, Beyond the Barrier, Where Blood Flows Green. There is also a short Epilogue. If you know of a contents page that opens up a more fascinating vision of adventure, high and daring enterprise, oceanographic research, and treasure trove, then I shall be glad to hear of it.

From all this, you will rightly judge that page after page of "The Silent World" gives evidence of exploits and adventures of the most extraordinary kind. And what they have experienced and gained, Cousteau thinks, is not to be compared with what awaits. Many are the fine treasures, he says, waiting within range of the aqua-lung diver. In this regard, he stresses the Mediterranean.

The Mediterranean, he writes, "is the mother of civilisation, the sea girl with the oldest cultures, a museum in sun and spray. The grandest of undersea discoveries, to our taste, are the wrecks of pre-Christian ships on the floor. Twice we have visited classic wrecks and recovered riches beyond gold, the art and artifacts of ancient times. We have located three more such vessels which await salvage." Working to see what they could find with a powerful suction hose they "tunnelled down to find a ship. A hundred amphoras (graceful two-handled earthenware jars used for wine, oil, water, and grain) came out of the shaft, most of them with corks still in place. A few had well-preserved waxen seals bearing the initials of ancient Greek wine merchants."

Then, "fifteen feet down we struck wood, the deck planking of a freighter, one of two ancient cargo vessels that have been found. We were not equipped to carry out full-scale salvage and

our time was limited. We went away with amphoras, specimens of wood, and the knowledge of a unique hydro-archaeological site which awaits relatively simple excavation. We believe the hull is preserved and could be raised in one piece. What things that wreck might tell of the shipbuilding and international commerce of the distant past!"

A naked man swimming in the sea depths mingles with and observes life around and may be

watched by other swimmers and the recording lens of a camera. Thus the aqua-lung means the end of many a superstition. Of the long-dreaded Moray eel, Cousteau says:

"Morays will not attack men in the sea. They presented themselves to us with only the head and neck emerging from the hole. They looked quite fearsome... Alas, it is as prosaic as you and I and the cat. It wishes to be unmolested in the routine of life.

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It is a confirmed home-lover. It will therefore inflict a bite on an intruder. Dumas was once reaching into the reef for lobsters under Machado Light, when a moray bit his finger. The puncture was unimportant and healed overnight. Dumas said, "The moray did not attack me. It warned my hand to get out and stay out." If I put aside the seasnake," Cousteau continues, "the villains of underwater myth are sharks, octopi, morays, stingrays, mantas, squids and barracudas. We have met all but the giant squid, which lives beyond our depth range. Save for the shark, about which we are still puzzled, the monsters we have met seem a thoroughly harmless lot. Some are indifferent to man; others are curious about us. Most of them are frightened when we approach closely."

Far more dangerous than the monsters of the sea to the aqua-lung diver is the dreaded nitrogen narcosis, or "rapture of the depths." In all deep-sea diving this is an ever-present hazard and the diver must constantly be on the alert to resist it. "The first stage is a mild anaesthesia, after which the diver becomes a god. If a passing fish seems to require air, the crazed diver may tear

out his air pipe or mouth grip as a sublime gift. The process is complex and still an issue among diving physiologists. It is a gaseous attack on the central nervous system. Recent laboratory studies attribute 'rapture of the depths' to residual carbon dioxide retained in the viscosity of nerve tissues." Cousteau himself is "personally quite receptive to the 'rapture of the depths'. I like it," he writes, "and fear it like doom." Nor is he alone in this respect. Maurice Fargues, a boon companion who became almost as famous as his great leader, was very receptive to it. It was while under the influence of depth drunkenness that Maurice Fargues, at a record depth of 396 feet, threw away his mouthpiece and paid for it with death.

Capitaine De Corvette Jacques-Yves Cousteau, a gunnery officer of the French Navy, founded the French Navy's Undersea Research Group in 1945 and commanded its research ship, the "Elie Monnier," on a number of oceanographic expeditions. He is now in command of the research ship "Calypso," on a four-year round-the-world oceanographic expedition, sponsored by the French Navy and privately organised by himself. The expedition's

equipment includes the new Cousteau-Girardot submarine cine-camera, a jeep, a helicopter, and an oceanographic device known as a bathothermic bomb.

Nor is the expedition's work to be confined to deep-sea diving and marine photography. There is a great economic vision among its projects and investigations. Writing in his Epilogue, Captain Cousteau says:

"Obviously man has to enter the sea. There is no choice in the matter. The human population is increasing so rapidly and land resources are being depleted at such a rate, that we must take sustenance from the great cornucopia. The flesh and vegetables of the sea are vital. The necessity of obtaining mineral and chemical resources from the sea is also widely recognised, as is plainly indicated by the intense political and economic interest being shown (and by no means only in Texas and California) in tidal oilfields."

There can be little doubt that Captain Cousteau's present round-the-world oceanographic voyage has been projected on some such vision, encompasses the research into and the furtherance of some such vast undertaking.

Nor in his present great undertaking is he without his constant associate. Accompanying him in the "Calypso" as his chief diver is Frederic Dumas, who has made more than 2,500 descents—the most experienced aqua-lung diver in the world. Their co-exploits in searching for the submerged ruins of ancient Carthage, salvaging Greek and Phoenician remains from Mediterranean wrecks, swimming through forests of precipitous coral and taking part in the Piccard bathyscaphe expedition to the Gulf of Guinea, will no doubt find as fine a matching in their new spheres as in the old. If they yield another such book as "The Silent World," we shall anticipate it with great relish.—A.R.

# EX-NAVAL MEN'S Association of Australia



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## (FEDERAL COUNCIL)

The Prime Minister's Department recently advised the Association's Federal Council that the Imperial War Graves Commission has no knowledge whatsoever of any Royal Australian Navy personnel being buried in the Labuan War Cemetery.

The Minister for the Navy has intimated that there will be no R.A.N. Ships available in the main ports of Tasmania during the proposed Navy Week which is being organised by the State Executive in conjunction with the Hobart Branch members.

Federal Council has received to date two nominations for the award of the Association's highest honour, the Gold Badge of Life Membership. The granting of such awards can only be done by the assembled delegates at a Federal Conference. South Australia has put forward the name of its current State President, Mr. George Angus McKee, whilst Queensland has chosen Mr. Gordon W. Scott, the present Honorary Federal Secretary, who has, during the past twenty-two years, continually held various Executive offices.

As a means of giving interested members an insight on the inner workings of the Federal body of the Association, the Executive has, from time to time, invited Association members from New South Wales, and also members of other States who have been visiting Sydney, giving them the opportunity of being present at the regular meetings of the Federal Council. This policy will be carried out during the remainder of the term of the existing Council

and, it is hoped, will be one of the objects of the new body that will be elected from amongst the Victorian members at the Conference in Melbourne next year.

The following officers were elected at the 6th Annual State Conference, held at Melbourne last month:—Messrs. E. M. Smith (State President); C. L. Leggo and J. J. Hartley (State Vice-Presidents); E. J. Fennell (Hon. Treasurer); H. McEwan (Hon. Asst. Secretary); with W. H. Sullivan (Hon. State Secretary), E. M. Smith and W. H. Taylor as Federal Conference Delegates.

## Papua-New Guinea.

A change of officers of the Association in the Territory took place at the August Annual Election; results were as follows:—Messrs. Frank C. Hill (President); G. A. Hawley (Vice-

President); I. McDonald (Hon. Treasurer); N. Cresser (Hon. Secretary); J. Chatfield, W. Frame, V. Landsdowne, W. Smart, W. Hurren, and S. Coles as Committeemen. Mr. L. C. Raebel was the Returning Officer.

The Papua-N.G. Section will again hold its Annual Trafalgar Day Dinner at Port Moresby in October. The Section does not expect to have any members on leave in Melbourne during the Federal Conference and regrets being unable to be represented by its own Delegates.

## South Australia.

The State Executive is endeavouring to make headway on the early inauguration of a new Sub-Section, to be situated at Mount Gambier. Port Adelaide Sub-Section lost one of its newest members, Mr. Harry Waite, ex-Royal Navy, who met with accidental death at Woomera quite

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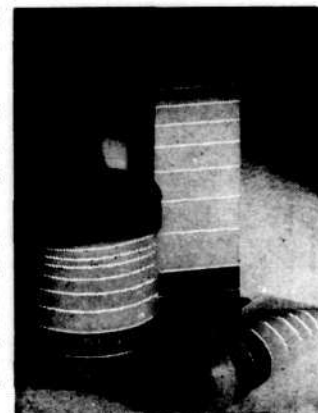
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recently. Port Pirie Sub-Section has welcomed the following new members: Messrs. Leo L. Byrne, Eric L. Edwards, George A. Gow-an, Dennis E. Kershaw, L. Lemm, Eric T. Smith, J. Whelan, Ernest W. Wilton and Stanley J. Zub-rimich. Applications for mem-bership have been dealt with by the Port Lincoln Sub-Section and the undermentioned have now been entered on the rolls of the Association: Messrs. Edwin N. Anear, Lindsay K. Bates, Fred-erick G. Cadd, Bryan J. Clift, George M. Mayne, Joseph M. Rodriguez and Neville Wanke.

### Queensland.

This State's elected Delegates for the Melbourne Conference are Messrs. Eric L. Clifford, William M. Macdonald and William J. Pearce. The Section is gradually obtaining publicity for funds to-wards the creation of the Queens-land Naval War Memorial House. The Association commends the good work being done by the 'Dolphin Sea Cadet Corps' which is under an efficient General Council presided over by Com-mander N. S. Pixley, R.A.N.R. (Rtd.) another worthy member of our Association. Practical as-sistance from interested persons would be welcomed and grate-fully received on behalf of the Corps by Mr. F. Dixon, of 34 Leiper St., Stafford, Queensland. Mrs. Muriel Bath (Hon. Sec-etary) of the Ladies' Auxiliary at Brisbane, is desirous of contact-ing as many ex-W.R.A.N.S. as possible, especially those "lovely" girls who were stationed at "Moreton": a re-union is con-templated in the near future. Correspondence for the Associa-tion may now be addressed to Box 376 E., G.P.O., Brisbane.

### Transfer of Members.

Messrs. Sydney B. Devenish from Footscray to Ararat Sub-Section, David T. Wallace from Melbourne to Geelong, R. Y. Fil-mer of Heidelberg to Adelaide, Gerald E. Darlison, James E. Orr, Robert E. McLean, Morris G. Kearney and John D. Edwards

from Adelaide to Melbourne, Northern Suburbs (S.A.) Port Lincoln, Port Adelaide and Port Pirie respectively.

### Deceased Members.

For the year ended 31st De-cember, 1952, there were record-ed 44 members of the Associa-tion who had passed away, whilst the previous period had 58 known members died, or killed.

G.W.S.

## U.S. PLANS TO ARM JAPAN.

The United States Secretary of State, Mr. John Foster Dulles, said in Washington on July 13 that the United States planned an army of 10 divisions (350,000 men) for Japan. "We have pro-vided the Japanese with assist-ance in developing that force and are proposing to Congress to con-tinue that assistance through the mutual security programme," he added.

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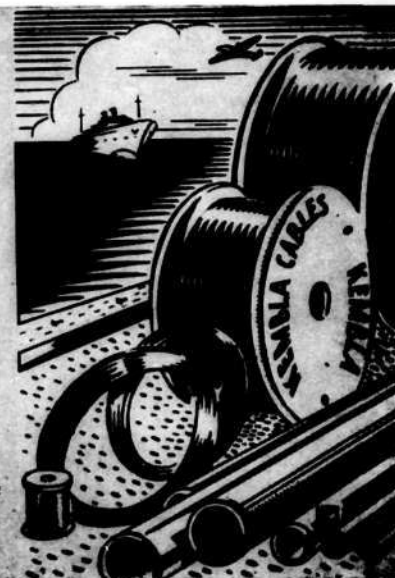
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