

THE NAVY



AUSTRALIA'S MARITIME JOURNAL

OCTOBER, 1953

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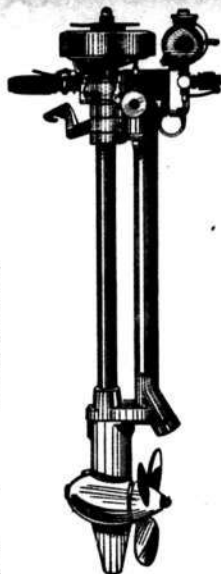


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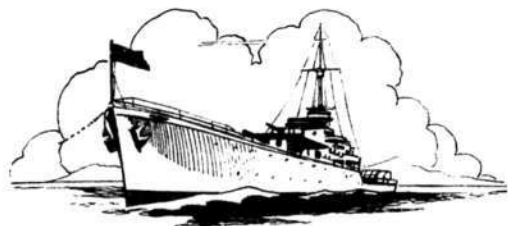
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ANGLED FLIGHT DECK FOR H.M.A.S. "MELBOURNE"

The Royal Australian Navy has not lost any time in adopting the recently-designed type of angled flight deck, which the Royal Navy and the United States Navy are incorporating in some of their aircraft carriers. This new kind of deck, which has revolutionised the technique of deck-landing, and which was designed by the British Admiralty, will be fitted into the aircraft carrier "Melbourne", which is being built for the R.A.N. in the United Kingdom.

It will enable her aircraft to land on with much less risk than aircraft do on the present conventional straight deck, and, besides ensuring maximum safety for pilots and flight-deck personnel, will provide for greater operational efficiency.

It will also reduce the possibility of damage which is now occasionally done to aircraft when they accidentally overshoot the arrestor wires on the straight flight deck and collide with the safety barrier.

The Minister for the Navy (Mr. McMahon) said on September 9 that while flying was in progress in the Fleet Air Arm, safety barriers were raised on carriers not equipped with angled decks

so that in-coming aircraft, which might miss the arrested wires, would not crash into other aircraft that were parked forward. During the normal course of landing, barriers were not needed on the new type of deck.

Aircraft landed on at an angle of six degrees across the deck. The aircraft that had landed on before were parked clear of this angled flight path. If a plane missed all the arrestor wires the pilot would merely go round again, without damage to himself or his aircraft, to attempt another landing.

A safety barrier was provided on the angled deck, but it would be used only if the hook of the aircraft were broken off and there was no other way of stopping the aircraft.

Mr. McMahon added, that the fitting of the angled deck would delay the completion of the "Melbourne" by about six months, but she would, nevertheless, be ready for commissioning by the middle of 1955. As the safety of officers and men of the Fleet Air Arm and the increased efficiency of the ships of the Fleet were paramount, this delay was being accepted.

It had not yet been decided whether H.M.A.S. "Sydney" would be fitted with the new type of deck. It is, however, devoutly to be hoped that such a course will be taken, if and at such time it is found possible and expedient.

INDIA'S NEW ROLE.

Of great importance to Australia in the future will be the part played in Asian affairs by India, our fellow member of the Commonwealth of Nations. India is rapidly assuming the leadership of non-Communist Asia, and her actions and policies will have great influence. Since Australia's destiny is linked up with Asia rather than Europe or the Americas, it would be to our advantage to study India carefully and if possible co-operate with her.

At present India has wise and moderate leadership. Men like Jawaharlal Nehru, Chakravarti Rajagopalachari and Rajendra Prasad are responsible beings aware of the magnitude of the problems that confront them and the fact that India can become a link between East and West. Indian policy throughout the Korean trouble, for example, has been intelligent and far-sighted.

India has a small and noisy Communist Party, but at present there are few indications that the sub-continent will transfer to the Communist camp as China has done. Whereas the Chinese Communists had only to overcome the corruption and incompetence of their foes, the Indians have a tradition of clean British administration, a sound governmental system and leaders educated in the Western manner.

Through her part in the Colombo Plan, Australia is creating goodwill in India, but it cannot be claimed that the ties between the two countries are close enough. We should know more about India's outlook on international affairs and the reasons for her actions and policies. Australians of the future will have to find means of getting along with countless millions of Asians, and the aid and support of an India which, though independent since 1947, is still a member of the Commonwealth, would greatly help in the task.

R.N.V.R.'s FIFTIETH ANNIVERSARY.

June 30 marked the 50th anniversary of the passing in Britain of the Act of Parliament sanctioning the formation of the Royal Naval Volunteer Reserve. British servicemen everywhere will join in extending their congratulations to the officers and men, past and present, of this great and gallant body of volunteers.

The history of the Royal Naval Volunteer Reserve is a most notable one. Initially, Parliament sanctioned the raising of 4,200 men in Divisions, the earliest of which were known as London, Scottish, Mersey, Tyne, and Bristol. Subsequently some of these divisions were separated and others were formed, known as Sussex, Clyde, Forth, Ulster, Tay, Humber, Solent, and South Wales.

Today there are twelve Divisions: Clyde, Forth,

Humber, London, Mersey, Severn, Solent, South Wales, Sussex, Tay, Tyne, Ulster: four Air Divisions: Scottish, Southern, Channel, Northern, and one independent air squadron—No. 833 (Midland) Air Squadron. It is expected that in 1954 the strength of the R.N.V.R. will reach about 12,250 officers and men.

In the two World Wars the R.N.V.R. expanded beyond all recognition and rendered inestimable service to the Allied causes.

At the end of World War I. some 6,665 officers held commissions and there were 45,000 men serving in the Royal Navy and 15,000 in the Royal Naval Division. In World War II, 80 per cent. of all the officers serving in the Navy at one time held R.N.V.R. commissions—48,000 in all.

MEETING A CHALLENGE.

Most of us like to think that we are always prepared to meet a challenge. To do so is an indication of courage and self-respect. Whether it be physical or mental, we like to tell ourselves that a challenge is a stimulant which brings out the best in us, and to which we respond naturally.

Such thoughts are consoling to our self-esteem, but this should not blind us to the fact that few of us really respond to every challenge. Sometimes we shirk them with an excuse. Sometimes we are apathetic about them. Sometimes we simply do not recognise them as challenges.

We in Australia are faced with many challenges in these exciting days. Are we meeting them as a nation? There is a challenge, for example, in the fact that our destiny will be largely shaped by our relations with Asia. We shall have to find ways of getting along with countless millions of Asians. Do we give this state of affairs proper thought and consideration? Do we consciously plan so that the Australia in which our children and children's children will live will continue to be a safe and sound white nation living in neighbourliness with neighbours of other creeds, colours and characteristics? Or do we leave the problem to be solved by somebody else?

Then there is the question of our own moral standards. Do we tolerate too much sharp practice, too much profiteering, too much loafing, too much conflict in industry, often with fault on both sides, employer and employee, too many rogues in our midst? These things would never be if each one of us had a social conscience. How much better it would be if we, as a people and a nation, could face up to them and eliminate them.

Our dangers, national and individual, are a challenge to us; but in meeting the challenges of history and in our individual selves, peoples grow in greatness. We have achieved great things in the past; we can achieve greater things in the future.

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FOR THE NEXT ISSUE OF

The Navy

THE SIGNIFICANCE OF THE GAS TURBINE REVOLUTION

The significance of the gas turbine for future marine applications is the subject of an article by D. A. Smith writing in "The Navy," the British Admiralty's monthly publication published in the United Kingdom. The writer quotes a recent statement by Britain's Third Sea Lord and Controller of the Navy, Sir Michael M. Denny, in which he said that important decisions concerning the future of the gas turbine in the Royal Navy had been made. Sir Michael added: "The consequences of these decisions throughout the marine world will be far-reaching and the impact may well prove as revolutionary as the partial supersession of the steam reciprocating engine at the turn of the century by the steam turbine." In the near future gas turbine will be found in all classes of vessels in some form or other.

"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 propulsion providing for the range of speed below the top fifth of power."

The article recalls that when, in 1947, the Royal Navy's M.G.B. 2009 sent the spume flying in the Solent, she was the first marine craft to be powered by a gas turbine. "This," says the article, "was reminiscent of the famous appearance of Sir Charles Parsons's steam-boat 'Turbina,' half a century before."

The writer continues:

"M.G.B. 2009, a World War II boat, originally had three petrol engines powering three propellers. The gas turbine, known as 'Gatric,' and made by Metropolitan-Vickers, took the place of the

central petrol engine. It was not initially designed for marine work but was an adaptation of an aircraft engine

"After the Gatric had run many hours at sea, three things emerged. Operation at sea level did not result in unduly high deposits on the turbine blades: the engine was easier to maintain than a reciprocating engine and it handled satisfactorily in the craft. While these trials were going on, the Admiralty pressed ahead with four projects ashore. There was the improved version of the Gatric and the 4,800 horse-power G2 engine, recently installed in the two new fast patrol boats, "Bold Pioneer" and "Bold Pathfinder." There was the Rolls-Royce R.M. 60, a powerful gas turbine designed from the start as a marine engine and now being installed for sea trials in the historic World War II gunboat "Grey Goose." There was the gas turbine being developed by W. H. Allen Limited for the powering of a 1,000 kilowatt electric generating set for use as an auxiliary. There was also an English Electric gas turbine, the 6,000 h.p. E.L. 60A.

"In addition the Admiralty decided to purchase a number of the small Rover gas turbines, built for powering motor-cars, in order to test their maintenance qualities in harbour craft."

In a discussion of the implications of the new machinery, the writer says that the "boosting" of the big ships seems to be the most important. The advantage to be gained from a combination of steam and gas turbines arises, he says, because, while steam machinery is heavier and lasts longer, gas turbine machinery is lighter though it does not last so long. Warships only operate at full power for a very small fraction of their life. Thus a combination of the two forms of power gives an overall reduction of weight without sacrificing the life of the

complete installation. When the 'boosted' ships arrive, says Smith, pure steamers will become obsolete because they would be carrying round an additional load of propulsive machinery at the expense of endurance or the ability to mount better weapons or detecting devices. Ultimately, if gas turbines can be made to last as long as steam machinery, the steam component may disappear altogether. Similarly, if the fuel consumption can be reduced, in the smaller craft, the diesel component of the total installation may disappear. The advantage, here, would not be one of weight-saving so much as easier maintenance.

The article ends with a reference to the Naval Wing at the National Gas Turbine Establishment at Farnborough. "This," he says, "is a true stone frigate, the width of the actual testing bay being 40 feet, approximately the beam of a sea-going frigate. In it can be conducted the trials of gas turbines up to 10,000 shaft horsepower in conditions closely resembling those to be found at sea.

"The wing is a beautifully streamlined place with a control room suggesting the shape of things to come. It is just what is wanted to keep Britain in the lead which she has gained in this type of engine, a lead estimated in some quarters to be one of four to five years.

"The bold and resolute policy of the Admiralty in committing itself to a major gas turbine policy should encourage British industry. It may necessitate big changes in the outlook and production detail of the great workshops that have been traditionally associated with ship machinery but the result will almost certainly give Britain a wonderful potential upon which the country can depend at all times."

BRITISH SUBMARINES ARE MAKING NEW RECORDS

By Lt.-Cdr. Nowell Hall, D.S.C., R.N.V.R.

The day when submarines can submerge in home waters and surface again on the other side of the world has been brought nearer by the remarkable feat of the British submarine "Andrew." Diving at Bermuda she came home underwater, using her snort breathing tube throughout her 2,500 mile voyage beneath the sea.

The "Andrew," in making the first underwater crossing of the Atlantic, was returning to the United Kingdom after operating for five or six months with the Royal Canadian Navy. According to her commanding officer, Lieut.-Cdr. W. D. S. Scott, R.N., it was just an ordinary training ship to test the efficiency of the "Snort" apparatus with which all submarines of the "A" class are fitted.

The crew of sixty, who regarded the test as part of their day's work, suffered some discomfort from rough weather in the Atlantic, which at times caused the submarine to roll badly and twice necessitated the boat being taken down to eighty feet for some hours in search of calmer conditions. Although the time spent on passage between Bermuda and Britain is not disclosed, the ship's company was in good spirits when the "Andrew," having made naval history, surfaced at dawn off the south-east approaches to the English Channel.

The "Andrew" is one of the Navy's fifteen big "A" class submarines all of which have been completed since the war. Each of these boats has an overall length of 281 feet, displaces 1,385 tons on the surface, and is reported by Jane's Fighting Ships to have a surface speed of eighteen knots and a submerged speed of 8 knots. They carry ten 21-inch torpedo tubes and are equipped for mine-laying. And obviously they have a great operational range.

The trans-Atlantic crossing is the latest of a series of exacting tests carried out by the British Navy's big submarines since 1947. In that year the "Alliance," fitted with an earlier type of Snort, dived for several weeks again the exact time was not revealed—off the coast of West Africa, during which she travelled for thousands of miles beneath the tropical seas. The following year another "A" class submarine, the "Ambush," made a similar trip in Arctic waters, spending five weeks within the Arctic Circle. At times the "Ambush" encountered such rough weather below the surface that she had to come up for three days until the gale moderated.

Nearly all the major navies of the world have submarines that are equipped with some version of the Snort, for "underwater breathing," which has made possible these endurance tests, was applied to submarines some years ago. The Snort was originally introduced by the Royal Netherlands Navy and towards the end of the second world war it was adopted by other navies. It was claimed that a U-Boat completed early in 1945 would be able to travel submerged from Germany to Japan. None of this apparatus could approach in efficiency that in the "Andrew," however.

Like the Royal Navy, the United States Navy has been carrying out prolonged tests with this type of equipment. In 1950 it announced that the American submarine "Pickerel" had remained submerged for 21 days, while crossing the Pacific from Hong Kong to Pearl Harbour, a distance of 5,200 miles. Early this year 23 men stayed for two months in a submarine submerged at Groton, Connecticut, without suffering any ill-effects from the experience.

But, of course, submarines and their crews do not undertake such

missions merely to establish records. The fact that during training a record—that is, a record as judged from details publicly announced—happens to be set up is not important. Such tests are carried out not as a "talking point" but to assess the performance of a ship's company, the ship and her equipment in strenuous conditions which would be met in active service. Above all, they are designed to test the endurance and reactions of the men on whom the efficiency of the ship must always depend.

In all these trials scientific and medical observers are present. The men's diet, and indeed everything having a bearing on the crew's welfare, receive most careful study. During the "Ambush's" cruise, for instance, the crew were given special food including eggs, chicken and fruit juice. To the gratification of the dieticians, every man on board gained weight. Vitamin tablets which were taken on the cruise "just in case" were brought back untouched.

In almost every instance the returning submarine crews had one complaint. With time to spare and the enforced inactivity which in the circumstances was inevitable, too often they found life boring.

BRITAIN SETS NEW WORLD SPEED RECORD.

Squadron-Leader Neville F. Duke, 31, British test pilot, on September 7 established a world air-speed record of 727.6 miles per hour in a Hawker Hunter jet plane. The machine was the first Hunter Hawker which the Hawker Siddeley Company built. Squadron-Leader Duke took off from Tangmere, Sussex. He flew fairly low. He made two attempts and broke the record on both. He averaged 726 miles per hour at his first attempt.



Quartermaster Georges Beuregard, of Martinique (West Indies), gave his friend Quartermaster Pierre Sossier, of Toulon, France, a beard trim after their ship, the French sloop "Commandant Amyot D'Inville," berthed at Circular Quay recently. The sloop has been on duty in Indo-Chinese waters since 1948 and stayed in Sydney for four days before leaving for Noumea.

BRITISH CRUISER ANSWERS S.O.S.

While proceeding to Korean waters recently H.M.S. "Newcastle" went to the assistance of a merchant ship which had been beached on an island.

The stranded ship, the cement-built "Lady Wolmer," the first ship of this type to operate in the Korean area, got into difficulties in the Korean straits during a gale, and her master was forced to put her ashore on Quelpart.

In response to an S.O.S. message, the U.S.S. "Henrico" pick-

ed up seventeen members of the crew, the remainder, including all her officers, staying on board in the hope of saving the ship.

Within a day, however, the ship showed signs of breaking up after being battered by heavy seas, and the "Newcastle" answered a second S.O.S. message, by taking off the remainder of the ship's complement. It was not possible to land the merchant seamen immediately, as the "Newcastle" had to proceed to her op-

erational area. The rescued seamen, nevertheless, were undismayed by the experience of being on board a British ship while she was engaging the enemy.

The "Newcastle" left behind in the "Lady Wolmer" five ship's cats who refused to leave in spite of every endeavour on the part of crew to bring them with them. The men hoped that when the weather moderated, the cats were able to get safely ashore themselves.

"NUTCRACKER" TEST FOR WARSHIPS

The development of the "Nutcracker" invention for the purpose of testing ships' structures, about which a preliminary announcement was made by us in the July issue of this journal, has created considerable interest in British Naval and shipyard circles. From the Central Office of Information, London, a more detailed report on the construction is now to hand. It reads:

A giant frame for testing ships' structures, capable of crushing the bows of a destroyer like a nut in a pair of nutcrackers, has been constructed for the British Admiralty. It is believed to be the first of its kind in the world.

The building containing it at the Naval Construction Research Establishment, Dumbfries, will be opened by the First Lord of the Admiralty, Mr. J. P. L. Thomas, M.P., on 20th July.

The nutcracker simile should not be carried too far, for the frame is really a large box, made up of steel cells, with a hinged door at one end. The inside of the box is 69 feet long, 33 feet wide and 39 feet high. To each cell in the roof, walls and floor can be fitted powerful hydraulic jacks, operating on the principle of the modern motor-car jack. These jacks can exert loads of 500 tons horizontally, vertically or at angles up to 45 degrees. From each end loads of 2,000 tons can be exerted horizontally. The door which permits the structure under test to be placed in position is power-operated.

The frame, the outside of which measures 85 feet long, 45 feet wide and 51 feet high, with its control gear and recording equipment, is housed in a building 200 feet long, 80 feet wide and 85 feet high. Special heating arrangements are installed to ensure uniformity of temperature during the course of an experiment.

The purpose of the frame is to make experiments on full-scale

structures. The testing equipment so far available to naval architects and structural engineers has been capable only of testing small scale models, from which it was once considered that accurate comparisons with the full-scale design could be made. It has become evident, however, that the behaviour of some materials, particularly steel, can be fully and correctly assessed only from experiments made on structures in which the thicknesses of the materials, the sizes of the members and the methods of connecting them together are faithfully represented at full scale. Thus the large testing frame will open a new era in the accuracy and scope of the information on heavy structures available to designers. It will be possible to test structures up to given loads or to continue testing to the point when the structure collapses, and, of course, to measure the strains imposed.

This testing facility, which will be of the utmost value in assisting the design of warship structures, will also, where defence requirements permit, be available for investigating commercial shipbuilding and civil engineering problems. It is therefore a national asset of the highest importance.

The first job to be carried out in the new frame will be a test of the bow structure supporting the steam catapults in the Aircraft Carrier "Ark Royal". This new type of catapult, a British invention already adopted by the U.S. Navy, and which was put through its paces so successfully in H.M.S. "Perseus," imposes very heavy forces on its supporting structure when an aircraft is launched and it is necessary to be quite sure that the structure built into the ship is strong enough to withstand these forces, yet not stronger than is necessary. Any weight used unnecessarily for such a purpose reduces the margin available

for fighting purposes.

Experience in the "Perseus" does not help in the matter because the catapult was then supported on a heavy but simple structure built on top of the flight deck. This was quite acceptable for trials but could not be used in an operational ship where the support must be incorporated into the underdeck structure. Such a structure is far too complicated for close calculation. In the absence of the new testing frame it would be necessary to allow more generous factors of safety to ensure that no part was too highly stressed. Thus unnecessary weight would be worked into the ship. This test provides an excellent example of the way in which the frame will enable better ships to be built.

BIG UNDERSEA OIL PIPELINE AT FIJI

A 1,500-foot underwater pipeline has been constructed to bring fuel to Nadi airport, Fiji, where international airlines' planes refuel. Built by engineers of the Vacuum Oil Company, the pipe runs overland from tanks at the airport to the shore. Then it "dives" underwater and emerges again at a point where tankers can ride at anchor and unload their cargo into the pipeline. The pipe was built because construction of a jetty would have been too costly. It was assembled on rollers in three sections, tested and then lowered into position.

U.S. JET MAKES RECORD ATLANTIC FLIGHT.

A United States Air Force B47 six-jet bomber plane flew non-stop from England to Florida (U.S.A.) on August 4 in nine hours fifty-two minutes. Its average speed for the 4,450-mile flight—the longest jet hop on record—was 454 miles per hour.

WHAT IS AUSTRALIA?

By Neville Smith.

Australia is your country and mine. It is so whether we be descendants of five generations of the native-born or whether we have just arrived to help build a greater nation. It is a vast country. It is old; it is new. To each of us it presents a different picture: for all of us it has a common factor. It is a mosaic of feelings, of pictures, of impressions, of hopes, of struggles, of faiths, of joys, of sorrows. So what is Australia to you, to me?

Is it the muffled roar of an underground explosion as they drive waterways through the living rock to turn the snow-fed waters of the Eucumbene to the inland country behind the Snowy Mountains . . . is it the turning of water power into electricity . . . the racelines and pondages and dams of Kiewa? Is it a bucket wheel dredger chewing 600 tons of brown coal an hour for 24 hours a day and seven days a week from the new Morwell open cut in the Latrobe Valley . . . the power lines spreading their webs ever further over the countryside to carry the precious "juice" to the distant marches of settlement? Or the smooth hum of the giant dynamo sending out life-giving force to the great city?

Well, partly.

Is it the roar and clatter of the looms at Yarra Falls as they turn good Australian wool into better cloth . . . the smoothly turning lathe, the whining power saw, the stark strength of the hydraulic press, the lurid vapour and violent flame of the blast furnace, the spinning cable wheels of the mine poppet head, the tinny exactness of the precision tool? . . . is it the mechanical complexity of an oil cracking plant as it rears itself above Cockburn Sound at Kwinana . . . the shower of golden sparks as an operator uses a Butt welding machine on a motor truck wheel rim at

Geelong, or the clatter of riveting in the shipyards beside the Gulf at Whyalla?

Well, partly.

Is it the aroma of billy tea brewed over a bush camp fire . . . the cheery splashing of a mountain creek bearing its ice-cold, crystal-clear waters through the granite rocks . . . the scented wood smoke from a farm house kitchen at sunset? . . . is it the carefree mimicking of the lyre bird, or the industrious search for blue objects by the satin bower bird, the brush turkey building its mound, the distant cawing jays over a treeless landscape . . . the long white road stretching in an unbroken line to the horizon, with shimmering mirages dancing in the hot air? Is it the whisper of the warm breeze in the guns and the rustle of the peeling bark . . . the scent of boronia in winter . . . the sibilant sursurration of wavelets as they hurry over the Hawkesbury oyster beds?

Well, partly.

Is it the lowing of the cattle as they come in for the evening's milking . . . the frisky leap of the shorn sheep as it emerges from

the woolshed . . . the neigh of an unbroken colt on a stud farm . . . the indignant bellow of a newly-branded steer? Is it the distant sight of a red tractor drawing a 24-furrow plough across the Mallee wheatlands . . . the crash of a mountain giant as it falls to the blows of Plumb axes and the bite of the crosscut saw . . . the barking of the heebers as they shepherd the flock along the stock routes?

Well, partly.

Is it the whoosh of flame and smoke as a rocket leaves its launching platform on the Woomera range . . . the flash past of a Canberra jet bomber . . . the ticking of a Geiger counter on the Rum Jungle uranium fields . . . the ladder of light of the Instrument Landing System guiding an airliner to the tarmac on a foggy day . . . a far outback call for the flying doctor coming over the pedal wireless . . . Macfarlan Burnett at work on virus research or Hamilton Fairley on malaria?

Well, partly.

Do we see our country in the majestic arch of the Sydney Harbour Bridge, or the serpentine



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progress of the Brisbane river through the Queensland capital? Is it in the Ghan train winding its way through the saltbush, bound for Alice Springs . . . or the Spirit of Progress drawing into Spencer Street station, on time to the minute? Do we see it in the white sails of the yachts flecking the Swan River, or the serene beauty of the Derwent, with Hobart nestling at the foot of snow-capped Mount Wellington? Do we feel it in the sighs of air from the blowholes above the limestone caves of the Nullabor Plain?

Is it a timber ketch beating its way across Bass Strait in the teeth of a howling gale . . . or an aborigine spearing a giant turtle off the Great Barrier Reef . . . or a radio announcer broadcasting a storm warning to ships at sea . . . or the endless surge of Southern Ocean rollers pounding the arid shores of the Great Australian Bight . . . or the pranks of a "willie-willie" whirlwind?

Well, partly.

Do we see our country in the bustle and noise of Flemington when the Melbourne Cup is run . . . or in the East and smells of a country saleyards on cattle market day . . . or in the roar of the presses as they spew forth the final edition of the evening paper . . . or in the staccato clack of a typewriter as a girl clerk hurries to catch the mail . . . or in a surfboat plunging through the breakers off Bondi beach . . . or the hoarse whistle of a diesel engine dragging its trainload of wheat to the seaboard . . . or in the roar of the football crowd as the leather sails between the goalposts?

Is it in the radiant smile of a new mother as she sees her first-born in her arms . . . or in the straphanger, swaying and grumbling on his Monday morning tram . . . or in a pretty girl reading a love story beneath the dryer while her hair is being "permed" . . . or in the whirr of a lawn mower propelled by a suburban garden lover . . . or the steady

note of a church bell calling the congregation to service . . . or the enthusiastic music of a Salvation Army band?

Is it in the musical beauty of Australian aboriginal place names Tintalra, Cunnamulla, Briagolong, Maroochydore, Tumbumba, Kalgoorlie, Triabunna, Jindabyne, Adaminaby, Wallaroo?

Well, partly.

Do we see our country in the beam of light falling on the Shrine Rock of Remembrance at the eleventh hour of the eleventh day of the eleventh month . . . or in the scurrying pencil of a Hansard reporter as he records the doings of our legislators . . . or in the poet endeavouring to put our national spirit into words and the artist busy with his canvas? Is it in the war graves of Gallipoli, Flanders, Kokoda and a dozen other battlefields?

Only partly.

Our Australia is all these things and many more. The smallest and greatest are our country. It is made of things and people, it is in every one of us. And if our country is sometimes wrong, it is because you and I are wrong. What we give to our country is what our country has.

Twelve distinguished Australians said, in the Call to the People of Australia: "We call on our people to remember those whose labours opened this land to uses of mankind; those who bore and reared the children of a new nation; those who died in battle for us, bringing splendour to Australian arms; those who worked with mind and muscle for the heritage which we, please God, shall hold and enlarge for our children and their children."

"And that this may be so, we ask that each shall renew in himself the full meanings of the call which has inspired our people in their highest tasks and in their days of danger."

And may we all respond to the call!

NEARLY 1,200 BOYS WANT NAVY CAREERS.

Eleven hundred and ninety-eight boys sat this year for the educational examinations for entry into the Royal Australian Naval College at Flinders Naval Depot, Victoria. The examinations were held on September 1 and 2. Last year 922 boys applied to enter the College.

The examinations were held at one hundred and sixty-six city and country centres throughout the Commonwealth.

The Minister for the Navy (the Hon. William McMahon) said recently that the examinations would be for the 13-year-old and 15-year-old entries. Seven hundred and ninety-nine boys would sit for the 13-year-old entry and three hundred and ninety-nine for the 15-year-old.

Those who succeeded in the educational test would then undergo a thorough medical test and, if they passed it, would be interviewed by committees of senior naval officers who would make the final selection. Last year the committees selected 39 for the 13-year-old entry and 20 for the 15-year-old entry.

The boys chosen this year would enter the college in January next year as Cadet-midshipmen and eventually become permanent officers of the Royal Australian Navy.

The Minister said that the number of applications received this year for entry into the Naval College showed that a large number of Australian boys wanted to make the sea their profession. The Navy, with its executive, fleet air arm, engineering, electrical and supply and secretariat branches, offered careers with excellent prospects to the young men who were finally selected.

"Liberty and Authority in the best British and Canadian tradition are symbolised in the Crown and personified in its wearer."

—Mr. Vincent Massey, Governor-General of Canada.

HARRISON TIMEKEEPERS AT GREENWICH

All four of the Harrison timekeepers are at work again at the National Maritime Museum, Greenwich, for the first time since the war.

Before September, 1939, it had been possible for these chronometers to be seen running in the Navigation Room of the National Maritime Museum, but during the war they had to be stored, and they all needed cleaning before they could be exhibited again. This was undertaken by the British Admiralty, to whom they belong, and as each was finished it was sent back to the Museum. Now No. 3, the last to be attended, has been returned to its case, and all four can be seen working. They form a great attraction for visitors.

It was in 1714 that the British Government first made an offer of a prize of £20,000 to whoever should solve the difficulty of how to determine the longitude within suitable limits. If a clock could be made to go sufficiently accurately at sea this would provide the solution, but no one had been able to achieve this, and for a long time men sought alternative methods.

Then in 1735 John Harrison, a Yorkshireman who had been brought up as a carpenter, produced his first instrument weighing 73 lbs. This gave some promise in a trial at sea, and was followed in 1739 by the 103-lb. the No. 2 of the four. No. 3, another large machine, was not completed until 1757, and two years later Harrison produced his masterpiece, No. 4. Completely different in appearance from its forebears, No. 4 resembled an outside watch five inches in diameter. In 1761 it was tried on a voyage to Jamaica, and on arrival there was found to have an error of five seconds only.

Before the Government would pay Harrison the promised reward, they insisted that a dupli-

cate should be made by Larcom Kendall, and this timekeeper is also going at Greenwich. It was used by Captain Cook during his second and third voyages of discovery, and that great navigator was enthusiastic about it. Even then it was not until 1772 that Harrison at last received the balance of his reward.

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A stoker is hoisted out of the boiler room of the aircraft-carrier H.M.A.S. "Vengeance" at Garden Island during recent damage-control training. The ship's company carried out all the procedure followed if the ship was damaged by enemy action.

RECORD WORLD OIL PRODUCTION

World oil production was 326,757,000 tons in the first six months of this year, the Petroleum Information Board announced on August 18. This is the most achieved in any half-year, and compares with 307 million tons in the first half of 1952, exceeding it by 19,757,000 tons. The

total includes natural gasolene. The Board estimates the Soviet and Eastern Europe produced 30 million tons. The United States was primarily responsible for the increase with an output of 168,000,000 tons. It thus exceeded its output in the same period of the previous year by 9,842,000 tons.

NEW NAVAL AIRCRAFT FOR R.N.

Vickers-Armstrongs have announced that they have received an order for a "substantial quantity" of twin-jet fighters developed from the Supermarine 508. The aircraft, of which details are secret, are for the Royal Navy.

Mr. J. P. L. Thomas, First Lord of the British Admiralty, said that a substantial order had been placed for a new twin-jet fighter plane of the swept-wing type which would be capable of a very high rate of climb. This aircraft, he added, would receive super-priority.

The Supermarine 508, from which the new fighter has been evolved, was seen in public for the first time at the Society of British Aircraft Constructors' annual flying display at Farnborough in September, 1951, of which mention was made in the editorial columns in the December, 1951, issue of this journal. It was then described as the fastest and most powerful Naval fighter in the world.

The new fighter's two Rolls-Royce Avon axial flow turbo-jets are installed within the fuselage, thus preserving the streamlined shape of a single-engined fighter.

A distinctive feature of the Supermarine 508 is its so-called "butterfly" tail unit, in which hinged sections perform the dual functions of elevators and rudder. The Supermarine 508, which was the first twin-engined jet fighter designed for the Royal Navy, has completed satisfactorily its deck landing trials.

SUVA EARTHQUAKE OF HIGH INTENSITY.

The intensity of the earthquake at Suva in the Fijis in September was between seven and eight on the modified Mercalli scale, on which 12 is total devastation, said the New Zealand earthquake expert, Mr. H. Wellman, on September 22. It is now known that in the earthquake and the subsequent tidal wave at least eight persons were lost.

NEWS OF THE WORLD'S NAVIES

FRENCH NAVAL COMMANDOS IN ACTION.

A message from London on September 6 said that French naval commandos landed at dawn on September 4 in Communist territory, 160 miles north-west of Hue, Indo-China. The French High Command claimed that the landing was highly successful. The commandos are said to have killed 141 Vietminh rebels, taken 56 prisoners and destroyed 120 sea-going junks.

NEW U.S. NAVAL APPOINTMENTS.

A change-over was recently made in leaders of the United States Armed Services. On August 15, Admiral Arthur Radford became chairman of the U.S. Joint Chiefs-of-Staff, and on August 17 Admiral Robert Carney was sworn in as Chief of U.S. Naval Operations.

U.S. NAVY EXERCISES WITH CHINESE NATIONALISTS.

The United States battleship "New Jersey" and the destroyer "Fletcher" during the last week in August took part in air defence exercises off Formosa with Chiang Kai-Shek's Chinese Nationalist Air Force, the U.S. Navy announced on September 1.

NETHERLANDS RETURNS SUBMARINES.

Her Majesty's submarines "Tapir" and "Taurus"—both of the "T" class—on loan to the Royal Netherlands Navy since June, 1948, are being handed back to the Royal Navy. H.M.S. "Tapir," renamed "Zeeland" for the period of the loan, arrived at Gosport, U.K., on July 16, and following a refit, the "Taurus," renamed "Dolphin," will return later in the year. The "Taurus" was completed in 1942 and the "Tapir" in 1944.

R.N. FRIGATE RESCUES SHIP FROM CHINESE NATIONALISTS.

A message from Hong Kong on August 17 said that the British Navy announced that day that the Royal Navy frigate "St. Bride's Bay" had rescued the British freighter "Nigelock" (946 tons) from a Chinese Nationalist warship which chased and intercepted it off Formosa. The Navy said that the "Nigelock," owned by Wheelock, Marden and Co. Ltd., while proceeding from Hong Kong to Shanghai on August 16, reported that it was being chased by a Nationalist warship. It overhauled the "Nigelock" and began to escort the freighter to the Chinese Nationalist-controlled Pescadore Islands. The "St. Bride's Bay" went to assist the freighter and obtained its release without incident. The offending warship retired ignominiously to the southward, a British Navy statement said.

"HAWKESBURY" WINS GLOUCESTER CUP.

The Duke of Gloucester's Cup, presented to the R.A.N. by His Royal Highness when he was Governor-General, has been awarded for 1952 to the frigate H.M.A.S. "Hawkesbury" for arduous and efficient service in the support force during the atomic weapon test in the Monte Bello area in 1952. This was announced recently by the Minister for the Navy (the Hon. William McMahon). Mr. McMahon said that "Hawkesbury" had been on duty as guardship at the Monte Bello Islands, off the north-western Australian coast, from August, 1952, to January, 1953. She had patrolled many hundreds of miles to ensure that no intruders entered the prohibited area either during the installation or the dismantling and removal of atomic

test equipment. In February this year the United Kingdom Ministry of Supply had, in a message to the Naval Board, expressed its sincere appreciation of "Hawkesbury's" work as guard-ship both before and after the atomic weapon explosion in October, 1952. "Hawkesbury" is commanded by Lieutenant-Commander R. J. Scrivenor, R.A.N., of Melbourne.

U.S. ADMIRAL CONGRATULATES FLEET AIR ARM.

Following the demonstration of new flight deck technique by the United States Navy and the Fleet Air Arm in the U.S.S. "Antietam" recently, Vice-Admiral Jerrold Wright, Commander-in-Chief U.S. Naval Forces Eastern Atlantic and Mediterranean, sent the following message to the British Admiralty: "The performance of Royal Navy personnel during 'Antietam' operations has been superlative. We are grateful for the opportunity of working with them in the operational test of the angled deck."

R.N. DESTROYER RESCUES "DITCHED" TRAVELLERS.

The Royal Navy destroyer "Barfleur" (Commander K. C. Grieve, R.N.) with the 16 survivors of a Hastings aircraft which came down in the sea off the North African coast, returned to Malta on July 23. The survivors, none of whom were hurt, walked ashore. The "Barfleur" was sent from Malta to the rescue of the men who were afloat in rubber dinghies, after the Hastings had come down in the Gulf of Sidra, 350 miles off the North African coast. British and American search aircraft found the dinghies in the fine calm weather and two United States amphibian aircraft stood by.

R.N. DESTROYER VISITS FINLAND AND SWEDEN.

The British Home Fleet destroyer "Agincourt" (Captain J. Lee-Barber, D.S.C., R.N.) left Rosyth on July 12 to pay a courtesy visit to Helsinki. She spent a week in the Finnish capital and on her return passage to the United Kingdom she visited Malmo, Sweden, to take part in a "British Week" arranged by the Journalists' Association of South Sweden.

H.M.S. "DARING" ANSWERS DISTRESS CALL.

H.M.S. "Daring" (Captain P. D. Gick, O.B.E., D.S.C., R.N.) left Gibraltar on July 26 to answer a distress message after a collision between a British steamer and a Spanish cargo ship in dense fog. They were the "Culrain" (6,375 tons) of Leith, and the "Duero" (1,345 tons). The "Duero" sank within an hour and a half. The Spanish crew of 28 took to the lifeboat and were picked up by the "Culrain," later be-

ing transferred to the "Daring" and brought to Gibraltar. The "Culrain" was able to continue her voyage to Algeria. H.M.S. "Daring" had just completed two months' refit in Gibraltar dockyard.

FRENCH SLOOP VISITS SYDNEY.

The French sloop "Commandant Amyot-D'Inville" berthed at Circular Quay, Sydney, on September 14. The sloop has been on duty in Indo-Chinese waters since 1948, and stayed in Sydney four days before proceeding to Noumea.

U.S. NAVY PILOT SETS ALTITUDE RECORD.

The United States Navy said on August 31 that Lieutenant-Colonel Marion Carl, a Marine Corps pilot, set an unofficial altitude record of 83,235 feet in a Douglas Skyrocket research plane on August 21 while testing a newly-developed high-altitude flying suit. The previous altitude record of 79,494 feet was set in the same plane by a test pilot, Mr.

Bill Bridgeman, on August 7, 1951.

JAP. WARTIME OFFICERS IN TRAINING JOBS.

Reuters report that some of Japan's top wartime admirals and generals have been selected to serve as instructors at the new National Safety Forces training institute, opening this month in Tokyo. According to Japanese newspapers they include: former Vice-Admiral Masatoshi Tomioka, who represented the Navy when Japan surrendered aboard the United States battleship "Missouri."

BRITISH DESTROYER FIRES AT CHINESE NATIONALIST.

The British Navy announced at Hong Kong on August 24 that the 1,700-ton destroyer "Cockade" that morning fired a shot at a Chinese Nationalist gunboat which was menacing a British freighter in the Formosa Strait. The gunboat had chased the freighter, the 964-ton "Nigelock," and fired at her. The "Nigelock" was involved in a somewhat incident some few days previously. The Navy said: "One shot was enough to cause the gunboat to break off pursuit. After suitably rebuking the gunboat and warning her against committing further acts of piracy, the "Cockade" proceeded in the execution of her previous orders, while the "Nigelock" resumed her voyage from Shanghai to Amoy."

DANISH GOVERNMENT SEEKS BRITAIN'S INTERVENTION WITH CHINESE NATIONALISTS.

Mr. H. Jebson, general manager of Jebson and Company, of Hong Kong, said on August 17 that the Danish Government has asked the British Government to intervene with Chinese Nationalists to secure the release of the Danish steamer "Heinrich Jebson" (3,388 tons), which was seized by a Nationalist gunboat in Formosa Strait on August 9 and

taken to Formosa. The company said that the Nationalists' action amounted to a blockage of Hong Kong trade, because the cargo aboard the "Heinrich Jebson" was non-strategic and was licensed by the British authorities for export to China.

H.M.A.S. "AUSTRALIA" VISITS NEW ZEALAND.

H.M.A.S. "Australia" made a good-will cruise to New Zealand in September. The cruiser arrived at Auckland on the 22nd September, and, after a four-day stay, visited Wellington from September 28 to 30. She was at Lyttelton on October 1 and 2, and from there visited Milford Sound. "Australia" then sailed for Westport (Victoria) and arrived there on October 8. The ship carried a large number of naval reservists and National Servicemen for training during this cruise.

FLEET AIR ARM RATINGS RECEIVE COMMISSIONS.

Five R.A.N. Fleet Air Arm ratings who have been selected for training as pilots received their wings and were promoted to the rank of Sub-Lieutenants on September 15. These future naval officers are N. Boden, of North Melbourne, G. J. King, of Richmond (Melbourne), D. Orr, of Carnarvon (W.A.), R. Roberts, of Sandgate (Queensland), and A. Ignatieff, of New Caledonia. Their wings were presented to them by the Fourth Naval Member, Commodore E. O. F. Price, O.B.E., R.N., at the R.A.A.F. Station at Point Cook (Victoria). The five pilots left Melbourne in the S.S. "Strathmore" on 22nd September for seven months' operational flying training at Royal Navy Fleet Air Arm stations in the United Kingdom. When they have finished their overseas training they will return to Australia and join Fleet Air Arm squadrons of the R.A.N. They have already completed 16 months' training in Australia. The Minister for the Navy (the Hon. William McMahon) said that young men who

wanted to make flying a career, and were accepted, joined the R.A.N. between the ages of 17½ and 22½, on a seven-year engagement. In addition to being trained either as pilots or observers, they were taught the duties of executive officers of the Navy. At the end of the seven-year term they could apply to serve for a further four years. In some cases they were given permanent commissions.

H.M.A.S. "ANZAC" LEAVES DOCK AFTER REFIT.

Having undergone an extensive refit at the Williamstown Naval Dockyard after her recent service in Korea, the Battle class destroyer "Anzac" left for Sydney on Thursday, September 17. From September 21 until October 12 she was attendant destroyer to H.M.A.S. "Sydney" during the aircraft carrier's work-up before she sailed for the Korean area. The "Anzac" visited Sydney for the Trafalgar Day celebrations in October and accompanied other ships of the Australian Fleet to Melbourne early in November. The Minister for the Navy (the Hon. William McMahon) said on September 17 that among other duties already allotted to her were her attendance on the aircraft carrier "Vengeance" during flying exercises in January and early February. She would also form part of the main escort for the Royal tour from February until April and would be required to ferry the Royal party on various occasions.

BRITISH PROTEST REJECTED.

A message from Hong Kong on September 30 said that China had rejected Britain's protest against a Chinese gunboat's attack on a British motor launch about 25 miles North-West of Hong Kong on September 9. The Communist New China Newsagency reports the text of a Chinese Note, which says that the British ves-

sel—described as a "gunboat"—first made a surprise attack on the Communist vessel.

FRIGATE "HAWKESBURY" VISITS NOUMEA FOR CENTENARY.

The R.A.N. frigate H.M.A.S. "Hawkesbury" visited Noumea in September during the celebration of the Centenary of the establishment of French administration in New Caledonia. "Hawkesbury" while on passage to Noumea acted as the Mothership for the yachts taking part in the ocean race from Sydney to Noumea which is being held as part of the celebration. "Hawkesbury" left Sydney on 12th September—the day of the commencement of the yacht race, and arrived in Noumea on September 21. She stayed there until the 25th. Most of the yachts taking part in the race were fitted with wireless and were able to keep in touch with "Hawkesbury." The selection of "Hawkesbury" for this visit to Noumea was very fitting as the frigate had recently been awarded the Duke of Gloucester's Cup for 1952 for arduous and efficient service during the atomic weapon test in the Monte Bello Islands area last year. "Hawkesbury", which is under the command of Lieutenant-Commander R. J. Scrivenor, R.A.N., of Melbourne, has a complement of 140 officers and men.

CRUISER AND DESTROYER IN COLLISION.

The British cruiser "Swiftsure" and destroyer "Diamond" are reported to have collided in the North Atlantic about 80 miles south of Iceland on the night of September 29. The ships were taking part in exercises of the North Atlantic Treaty Organisation (N.A.T.O.). A British Admiralty spokesman said on September 30 that there were 32 casualties, none serious. Both ships had withdrawn from the exercise.

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CHAIRMAN'S REVIEWS 1952-53 OPERATIONS

The Chairman of Melbourne Steamship Company, Mr. D. York Syme, at a recent meeting said:

Shareholders will be satisfied, I feel sure, with the result disclosed by the Balance Sheet which has enabled us to maintain the dividend at 8% p.a. on the Ordinary Shares and 6% p.a. on the Preference Shares. After payment of these dividends and after transferring £5,000 to General Reserve, an amount of £67,251 is carried forward to next year's accounts.

You will observe we have thought it prudent to make further provision for future overhauls by setting aside £37,000. In view of the steadily increasing cost of repairs and maintenance, it is important we strengthen provisions accordingly.

With regard to the transfer of £5,000 to the Staff Superannuation Fund, I should explain the scale of pensions payable to officers on their retirement, which was adopted when the present Superannuation Fund was created in 1937, has suffered from the steady fall in the value of the Australian £1. It is hoped that this and possibly future allocations will enable a commensurate increase to be made in the amount of pensions.

Trading results from the steamers have suffered from the intermittent shortage of wharf labour at some ports which has militated against good despatch. It is gratifying to see that action in the last few days by the Commonwealth Minister for Labour has resulted in the Waterside Workers' Federation agreeing to increase the labour force at several ports in accordance with the requirements of the Australian Stevedoring Board. As soon as the additional men make a start, the turn round of ships in port should quickly improve.

The cost of replacing obsoles-

cent vessels has shown little change since our last meeting. You will realise what a major problem this is when I tell you that to build a cargo ship of 6,000 tons deadweight capacity, conforming to Lloyds Classification and also the requirements of the Australian Navigation Act, entails an expenditure of about £700,000, Australian, being several times greater than the original cost of the cargo units of the fleet.

Sums set aside for normal depreciation of the existing vessels, therefore, fall far short of the amount required for replacement at today's prices. For this purpose we have been building up reserves as opportunity occurs but this course is greatly hampered by the severe Federal Taxation which, as most of you know, is at present levied upon Company profits to the extent of approximately 9% in the £1. Both in Australia and in the United Kingdom shipowners are persistently urging upon the Governments that the maintenance of adequate and modern fleets, which are essential both from the trading aspect as well as for our National safety, demands special consideration. The Australasian Steamship Owners' Federation has pressed the Commonwealth Government to recognise the special position of shipping and we hope that the forthcoming Federal Budget may help us, even if only to a modified degree.

With regard to the continuing evil of shortages and pillages of cargo, I observe with satisfaction that validity of the Regulations of the Melbourne Harbor Trust Commissioners governing the correct delivery of cargo was recently upheld on Appeal by the Supreme Court of Victoria. Satisfaction with this outcome has been manifested in shipping circles in Australia and the United Kingdom.

Our Hobson's Bay Dock and Engineering Company at Williamstown, again made a substantial contribution to earnings and the results of the Hodge Engineering Company at Sydney were satisfactory.

Over the last few years criticism has been levelled against the adequacy of the tug fleet at Melbourne. With the advent of a new and powerful tug in the last few months and upon completion of a similar unit now being built at Sydney, the stage will be reached when this port will be able to meet all demands.

The Directors acknowledge with warm appreciation the continuance of the good work done by our Officers and Staff both ashore and afloat.

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"MAN WITHOUT COUNTRY" ENDS NON-STOP VOYAGE.

Michael Patrick O'Brien, "the man without a country," has ended 11 months of travel back and forth between Hong Kong and Macao on a small ferry steamer. The Hong Kong Commissioner of Police, Mr. D. W. MacIntosh, announced this on July 30. O'Brien, who came to Hong Kong from Shanghai without a passport, had been travelling on the British ferry steamer "Lee Hong," the 45 miles between Hong Kong and Macao for nearly 11 months because both British and Portuguese immigration authorities refused to allow him to land. It is believed that O'Brien later left by plane for Rome, where he transferred to a plane for Brazil. His wife left for Brazil several months ago.

NEW APPOINTMENTS.

Shaw Savill & Albion Co. Ltd. announce that Mr. J. A. MacConochie, M.B.E., the Company's Manager for Australia, has been appointed General Manager for the Shaw Savill Line in New Zealand in succession to Mr. D. A. Robertson, who retired on 1st October.

COASTAL FREIGHTER STRIKES SUBMERGED OBJECT.

The coastal freighter "Caledon" (1,000 tons) reached Brisbane on September 6 with water pouring into her holds at the rate

of four inches an hour. The vessel is said to have struck a submerged object about 9 a.m. on September 5, about a mile off Lennox Head, four miles north of the Richmond River mouth in Northern New South Wales. With her pumps going at full pressure she tied up at Brisbane wharf with 10 feet of water in three holds. Two auxiliary pumps waiting at the wharf immediately commenced working to keep the water down to a safe level. Later, a Brisbane diver, Neil Todkill, made three inspections and reported that the starboard bilge keel was torn out, and four rivets shorn away, leaving holes in the ship's bottom. Later, again, it was revealed that the ship was not holed, but that plates were buckled and rivets sprung. After removal of her cargo, the "Caledon" went into South Brisbane dock on September 11 for repairs.

MAIDEN VOYAGE.

The new 10,000-ton ocean-going freighter "Samoa" arrived in Sydney on the morning of September 5 on her maiden voyage. She is designed to carry refrigerated and general cargo between Europe and Australia via Indonesia. Her total cargo space is 536,370 cubic feet. The "Samoa's" modern cargo handling equipment includes a 60-ton and a 20-ton derrick. There is accommodation for 12 passengers, and the ship will cruise at 17 knots. Gibbs,

MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

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JAPAN BUILDS GIANT ORE SHIP FOR U.S.

A message from Tokio on September 3 said that the National Bulk Carriers of America are building a 60,000-ton iron ore carrier—the world's largest—in a shipyard leased from a Japanese company at Kure. The ship is expected to cost £2,500,000.

SHAW SAVILL IMPROVES SHIPPING SERVICE.

Prior to 1951 the Shaw Savill Line had provided a service between Australia and Africa by making available a limited amount of space in their through vessels proceeding between the United Kingdom, Australia and New Zealand in both directions. In order to be able to cater more satisfactorily for this trade, at the beginning of 1951 they introduced to the service the "Afric" which was devoted entirely to the inter-Dominion trade, travelling backwards and forwards between South and East Africa and Australia, and in 1952 the "Cufic" was placed in the same service with New Zealand added to her itinerary. The "Cufic" has now been withdrawn, but she has already been replaced by the "Brazilian Prince," a ship of similar speed and capacity. Shaw Savill's have also decided to augment the service further by adding the "English Prince," which will ar-

rive on the African Coast during October and load for Australia. With the three vessels in the ser- and "English Prince," together vice, "Afric," "Brazilian Prince" with ships of their main line fleet diverted from their normal routing on occasional voyages, a service of regular frequency will be provided between main ports Africa and main ports Australia and New Zealand in both directions.

CHINESE SEAMAN PROHIBITED IMMIGRANT.

Chou Sang, a Chinese seaman, was sentenced to six months' imprisonment pending deportation in the Phillip Street Court, Sydney, on September 28 for being a prohibited immigrant. Mr. John Walshe, for the Australian Department of Immigration, said that Chou Sang reached Australia as a seaman on the "Citos" in April, 1953. When the ship sailed on May 16 he was serving a sentence in Long Bay Gaol on a charge of having prohibited imports in his possession.

MEN FROM MISSING SLOOP RESCUED.

The missing sloop "Manuraka," which left Samaria, on the south-eastern tip of New Guinea on August 16 and was nine days overdue at Cairns (Queensland),

was found on September 1 by a searching Lincoln bomber from the Townsville R.A.A.F. station. The "Manuraka" ran aground on Bougainville Reef, about 100 miles east of Cooktown. The three occupants sheltered on the wreck of the 6,000-ton freighter "Atlas" which lay nearby. They used a mirror to signal the bomber, which dropped supplies. The wrecked men, who were safe and well, were rescued the day following that on which they were found.

"ARKABA," IN TOW, REACHES SYDNEY.

The 5,000-ton ship "Arkaba," which drifted for four weeks as a hulk off the West Australian coast, was towed into Sydney Harbour on September 14. The ocean-going tug "Allegiance" is towing the "Arkaba" to Hong Kong. Captain A. L. Waites, master of the "Allegiance," is in charge of both vessels. A spokesman for the American Trading Company, agents for the "Allegiance," said on the tug's arrival that the two ships would continue their voyage almost immediately; they left Sydney on September 16. The "Arkaba" was formerly a well-known inter-state freighter owned by the Adelaide Steamship Company.

"FLYING ENTERPRISE" YIELDS RICH SALVAGE.

A large number of banknotes have been recovered from the hold of the "Flying Enterprise," the American freighter which sank off the Cornish coast in January, 1952, after Captain (Stayput) Carlson tried to bring her to port. Apparently salvage operations were begun secretly two or three months ago, and they became revealed when the money was landed in Ostend by the Italian salvage vessel "Rostro." A spokesman for a London firm, Mr. P. K. Webster, however, discounted any suggestion of mystery in the undertaking. Mr. Webster, whose firm is concerned in the salvage operations, said on August 31: "There is a lot of talk about a mystery, but frankly there is no mystery at all. What happened was that certain Belgian, British, and Swiss companies insured a number of sendings by mail from Europe to New York. In January, 1952, they instructed us when they heard that these mails had not arrived. We discovered these mails had been shipped on the "Flying Enterprise." If salvage operations were carried out quickly we should be able to get them out of the sea before they rotted." It is said that £93,000 in British and American banknotes have been recovered.

CRANE FALLS ON SHIP; DRIVER KILLED.

The driver of an ore bridge crane weighing more than 300 tons was killed on August 25 when the crane collapsed and fell on a ship, the freighter "Garrydale," at the B.H.P. steelworks wharf, Port Waratah, Newcastle, N.S.W. The crane, 80 feet high, 150 feet long, and running on rails, was unloading iron ore from the "Garrydale," which runs between South Australia and Newcastle. The crane had no load when it collapsed. The framework of the crane fell on the ship about 15 feet from the crew's quarters.

TURKS CONVICT SWEDISH CAPTAIN.

A Court at Kanak Kale, Turkey, on October 3 sentenced Captain Oscar Lorentzton, of the Swedish cargo ship "Naboland," to six months' imprisonment for negligence when the "Naboland" collided with a Turkish submarine last April, killing its complement of 99 officers and men. Captain Lorentzton was released immediately after the trial. The time he had spent in prison since his arrest two days after the disaster counted against the sentence.

"MONIQUE" WRECKAGE REPORTED FOUND.

A report from Port Vila on October 1 said that wooden wreckage found at Erromanga, 80 miles south of Port Vila, is believed to be from the 300-ton French ship "Monique." The "Monique" disappeared last August while on a voyage from Noumea to the Loyalty Islands. There were 89 persons aboard—75 natives and 14 Europeans.

QUAKE CLOSE CORINTH CANAL.

A message from Athens on September 7 said that the Corinth Canal, linking the Gulf of Corinth with the Gulf of Aegina and the Aegean Sea, has been closed to shipping for a few days after the new earth tremors on September 5. The tremors shook masses of earth from the banks into the canal.

FIGHTERS MUST FLY AT 900 M.P.H.

Present-day fighter aircraft were required to fly at speeds up to 900 m.p.h., the Air Officer Commanding R.A.A.F. Eastern Area, Air Vice-Marshal J. P. J. McCauley, said in Sydney on September 14. They were also required to reach a height of 50,000 feet in three minutes. These operational requirements were essential today if fighter aircraft were to successfully combat a modern attacking bomber force, he said.



H.M.A.S. "Quadrant", the Navy's fast anti-submarine frigate, firing a "squad", a depth charge pattern attack, from a mortar mounted on the stern during exercises this month.

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PERSONAL PARAGRAPHS

NEW C.-IN.-C., PLYMOUTH.

The British Admiralty has announced the appointment of Admiral Six Alexander C. G. Madden, K.C.B., C.B.E., as Commander-in-Chief, Plymouth, in succession to Admiral Sir Maurice J. Mansergh, K.C.B., C.B.E. The appointment takes effect in November, 1953.

ROYAL VICTORIAN KNIGHTHOOD FOR ADMIRAL ECCLES.

Among the appointments made by Her Majesty the Queen to the Royal Victorian Order and announced in the "London Gazette" was that of Knight Companion (K.C.V.O.) to Vice-Admiral J. A. S. Eccles. Vice-Admiral Sir Henry McCall received a similar appointment.

NEW C.-IN.-C., AMERICA AND WEST INDIES STATION.

Vice-Admiral J. F. Stevens, C.B., C.B.E., has been appointed Commander-in-Chief, America and West Indies Station in succession to Vice-Admiral Sir William G. Andrews, K.B.E., C.B., D.S.O. Admiral Stevens' appointment dates from October, 1953. The appointment of Commander-in-Chief, America and West Indies Station also carries with it that of Deputy Supreme Allied Commander, Atlantic (N.A.T.O.).

BRITISH ADMIRAL RETIRES.

The British Admiralty, in a recent notification of a change in the British Flag List, announced the retirement of Admiral Sir E. J. Patrick Brind, G.B.E., K.C.B. Admiral Brind has been placed on the Retired List, to date from June 22, 1953.

NEW APPOINTMENTS FOR "SYDNEY" AND GARDEN ISLAND.

The Minister for the Navy (the Hon. William McMahon) announced in Canberra on Sep-

tember 1 the appointment of Captain G. C. Oldham as the new commanding officer of the aircraft carrier H.M.A.S. "Sydney." Captain Oldham replaces Captain H. J. Buchanan, who has been appointed Second Naval Member of the Australian Naval Board. Since August, 1951, Captain Oldham has been Captain Superintendent at Garden Island, Sydney. Captain F. N. Cook is the new Captain Superintendent at Garden Island.

NAVAL ARCHITECT RETIRES.

Mr. William E. Hartley retired from the Australian Navy Department in Melbourne on September 18 after 51 years' service in English and Australian Naval shipbuilding. He has been principal Naval Architect of the Royal Australian Navy since 1945. Mr. Hartley joined the Royal Navy in 1902 at Portsmouth as an apprentice shipwright, and in 1915 came to Australia as a draughtsman for the R.A.N.

NEW FLAG OFFICER SECOND IN COMMAND FAR EAST.

The appointment of Rear-Admiral G. V. Gladstone as Flag Officer Commanding 5th Cruiser Squadron and Flag Officer Second in Command Far East Station in succession to Rear-Admiral E. G. A. Clifford, C.B., has been announced by the British Admiralty. The appointment dates from November, 1953.

NEW FLAG OFFICER, BRITISH RESERVE FLEET.

The appointment of Vice-Admiral I. M. R. Campbell, C.B., D.S.O., R.N., as Flag Officer Commanding Reserve Fleet, in succession to Vice-Admiral Sir Henry W. U. McCall, K.B.E., C.B., D.S.O., has been announced by the British Admiralty. The appointment took effect in June.

NEW COMMANDING OFFICER FOR H.M.A.S. "SYDNEY."

The R.A.N. aircraft carrier H.M.A.S. "Sydney," would have a new commanding officer. He would be Captain G. C. Oldham, D.S.C., R.A.N., who since August, 1951, had held the appointment of Captain Superintendent, at Garden Island, Sydney. Captain F. N. Cook, D.S.C., R.A.N., would take over from Captain Oldham as Captain Superintendent. This was announced on August 31 by the Minister for the Navy.

Captain Cook's previous appointment was the Australian Naval Representative and the Naval Attache at the Australian Embassy in Washington. He reached Sydney in the S.S. "Orca" on September 4.

Mr. McMahon said that H.M.A.S. "Sydney" is at present undergoing a refit and, as planned, would leave for Korea in October.

Captain Oldham is a qualified naval observer of the Fleet Air Arm and has served in the R.N. aircraft carriers "Glorious" and "Eagle." He was the Commanding Officer of H.M.A.S. "Australia" from 1949 to 1951. He has also held the appointment of Director of Naval Intelligence at Navy Office, Melbourne. In addition to the D.S.C. he has been twice mentioned in despatches. He was born at Glenelg, South Australia, in 1906.

Captain Cook was serving in H.M.S. "Royal Oak" when the ship was torpedoed in Scapa Flow. He was the executive officer of H.M.S. "Curlew" when it was sunk by bombs eight miles from Narvik in 1940. In 1942 he was the senior naval officer in charge of the naval side of the commando paratroop raid on the radio location station at Bruneval, France. For his part in the operation he was awarded the D.S.C. He was mentioned in despatches in 1940. Captain Cook was born at Invergordon, Victoria, in 1905.



The High Commissioner for Pakistan, Mr. Habibur Rahmar, recently presented a shield to the captain of H.M.A.S. "Sydney", Captain G. C. Oldham. The shield, donated by the Pakistan Navy, is awarded to the R.A.N. ship with the best sporting record.

LATEST JET NEEDS NO PILOT'S HAND

Britain's latest jet bomber, the four-jet Handley-Page Victor, landed on a United Kingdom aerodrome on September 14 without the pilot's hand touching the controls or contacting the ground. The entire equipment governing the landing was carried in the

plane. There was no contact with ground radio or radar stations, as is needed in other "hands off" landing systems. The Handley-Page company's chairman, Sir Frederick Handley Page, said afterwards that the plane was the answer to the problem of landing in fog.

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SEA-ODDITIES

In last month's issue of this journal we told of the deep-sea diving descents made by two French Naval officers in the Mediterranean. These dives were remarkable enough in themselves and were records at the time they were made: but they have now been beaten out of hand by Professor Auguste Piccard. This was on September 30, when the famous scientist cum balloonist and deep-sea diver in his own specially invented bathyscaphe broke the world's deep-sea dive of 6,889 feet set up by the two French officers by going down 10,335 feet—nearly two miles—to reach the sea-floor of the Tyrrhenian Trough, the deepest part of the Mediterranean Sea. The precise scene of the descent was 50 miles from the island of Ponza, off the West coast of Italy. Professor Piccard, who was accompanied by his son Jacques as pilot, said afterwards that "at 10,000 feet the darkness is absolute, and at 10,335 feet he had found 'the silent, sunless darkness of the abyss. It is broken,' he continued, 'only occasionally by numerous tiny phosphorescent flickers. Even our powerful searchlight greyed away in the darkness.' Incidentally, the bathyscaphe was submerged for two and three-quarter hours and the plunge brought to a climax years of experiment and endeavour by Professor Piccard. One of the most outstanding scientists of this century, Professor Piccard makes his approach to the problems of undersea exploration on a basis that is wholly operational: he is not so much concerned with what oceanographers and marine biologists may find in hitherto unplumbed depths, as with giving them a way to reach those depths. He believes the bathyscaphe in which he made his recent record-breaking plunge—the third he has built—is the answer.

What does the sea contain that

we know not of? Can anyone say? In short, who would dare to predict and, equally, who would dare to deny? The "silent, sunless darkness of the abyss" in the seas' deepest troughs may yet yield unknown, unpredictable monsters, fabulous beyond the most eerie imagining. The deep-sea explorer of today and the inter-planetary explorer of the not so very far distant tomorrow may have many a factual story to tell that will make the ghost of Munchausen hide his narratives away for ever. Certainly the fisher-folk of the placid fishing-village of Girvan, on the coast of Ayrshire, West Scotland, are hardly likely to be found among the unbelievers. They firmly believe they have seen some such prehistoric monster swimming off their coast during the last few weeks, searching for its lost mate. They found its mate, it appears, washed up on their beach on August 15—a grotesque 30-foot monster, with a four-foot "giraffe neck, a camel-shaped head with bone-shielded eyes, four stumpy appendages like legs, a 12-foot tail and the intestines of a mammal. Therefore, says the Provost of Girvan, "it could nae have been only feesh, ye ken." Experts hurried from Edinburgh to inspect the creature, but before they arrived the folk of Girvan, revolted by the smell, had poured oil on it and set it alight, destroying the carcass except for a few bones. From photographs taken before the burning, the thwarted experts decided Girvan's "missing link" was a basking shark that had died a natural death in the sea, but had been battered (and probably distorted out of its proper shape) by the rocks and half eaten by other sea creatures. But in London, the famous zoologist, Professor Julian Huxley, did not dismiss the affair so lightly. "It was a grave mistake to destroy the creature," he said. "The long neck, tail and legs were most un-

usual. I would welcome fragments of jaw bones and feet for analysis." Meantime, it is reported that so-called fragments of the remains are being sold, with true Scottish canniness, to the highest bidders.

Whales stranded twelve miles from the open sea must be an unusual sight in any part of the world. Yet it happened recently in the United Kingdom. Two whales swam 12 miles up the River Mersey on September 15 and got stranded on a mud bank. One, weighing approximately four tons, was shot after officials discovered its weight was causing it to sink into the mud, suffocating it. The other, 30 feet long, was lifted clear by the incoming tide and escaped, making its way back to the sea.

Whether music hath charms for animals is a very moot question among many naturalists. Yet many incidents have been recorded that seem to support the supposition. Certainly music from an electric organ attracted baby seals to a narrow stretch of beach recently at Hunstanton, on the Norfolk coast of England. Indeed, they imposed quite a problem. Said beach inspector Herbert Wilson, "My big problem is to get the baby seals back to their parents before holidaymakers start petting them. Once they have been petted they keep swimming ashore for more. This week about 30 people gathered around one baby seal to pet it while other holidaymakers dashed off to the fishmongers to buy herrings for it. I had to take it out in the boat five times before it stayed in the sea beyond the sandbanks where its parents bask."

A fisherman in America, Ted Piccard, got the real point of this fish story away back in 1950, but he didn't realise it at the time. Piccard caught a catfish at Coco

Beach, Florida, while on vacation. At his young daughter's urging, he kicked the fish back into the sea. His foot was swollen for three days. This year, while preparing for his holidays again, Piccard wondered about a troublesome callus that had formed under his big toe. An X-ray led to a sojourn in hospital to have a sawtooth fin removed.

Fishing off the Californian coast Victor Ohio, of Santa Cruz, on August 10 netted a thrasher shark weighing 5,700 lbs. The shark was 20 feet long.

VACANCIES FOR OFFICERS IN W.R.A.N.S.

A training course that will provide opportunities for women in civilian life to become officers in the Women's Royal Australian Naval Service (WRANS) will be begun at Flinders Naval Depot, Crib Point, Victoria, shortly. It will last two months.

Women aged between 23 and 33 years who hold the educational leaving certificate or its equivalent may apply to enter it.

Those who succeed in their applications will first serve as ratings for three months and will then be appointed cadet officers for the duration of the course. If they are recommended by a selection board at the end of that term they will be given the rank of third officer.

The Minister for the Navy (the Hon. William McMahon) said on September 16 that the course would comprise intensive lectures on general training, personnel-welfare, naval history, procedure and administration.

Women who obtained commissions would be appointed to naval establishments such as Flinders Naval Depot or H.M.A.S. "Harmant," near Canberra, or to establishments in Melbourne or Darwin.

As officers they would enter into a first service-engagement of four years. This would be renewed if they proved themselves suitable.

NEW THIRD NAVAL MEMBER FOR A.N.S.

Captain (E) Charles C. Clark, O.B.E., D.S.C., R.A.N., of Melbourne has been selected for the appointment of Third Naval Member and Chief of Construction to the Australian Naval Board, and took over the duties on 15th September. On that date he was promoted to Rear-Admiral (E).

Captain Clark would succeed Engineer Rear-Admiral John W. Wishart, C.B.E., who would retire after thirty-eight years in the Royal Australian Navy. Admiral Wishart had been Third Naval Member since 1948.

Captain Clark would be the first graduate from the Royal Australian Naval College to be appointed Third Naval Member and would also be the first graduate to attain the rank of Rear-Admiral (E). His present appointment is Director of Naval Engineering at Navy Office.

Mr. McMahon, in paying a tribute to the work of Engineer Admiral Wishart, said that as Third Naval Member he had been responsible for the Federal Government's vigorous construction and development policy of naval shipbuilding in Australian ship-

yards.

In his term of office, Admiral Wishart had seen the Battle class destroyer "Anzac" and the Daring class ship "Voyager" launched, the conversion of "Quadrant" from a destroyer to a modern anti-submarine frigate, and the modernisation of "Arunta" and a number of Ocean minesweepers.

The Minister said that, only recently he had announced that the Admiralty had asked for the modified plans of the Australian built Battle class destroyers and that much of the credit for these plans must go to Admiral Wishart.

Captain Clark was born at Warwick, Queensland, in 1902, and entered the Naval College in 1916. As Commander (E) of H.M.A.S. "Australia" he was decorated in 1945 for his work at Leyte and Lingayen, where the cruiser was damaged by Japanese suicide planes.

Admiral Wishart was born at Cowra (N.S.W.) in 1892 and joined the R.A.N. in 1915. In 1934 he was in England for duty at the Admiralty and in 1935 stood-by for the building of the cruiser H.M.A.S. "Sydney".

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OUTSIDE & INSIDE . . . GLOSS OR SUEDE

SPEAKING OF SHIPS

Suggestions have been made that the "Pommern," the last big Finnish sailing ship, should be taken over by the civil authorities at Mariehamn and converted into a maritime museum.

A refugee German Jew, naturalised Canadian, was fined £1,000 with 12 months imprisonment for smuggling 4,297 gold watches, worth nearly £27,000, in his motor car landed at Southampton, U.K., from France.

Owing to Americans and Canadians having difficulty in getting supplies of French anthracite coal that they want, they have a tendency to turn to oil fuel, which will result in the loss of a very valuable market for Britain.

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

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

"The heart of the man is of itself but little, yet great things cannot fill it."

Mr. C. J. Raju, of the Maritime Union of India, has been appointed Honorary Secretary of the Merchant Navy Co-operative Stores, the address of which is Seamen's Canteen Building, Bombay, 1. The stores include a tailoring and cloth department.

Recasting the basis on which the U.K. Chamber of Shipping's monthly index number of tramp freights is prepared, to include various factors which have been ignored since it was revived after the war, has meant an immense amount of careful planning.

Many of the new Japanese cargo liners have exceeded 19 knots on trial and maintain 17 knots or more on service.

In consequence of goods worth over £750,000 being stolen from Egyptian Custom sheds every year the Customs zone in every Egyptian port is to be barred to any person without a special permit.

Engineers searching for oil in New Guinea recently bored the deepest hole in the Southern Hemisphere—13,254 feet at Omati, a message from Port Moresby said on July 20. The hole beats a hole drilled in Brazil which previously held the record.

An Egyptian army lieutenant and an Egyptian relay team on August 2 swam the English Channel in record times. The lieutenant, Abdel Latif Abou Heif, 24, crossed in 13 hours 45 minutes, beating the previous record held by Tom Blower, Britain, by one hour 45 minutes. The relay team swam from Dover to Cap Gris Nez in 10 hours 51 minutes—twenty minutes faster than the record set in September 1950.

A Japanese Coast Guard patrol vessel arrested a Russian fishing boat and its crew of four one mile off North Hokkaido Island on August 8, the Japanese Safety Board announced on August 9. This is the first time the Japanese have arrested a Soviet vessel since the war.

The United States has agreed to let Japan ship galvanised iron sheets, chemical fertilisers, sulfa drugs and about 16 other items of merchandise to Communist China, a report from Tokyo said on August 20.

Middle East crude oil production for the first half of this year

totalled about 58,000,000 tons, a record for any six-month period, the Petroleum Information Bureau said on July 29.

The Hydraulics Research Board (U.K.) suggests that the Port of London Authority's dredging bill of about £50,000 a year might possibly be reduced by judicious dredging at suitable points.

The Naval Construction Research Establishment, at Rosyth (U.K.), is considering making experiments with the use of titanium plates for shipbuilding, as it is as light as aluminium without its disadvantages.

German shipyards are still getting numerous orders, particularly for big tankers to standardised design in such yards as Howaldts, of Kiel, and the Deutsche Werft, of Hamburg.

The Western Ocean passenger companies are planning for a considerable increase in the sailings between the Clyde and the United States and Canada.

The Japanese Government has sought information on the implications of the proposed legislation by Australia to control pearl fishing in the waters near Australia, the Australian Minister for Commerce and Agriculture, Mr. J. McEwen, said in Canberra on September 14.

Six months after the February floods of this year Holland was still spending £69 per minute, or £3,000,000 each month, on dyke repairs.

The decline in the smuggling of opium into the United Kingdom, which started in 1950, continued in 1951 according to official returns, but there was a serious increase in attempts to smuggle hashish.

The Governor-General of Australia early in September issued a proclamation declaring Australia's rights over its continental shelf in the north of Australia. This means that all persons, Australian fishermen as well as Japanese, would have to hold licences to fish for pearl shell in the waters of Australia's continental shelf.

The Scindia Steam Navigation Co., of Bombay, is reported to have asked the Indian Government for permission to abandon its London passenger service which is showing a loss.

As a result of complying with the shipowners' demand for fixed prices in contracts the Fairfield Shipbuilding Co.'s profits for 1951-52 (in the United Kingdom) were so reduced that they had to pass their ordinary dividend.

The licences to be issued by the Australian Government to permit

of pearl fishing in the waters of Australia's continental shelf will impose conditions on areas and the quantity, variety and size of pearl shell to be taken. The legislation dealing with this matter will prohibit fishing in certain areas if this is thought necessary.

One of the heads of Irish Shipping Limited has given the opinion that two or three medium-sized, moderately fast passenger liners would be of great value to Irish prosperity.

The work of salvaging the material of the steamer "Liberty," wrecked near Land's End, was impeded by sabotage of the aerial railway between the shore and the wreck, and a shot-gun patrol had to be established at the shore end.

Mr. Justice Sellers, hearing a case in the United Kingdom brought against the British Docks and Inland Waterways Executive,

said that the Executive were trying to bolster up inefficiency when the main thing for a public body was the efficient running of the port.

U.S. BUILDING RUNWAY FOR FIRST ATOMIC BOMBER.

The United States is reported to be building a three-mile-long concrete runway suitable for test flights of the world's first atomic bomber. The runway, at Edwards Base, California, will withstand the landing impact of a plane weighing 500,000 lb. loaded—twice the weight of the present B36 bomber. Atomic-powered aircraft now being developed will probably be several times heavier than existing planes, because of the thick shielding around the nuclear component.

"I prefer to do right and get no thanks rather than to do wrong and get no punishment." —Marcus Cato.



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REVIEWS

The Travels of Ibn Jubayr.
Translated and Edited by
R. J. C. Broadhurst,
London.

In the course of last month's review of Dr. Wood's compact little work "Exploration and Discovery," passing mention was made of the 12th century Moorish traveller and writer whom we know as Ibn Battuta. In this book we have presented to us a view of yet another Arab traveller of nigh a thousand years ago—Ibn Jubayr, a Moorish-born resident of the Spanish province of Granada, then under occupation by the Moors.

Visiting in the course of his travels the Mohammedan cities of Cairo, Mecca, Baghdad and Damascus and the Christian kingdoms of Jerusalem and Sicily, Ibn Jubayr wrote for his far from literate day a considerable account of his journeying, experiences and impressions of those parts. This account, together with his poetical works, won him a lasting reputation in the Arabic-speaking world. But only in a vague way has he been known to the English-speaking peoples. Now Mr. Broadhurst in an authoritative and scholarly edition, makes "The Travels of Ibn Jubayr" accessible for the first time in English.

To those who may have imagined Ibn Jubayr, the Mohammedan, as an austere and fanatically-minded pilgrim whose main purpose was to worship at the Mohammedan Holy City of Mecca, it will come as a surprise to find emerging from "The Travels" a man who was clearly both likeable in demeanour and estimable in character. Though profoundly bound to his Mohammedan religion, and deeply pious, yet he is never fanatical in its observance or in any way intolerant towards

those whose race, faith and ideas run counter to his own. Moreover, he was keenly observant, and from his pages filtrate many an enlightening and historically-valuable picture of the Mohammedan world at the time when the first impetus of the Crusader of the Christian Cross was weakening and the Saracen was gathering for a counter stroke.

We go with the traveller, always with increasing interest and enjoyment, up the Nile to the vanished temple of Ikmun, cross to Mecca and Medina, and on to Damascus whose splendours had not yet been dimmed by the Mongol invasions. To Acre and Baghdad to, we go, and, later, to Sicily and Messina when Norman Crusading power was at its height; and at every step the light of a burning penetrative mind is thrown on both social conditions and the rights and wrongs of religious conflict. And on all his journeying, we see our traveller enjoying a freedom of movement, and a facility of judgment, that many a later, and certainly every modern traveller might well envy.

To all those interested in a general way with exploration and discovery, and in a particular way with the Crusades and the deeds of the Hospitallers and Knights Templars of Rhodes and Malta and the impressions they left upon the Orient, this book will come as a valuable compendium to the missionary journeys of Carpini and Rudruquis and the trading journeys of Nicolo Polo and his more famous son Marco. No complete picture or assessment of those times could be had without it.

After all, it was during this period that European craftsmen and soldiers learned valuable lessons from the skill of the Saracens in

commerce, art and war. The contact of the Christian Cross with the Mohammedan Crescent was not without its great benefits for mankind, materially as well as spiritually. Trade between East and West was greatly stimulated: merchants and mariners of the Mediterranean, especially of Venice, Genoa, and Malta found new and rare commodities in this Saracen world as cargo for their home-bound ships. Sugar, cotton and many other articles of great value to man first became known to Europe through the Crusades. As for its enrichment of English history, our own Richard the Lion Heart, as we all know, took part in these centuries-long conflicts to protect and preserve the lands and the peoples and the spiritualities and perpetuation of the Christian faith. Indeed, it was the generalship and intrepid courage of the English King at Ascalon that saved the Christian forces from destruction. In front, and rear, and flanks the swarming Saracens, led by Saladin, came on with cavalry and bowmen, but were continually repelled, and this decisive victory is acknowledged to be one of the crowning feats of the Crusaders' arms.

If this translated edition has a fault it may be found in the editorial matter of the translator's notes. These notes are not sufficiently explanatory or comprehensive, with the result that the reader is at times not fully informed. But the book is a fine piece of work, for all that.

—A.R.

AUSTRALIAN NATIONAL FLAG.

It is reported that the Federal Government proposes formally to declare that the Australian flag, with the Union Jack and six stars on a blue background, is the national flag. It was stated officially in Canberra on July 27 that the necessary legislation would be introduced into Parliament next session.

THE PORT OF LONDON.

The Port of London is still the world's greatest seaport, not only in space but in traffic and dock area.

It is not generally realised that the Port of London includes the whole of the tidal portion of the Thames from Teddington Lock in Middlesex to an imaginary line drawn from Havengore Creek in Essex to Warden Point in Kent, a distance of seventy miles. But the river is not navigable for ocean-going vessels higher than London Bridge, and apart from Tilbury, the docks are concentrated on both banks of the Thames between Tower Bridge and Woolwich. Here is situated the Pool of London.

St. Katherine, London, Execution, West India, Millwell, East India, Royal Victoria, Royal Albert, King George, Surrey Commercial and Tilbury are the most important docks in the vast dock system of London.

So far as Australasia is concerned the Royal Albert and King George Docks, on the north bank of the Thames, form the biggest and most important dock system in the Port of London. It is here that the chief trade in Australian and New Zealand wool and frozen meat and dairy products is centred. The warehouses used for wool alone cover forty acres.

But, as Leo Walmsley says in "The Englishman's Country", "the activities of these docks [that is, the Royal Albert and King George] cover practically every type of cargo and ship. In normal times as many as fifty large vessels may be berthed in them simultaneously; huge cargo ships, tankers, and passenger liners from America, South Africa, India, China, and Japan. Here, on the dock side are the three largest flour mills in London handling grain direct from ships' holds and discharging it as bags of flour into trains and fleets of lorries, or barges or small coastal ships for re-export. Here comes a large proportion of the tobacco

that is consumed, not only in Great Britain, but by the smokers of many European countries. Here are cold storage warehouses one of which can hold as many as 250,000 carcasses of New Zealand mutton."

The entire dock system of London, including Tilbury Docks further down the river nearer the sea, is, of course, under the administrative control of the Port of London Authority. It is a vast opened in the year 1886, but since then has been greatly extended

corporation, and an integral and indispensable part of the port itself. Tilbury, by the way, was and improved upon until, with the building of a floating passenger landing stage (similar to that of Liverpool) it has become the finest dock system in the world.

Small wonder then that in the past the enemy bent on Britain's destruction did his utmost to smash the cogs and bring the machinery of the Port of London to a standstill. But he never did.

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(FEDERAL COUNCIL)

A suggestion has been made to the Federal Council to raise the question, at the next interstate Conference, of an appointment of an Honorary Liaison Officer, to act for the Association in the Federal Capital. Should this subject meet with the sanction of the Conference Delegates, the Association can immediately proceed to appoint one of its retiring Executive Officers to the proposed position of Hon. Federal Liaison Officer.

Nominations for the award of Life Membership of the Ex-Naval Men's Association for an additional three members have been received by Council for Conference consideration; they are Messrs. M. G. Hudson and W. L. Johnson, of New South Wales, and J. V. Tanner, of Tasmania. The names of Messrs. G. A. McKee and G. W. Scott were published in the

September issue of "The Navy."

Readers will recall that the Association was represented at the Queen's Coronation Review of ex-Servicemen and women by four members of the Association from Victoria. One of the fortunate members to participate was Miss Doris, Allden, of Melbourne Sub-Section, who wrote a most glowing report of her experiences in London during the Coronation period, with special mention of the March Past, when Her Majesty and the Duke of Edinburgh appeared to look at us—in the words of Miss Allden—"specially and personally."

Recent inter Sub-Section transfers were effected by Messrs. William L. Sayers, from Geelong to Heidelberg; Carl M. Larsen, from Melbourne to Essendon; Laurence E. Jacobs and Frederick W. Budden, both of Port Adelaide to Adelaide.

Notification of the passing of the following members have been sent to Federal Council:—Messrs. David (Jan) Alexander Tulloch, of Canterbury-Bankstown S.S.; Arthur Thomas, Sydney S.S.; J. Leicester, Brisbane S.S., and Charles H. Moran and John Mann, of Melbourne S.S.

—G.W.S.

NAVAL RESERVISTS RECEIVE TRAINING IN H.M.A.S. "CONDAMINE"

A training cruise for reservists of the Royal Australian Navy was made in the H.M.A.S. "Condamine" when she left Sydney on Monday, 14th September.

The "Condamine" has since visited Tasmania, South Australia and Kangaroo Island.

Naval reservists from Hobart and Adelaide carried out their annual training in this cruise.

The "Condamine" first visited Hobart on Thursday, 17th, to embark naval reservists, and then sailed for Adelaide where she arrived on Tuesday, 22nd September to embark 40 more reserves. The frigate then visited Ardrossan on Wednesday, 23rd, Port Lincoln on the 25th and Kangaroo Island on the 28th.

Visits were made to Devonport on October 1 and Burnie on October 2. "Condamine" returned to Adelaide on the 5th October.

The Minister for the Navy (Hon. William McMahon) said at the time that invitations had been extended to Sea Cadet Corps in Ulverstone, Devonport, and Burnie, to take part in the cruise from Devonport to Burnie.

AUSTRALIAN SEA CADET CORPS

NEW SOUTH WALES DIVISION

A NAVAL OCCASION

(By Lieut.-Cmdr. (SC) D. J. Mort)

A Parade of unique importance for the N.S.W. Division of the Australian Sea Cadet Corps was held on board the Aircraft Carrier H.M.A.S. "Vengeance" on Saturday, 5th September.

The party consisting of approximately 150 Sea Cadets assembled at the Dockyard Gates and marched to the ship. The Sea Cadet Drum Band assisted by the R.A.N.R. Drummers provided the "March Time."

Approximately 1580 visitors, consisting of men, women and children attended.

At 2.30 sharp Captain Burrell, Commanding Officer of H.M.A.S. "Vengeance" inspected the Parade. After the inspection the Parade marched past, the Captain taking the Salute from a dais rigged opposite the Island. The Parade re-formed opposite the Island and Captain Burrell addressed the Parade and the visitors.

Captain Burrell welcomed the Cadets and the visitors; he said it was a unique occasion and the first of its kind. He praised the bearing of the Cadets and advised them that the most important thing to remember as a Sea Cadet was Discipline. He pointed out how necessary it was to have discipline in a ship, and as it was hoped that the Cadets would some day be members of a ship's company, they should learn the meaning of discipline.

Commander Bates, the President of the Navy League of Australia, N.S.W. Division, thanked Captain Burrell for allowing the Sea Cadets to hold such a Parade on board H.M.A.S. "Vengeance". He also thanked the visitors for coming along and lending their support.

On completion of the addresses

Cadets from T.S. "Sirius," T.S. "Australia," and T.S. "Sydney" gave an exhibition of Semaphore Signalling, Cordage and Flag Signalling respectively. By this time the visitors were well on the job of sight seeing. The Officers and ship's company of the "Vengeance" co-operated in such an excellent manner that the Parade was a great success.

The object of the Parade was Recruiting. Unfortunately the newspapers lost sight of this object and nothing was shown or said about the occasion. Several Ceremonial Parades have taken place during this year, but little has been said about them, which is hard to understand as the Australian Sea Cadet Corps is fast becoming a stable Youth Organisation, one which is worthy of a place amongst other Cadet Corps.

IS YOUR UNIT HERE?

Commanding officers are invit-

ed to send in items of interest connected with their Unit activities.

All Units, since the Director of Naval Reserves carried out his Annual Inspection, have gone rapidly ahead to bring themselves up to the required state of efficiency. It is hoped that by the next "Inspection," Units will have prepared themselves for the "Efficiency Test." This means hard work, strict attention to instructions and a general change of the present attitude towards Drill and Discipline—it means working parties during non-Parade Hours; it requires regular attendance and "best effort" by ALL Cadets of the Unit. Officers and Instructors must also play their part.

T.S. "Sydney" and T.S. "Perth" held welcome home parties for their representative Cadets returning from the Coronation. Lieut. (SC) Adam, Commanding Officer of T.S. "Sydney"



Captain Burrell, R.A.N., Commanding Officer, H.M.A.S. "Vengeance," addressing Sea Cadets and visitors at their recent ceremonial parade.

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outlined the trip from time of departure from Melbourne to the arrival of H.M.A.S. "Sydney" back in Sydney. It was a very interesting resumé of a wonderful experience. He spoke well of the hospitality met with in the United Kingdom, particularly on the part of the U.K. Sea Cadets and Navy League. The Cadets gained valuable experience onboard the "Sydney" and had a good time in London and the U.S.A. They were indeed fortunate in being selected for the Coronation trip but it shows that the effort put into their Sea Cadet Service brought its own reward.

Training "Afloat." N.S.W. Division Sea Cadets have had an abundance of Training afloat: in one case onboard H.M.A.S. "Cootamundra" actually at sea for several days, and then onboard H.M.A.S. "Sydney," "Hawkesbury" and "Arunta" and in H.M.A.S. "Nirimba," the new R.A.N. Air Station at Schofields. In October the Cadets will undergo Week-end Training in H.M.A. Ships "Quadrant," "Arunta," "Hawkesbury" and "Condamine." The Cadets greatly appreciate and look forward to these Camps as they gain valuable "Ship" experience, which is not available within their own Units.

T.S. "Albatross" and T.S. "Tobruk" were onboard H.M.A.S. "Vengeance" for the week-end 4th to 6th September. This enabled these two Units to attend the General Parade on board the "Vengeance" on 5th September.

It is pleasing to see that boys applying to enter the Sea Cadet Corps are very keen and make the Corps their first thought. Commanding Officers should make it a rule that the boys are up to a required standard.

"Australia, measured by the proportion of its work force engaged in secondary industry, is already one of the most highly industrialised countries in the world."

— "The Economist" (London).

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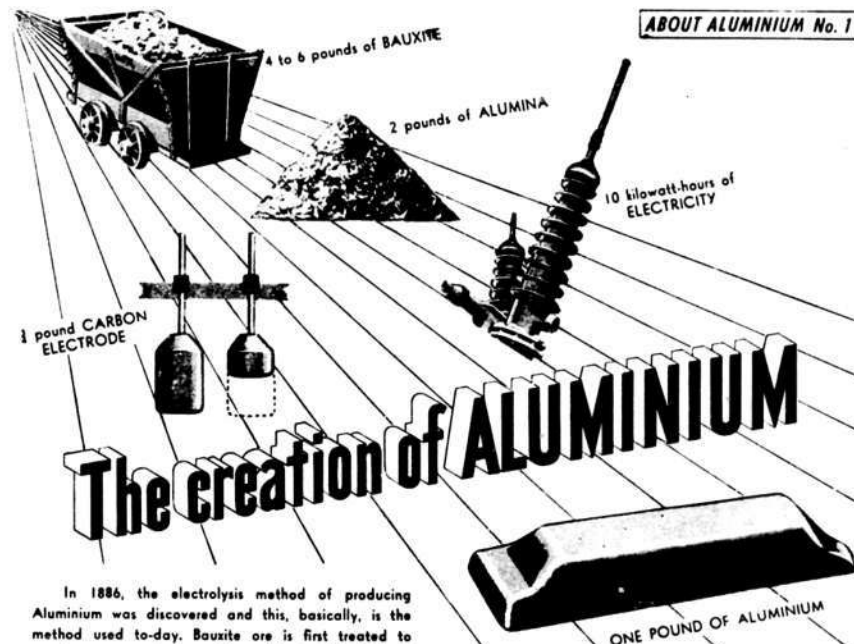
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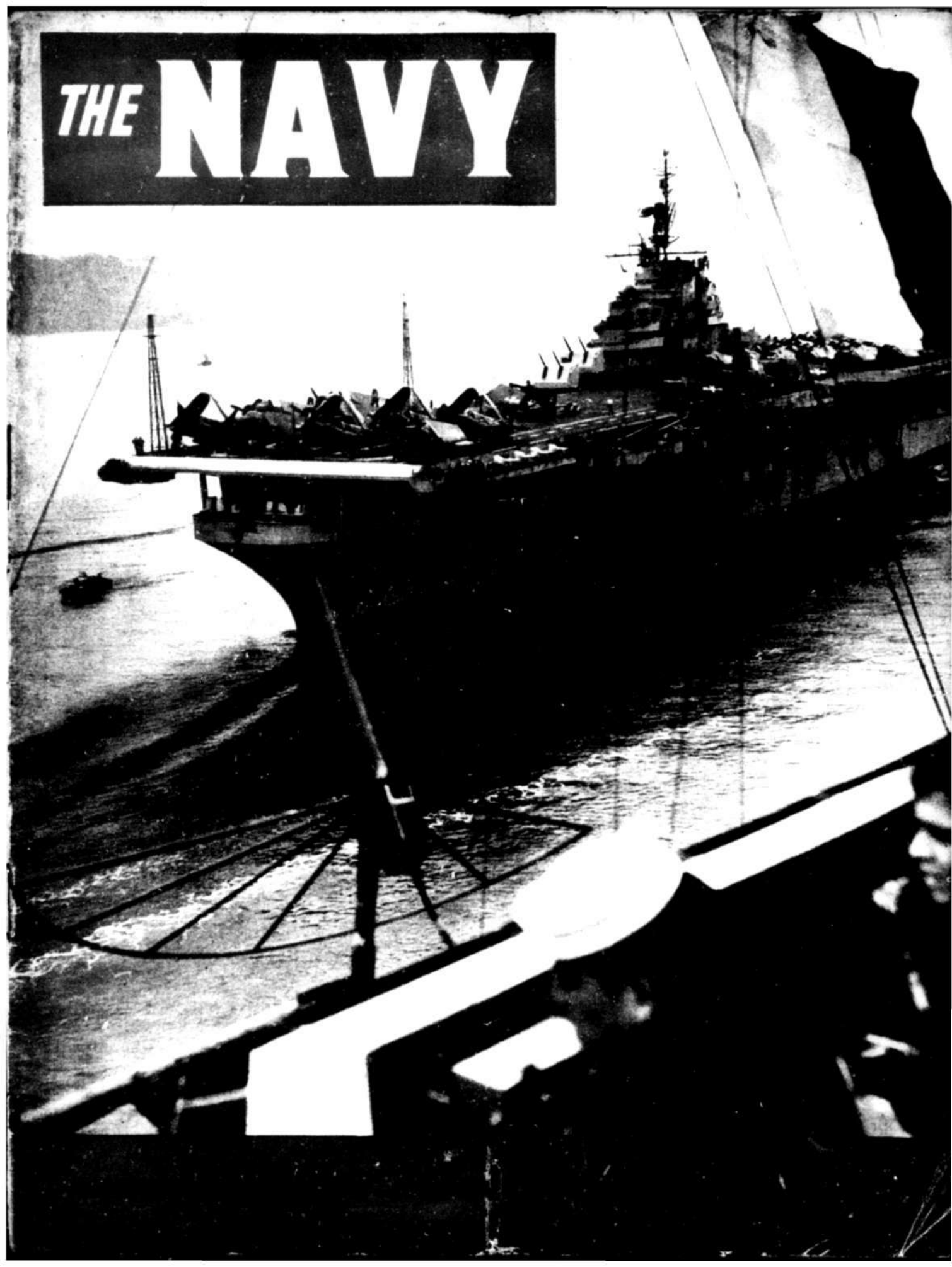
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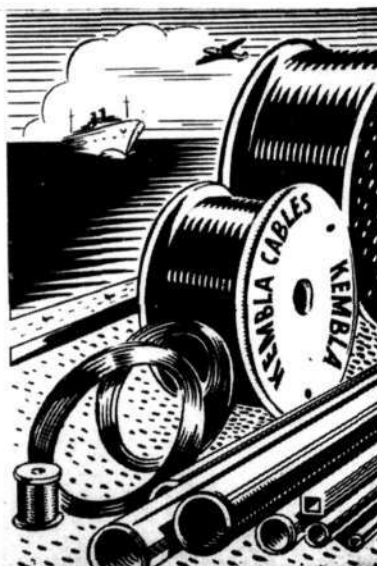
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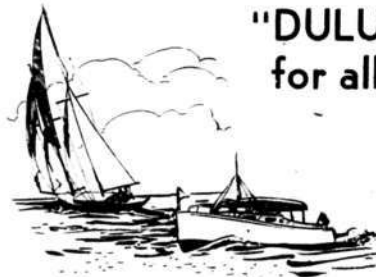
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THE NAVY

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WHAT THE CROWN MEANS.

With the impending visit of Queen Elizabeth II. to Australia, the term "the Crown" will receive much attention. What is "the Crown"?

Apart from the actual piece of jewellery, the Crown of St. Edward, which was placed on the Queen's head at her Coronation, the Crown is a concept on which a great part of our way of life is based. The term "the Crown" is employed by British peoples to signify the sovereign authority in the state.

Supreme executive power is vested in the Crown, and all officers of the state, administrative, military, naval and air are servants of the Crown. The law-making power lies with the Crown in Parliament, and the judges who interpret the law represent the Crown, which is the bulwark of justice and honour.

Thus it is that we refer to the Queen as a constitutional monarch because her acts and decisions are not despotic, but are made in relation to strict constitutional practice and in accordance with law and custom having the force of law.

The "reign (or rule) of law" is a fundamental British concept suggesting the idea of certainty

as opposed to arbitrariness. It denotes three main principles:

Knowing what we can lawfully do and what we cannot lawfully do;

Being subject only to laws constitutionally enacted and enforced;

Possessing the assurance of security in the enjoyment of our lives and property.

An important feature is the constitutional right of every citizen to petition the Crown for the redress of injustice.

The Crown means that our laws are enacted not by the Monarch alone, but in association with our elected representatives.

THE GREEK EARTHQUAKE DISASTER.

The prompt aid brought to the victims of the recent earthquake disaster in the Greek Islands by the Royal Navy earned the deepest gratitude of the Greek people and stirred the imagination of the world.

The spirit of the Royal Navy—exemplifying as it did the innate sympathy and generosity of the British race in time of human suffering—could not have been more typically displayed than at the height and during the aftermath of that terrible disaster.

Not that it was in any way new to history.

The annals of the world are full of acts and errands of mercy performed by British Naval arms. One has, for instance, but to recall the British Navy's part in the relief operations during the great earthquake at Messina in 1908, and, in these later days, in Korea, and in the disastrous gales and floods in the Low Countries in the early part of this year.

Yet the world in general, for all that was announced in the Press concerning it, had little or no conception of the magnitude of the work accomplished by the British Navy during the recent earthquake disaster in the Greek Islands. It is not the way of the British Navy to advertise its doings, be they of peace or war.

Ships of the British Mediterranean Fleet, in the Eastern Mediterranean, were the first foreign warships to arrive at the scene of the disaster, and as the full extent of the damage and the plight of the islanders became known, other ships at Malta were ordered to embark medical supplies, doctors, and rescue and other special equipment and stores.

The scene in the stricken areas can only be described as indescribable. When H.M.S. "Daring" (Captain P. D. Gick, O.B.E., D.S.C., R.N.) arrived on the scene, she reported to the British Admiralty that not a house could be seen standing in Argostoli, the capital town of Cephalonia, and that the ship shook "as if distant depth charges were being dropped" as she entered the harbour.

It was learned that 50,000 people were without food and water, although most of the injured were being evacuated. When ship's officers went ashore it was found that the whole town had been completely destroyed. Local authorities stated that not one house remained standing on the island of Cephalonia.

The British cruiser "Gambia" (Captain P. W. Grettton, D.S.C., O.B.E., R.N.) was diverted to the scene of the disaster while on passage from the Canal Zone to Malta. She reported that the town of Zante on that island was in ruins with large fires burning. Half of the inhabitants had been evacuated to nearby hills, while casualties were being removed by landing craft. Fires were still raging on the following day in the ruined town of Zante as officers and men from the "Gambia" continued their relief tasks. Food was dropped by aircraft to some islanders, and others were supplied by boat.

The Commander-in-Chief, Mediterranean, Admiral the Earl Mountbatten of Burma, K.G., etc., flew to Argostoli in a R.A.F. Sunderland flying boat shortly after news of the disaster had been received at Malta. He was accompanied by the Countess Mountbatten, Superintendent-in-Chief of the Nursing Divisions of the St. John's Ambulance Brigade, and a number of staff and technical officers. And they came not as mere symbols but

as operating relief workers and leaders, showing humanity at large that Britain is ever ready, as in the past, to rise to any cause that calls for the relief of human suffering.

As the full picture of the disaster became apparent, help came from many quarters and from many sources. Among other ships that were quickly on the scene were H.M. Ships "Bermuda," "Wrangler," "Forth," "Wakeful," L.S.T. "Reggio," Royal Fleet Auxiliary "Spaburn," the Royal Army Service Corps water carrier "Spalake," and the New Zealand cruiser "Black Prince."

H.M. Cruiser "Bermuda" (Captain G. K. Collett, D.S.C., R.N.), embarked a medical team with medical stores, 30 trucks, jeeps, mainly drawn from Army sources at Malta, additional communications ratings and radio sets, baby food and two helicopters.

H.M.S. "Wrangler" (Captain C. M. Parry, C. V.O., O.B.E., R.N.), a fast frigate, arrived at Sami from Malta to begin investigations in seaside villages. She reported that Sami was completely devastated. After landing a medical officer and a medical party with water and provisions, she sailed for Vathi. On arrival there she reported that ninety-five per cent. of the houses were uninhabitable. Later the "Wrangler" proceeded to Samos, Phaleron Bay, and other devastated parts.

L.S.T. "Reggio" (Lieutenant-Commander R. A. Gilchrist, R.N.), sailed from Malta with water, aviation fuel bowlers, medical supplies, bulldozers, jeeps, land rovers, Nissen huts, tents, field kitchens, and landing craft with Royal Marine crews.

H.M.S. "Forth" (Captain R. E. Washbourn, D.S.O., O.B.E., R.N.) submarine depot ship, brought temporary hospitals, clothing, generators and other stores. Parties from the "Forth" worked night and day to assist earthquake victims. The "Wakeful," "Spalake," and "Spaburn" also did splendid work. The New Zealand cruiser "Black Prince" (Captain J. F. Whitfield, D.S.C., R.N.), wearing the flag of Rear-Admiral C. F. W. Norris, C.B., D.S.O., Flag Officer (Flotillas) Mediterranean, was diverted to the scene at the request of the New Zealand Government. Soup kitchens, electrically fitted tented hospitals, bakeries were established; clearing and search parties worked round-the-clock among the ruins. Naval helicopters played an important part in the relief work, carrying medical men and supplies to isolated villages and making important surveys.

On the food side over a quarter of a million pounds weight of supplies were issued. The medical stores issued included 250 miles of bandages and 2½ tons of lint and cotton wool. Naval working parties contributed 150,000 man hours' work to the task of rescue and rehabilitation. The Royal Navy, with its wide experience, forgot virtually nothing.

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FOR THE NEXT ISSUE OF

The Navy

MEN IN THE "LITTLE SHIPS"

A STORY OF BRITAIN'S ROYAL NAVAL PATROL SERVICE.

By A. Cecil Hampshire.

Overlooking the North Sea at Lowestoft, one of Britain's east coast fishing ports, now stands a fluted column 50 feet (15.3 metres) high, surmounted by a bronze ship device, and bearing on 17 panels around its base the names of 2,385 war dead who have no known graves.

It is a memorial to the men of the Royal Naval Patrol Service who lost their lives during World War II. (which was unveiled by Britain's First Sea Lord, Admiral of the Fleet Sir Rhoderick McGrigor, on October 7).

Below the new memorial lies Sparrow's West, playground of holiday-makers. But during World War II, the White Ensign of Britain's Royal Navy floated over its grounds. For in 1939 this Lowestoft park became the Central Depot of the Patrol Service, headquarters of a "Navy within the Navy", whose little ships operated in every theatre of war.

The Royal Naval Patrol Service, which eventually included among its number men from the Commonwealth, from the Nether-

lands, Belgium, France, Norway, Denmark, Poland and Greece, had by 1945 grown from a nucleus of fewer than 5,000 officers and ratings to a force of nearly 70,000, manning many hundreds of small craft of every description.

The hard core from which this force expanded comprised skippers and trawlermen from Britain's fishing fleets, who in peacetime formed the Patrol Service section of the Royal Naval Reserve. Trained in minesweeping and anti-submarine work, their function in war was to man vessels requisitioned from the fishing industry and converted for their vital task of netting more deadly catches.

CONCERT HALL AS DEPOT

Lowestoft was the assembly base for the trawler crews, from which they could be kitted up and drafted to their ships. On August 23, 1939, while the war clouds were gathering over Europe, the management of the municipal concert hall in the grounds of Sparrow's Nest was informed that the Navy was moving in.

When the evening performance ended, workmen stripped the theatre of its gay trappings. By midnight the kitbags of the first drafts of arriving fishermen were stacked on the stage. Within three months the Reservists had been mobilised and passed through the new Depot, later to be named H.M.S. Europa, and their sturdy trawlers and drifters were escorting coastal convoys and sweeping mines under the

relentless lash of enemy air and surface attacks.

Since all entry into the permanent Reserves ceased at the outbreak of the war, the Royal Naval Reserve Patrol Service was re-named Royal Naval Patrol Service. Fishermen, yachtsmen and other small boat experts hastened to its ranks.

While the Navy was still coping with the urgent problems of the expanding sea war came the dire threat of the magnetic mine. Although the appearance of this "secret weapon" was not unexpected, adequate counter-measures had to await recovery and examination of one of the mines. Meanwhile the gallant minesweepers fought the menace with makeshift gear.

At the instance of Sir Winston Churchill, then First Lord of the

Admiralty, a special distinguishing badge was created for the men of the "Lilliput Fleet." The design of this silver emblem showed a stricken shark, symbol of the U-boat, transfixed by a seaman's marline spike, sinking against a background formed by two enemy mines caught in a fisherman's net. The badge was worn proudly on the sleeve of every seagoing member of the anti-submarine and minesweeping sections of the Patrol Service.

From 1940 onwards the constitution of the force changed. As the fishing fleets were denuded of their manpower, others came to swell the ranks; bank cashiers, factory workers, omnibus drivers, plumbers, stockbrokers, farm labourers, bricklayers, men from all walks of life. After a brief spell of training at H.M.S. Europa they joined the little ships and went out minesweeping and convoying as if they had been at sea all their lives.

With the fall of France and the over-running of Holland, Belgium, Norway and Denmark, sailors from these stricken countries made their way to Lowestoft and into the ships of the Patrol Service. In the Middle East Greek patriots escaped from their Nazi-occupied land, and manned schooners to sweep mines and harry the enemy in the Levant.

GALLANT CREWS

Many acts of gallantry against great odds were performed by the little ships of the Patrol Service. In October, 1941, the anti-submarine trawler "Lady Shirley" commanded by Lieutenant-Commander A. H. Callaway, of the Royal Australian Naval Reserve, was on patrol off the Canary Islands when she sighted the conning tower of a U-boat.

At once the trawler attacked.

Continued on page 9

TRAFALGAR DAY CELEBRATIONS

COLOURFUL NAVAL DISPLAY AT GARDEN ISLAND

Year by year, the Nelson tradition, far from waning, enshrines itself deeper and stronger in the qualities of our race, bids us each and every day to remember the immortal signal flown from the "Victory" at Trafalgar. No less in this age are there challenges to meet, responsibilities to face, sacrifices to make and victories to be won.

On Saturday, October 24, more than 42,000 people crowded around Captain Cook Graving Dock at Garden Island, Sydney, to watch the Royal Australian Navy's display in celebration of Nelson's famous victory. They streamed into the base from bus, ferry, car, and on foot. A large proportion were children, enthusiastic, all-seeing, and eager to enter into the spirit of every phase of the display.

And no wonder! The demonstration was as varied as it was interesting, performed in the best traditions of the Service.

More than 4,000 Naval personnel took part in the celebrations: several Australian warships were open for inspection; a demonstration of diving by the submarine "Telemachus" was given in the dock; the helicopter rescue of a pilot from the water was demonstrated; The Royal Australian Navy's most modern anti-aircraft weapon, the "Squid," was fired on several occasions during the afternoon by H.M.A.S. "Anzac," a modern battle-class destroyer, which was anchored in Elizabeth Bay; a 15-foot model of a ship was sunk by a limpet mine attached by frogmen; for the first time King Neptune and his Queen Amphitrite, presided at a "crossing the line" ceremony; there were exercises by fast Naval motor boats.

As a Navy spokesman said before the event, it will be the "biggest and brightest yet" and it was.

Perhaps the two most spectacular displays were those of the "Squid" and the helicopter rescue.

A triple-barrelled mortar device, mounted on the deck of H.M.A.S. "Anzac," the "Squid," watched comprehendingly by the crowd, tossed three sand-filled depth charges high over the bow of the ship.

The crowd also watched with great interest the helicopter rescue of a "ditched" pilot from the water.

The helicopter whirled up from the deck of the aircraft-carrier "Vengeance," circled over the harbour, and returned to hover over a man in a yellow rubber raft.

A looped rope descended slowly from the helicopter, the man placed it round his shoulders, and was quickly hauled up. The helicopter rose, circled over the harbour, and landed again on the deck of the "Vengeance," the whole operation taking about four minutes.

Earlier in the day, members of the Royal Australian Navy, the Sea Scouts, the Sea Rangers, and the Australian Junior Red Cross marked through the city to the Cenotaph in Martin Place. The march left the Mitchell Library, at the Domain entrance, at 9.50 a.m.

On the evening of Wednesday, October 21, the Navy League of Australia held its annual Trafalgar Day dinner, the function, held in the dining saloon of the Orient liner "Orion," beautifully decorated with Australian spring flowers, was attended by Rear-Admiral H. A. Showers, Flag Officer-in-Charge, N.S.W.

Before dinner the 120 guests, who included senior Naval officers, the branch manager of the Orient Line, Mr. A. H. Leunig, and Mrs. Leunig, and members of the Navy League, partook of cocktails in the forward lounge of

the ship. The Commodore of the P. & O. fleet, Commodore D. G. H. O. Baillie, who is captain of the "Himalaya," was one of the guests.

Other States also held displays. The Chief of the British Imperial General Staff, Field-Marshal Sir John Harding, received a 19-gun salute at the Navy's Trafalgar Day ceremony in Melbourne: on October 18. More than 30,000 people watched the firing of the salute, and the two hours of entertainment provided by the Navy during the afternoon.

U.S. GIANT FLYING-BOAT WRECKED.

When millionaire Howard Hughes' giant Hercules flying-boat was crushed in Los Angeles Harbour late in September, U.S. plans for an atom-powered air force were probably set back for a year. The Hercules was crushed and flooded with thousands of tons of mud when a sea dyke burst. Damage was estimated at over £2,700,000. The Hercules was Hughes' masterpiece, the largest aircraft in the world and ostensibly designed to carry 700 passengers. It was widely reported that its real destiny was to be the prototype of the world's first atom-plane. It weighed 200 tons and had a wing-span of 320 feet.

HELICOPTER ANNIVERSARY.

The New York Airways Company's helicopter mail, cargo, and passenger service between New York's three airports celebrated its first anniversary on October 15. The service covered 281,000 miles in its first year of service. The company's five S-55 "Sky Buses" can carry seven passengers and a flight attendant. The three airports were formerly separated by hours of congested street and road travel.



A Bristol Sycamore helicopter rescuing an airman from Sydney Harbour during search and rescue practice. The helicopter gave a display during the Trafalgar Day celebrations.

MEN OF THE LITTLE SHIPS (continued from page 7)

Depth charging brought the U-boat to the surface, guns blazing. In the ensuing duel the captain of the submarine and five of his crew were killed. The remainder surrendered, although they outnumbered the trawlermen by nearly two to one. From her next patrol the "Lady Shirley" did not return.

Anti-submarine trawlers of the Patrol Service fought the U-boat

menace from the Caribbean to the Arctic. Its minesweepers cleared the Allied sea lanes and preceded the invasion fleets at every landing. On D-Day in 1944, more than 300 minesweepers led the van, afterwards keeping open the supply channels to the assault area. Patrol Service crews manned every type of ancillary craft taking part in the invasion, from wreck dispersal vessels to water

carriers.

During the six years of war nearly 3,000 decorations were awarded to Patrol Service personnel. More than 400 of their ships were sunk, and over 7,000 officers and men lost their lives. But the little ships were there to the end, for the surrender of one of the last enemy outposts in the Pacific took place on board a Commonwealth minesweeper:

NEW TYPE BOAT FOR ROYAL YACHT

Among the six boats to be in the boat complement of the "Britannia" now building at Messrs. John Brown's Clydebank yard, are two new design boats which will come into general service in the Royal Navy.

In the Royal Yacht there will be the Royal Barge, two 35ft. Admiral's Barges, two 27ft. Jolly Boats and two 32ft. Motor Cutters. The Royal Barge carried will be the smaller of the two existing Royal Barges, the 40ft. one built by Messrs. Vesper, Portsmouth, shortly before the war.

The 32ft. Motor Cutter is a well-tryed design which must be well-known to those who have seen service in the Royal Navy. The particular 32ft. Cutter for the Royal Yacht is to the standard design but of special finish appropriate to the Yacht, and is under construction by Messrs. Rutherford, of Birkenhead. The two new designs are the 35ft. Medium Speed Admiral's Barges and the 27ft. Jolly Boats. The main particulars of these new boats, which have been designed by the Director of Naval Construction, are as follows:

35ft. MEDIUM SPEED ADMIRAL'S BARGE.

Length 35ft. overall; beam 9ft. moulded; depth 5ft. 7in. moulded; weight, light condition, 5½ tons, loaded condition, 7½ tons; carrying capacity about thirty persons. Machinery: Twin Foden F.D.4 diesel engines fitted with two to one reduction gear, each engine being rated at 70 b.h.p. at 1800 r.p.m. Speed: 12 knots.

The Barge is of round bilge form and is not designed to achieve planing speed. The acceptance of medium speed permits of the installation of robust diesel engines. The hull form is designed to be as seaworthy as possible with minimum tendency to pounding in head sea conditions.

The principal accommodation is aft, a swing back to the arrangements of the old-time Picket Boat. The Coxswain's position is amidships, immediately abaft and above the engine-room.

The hull construction follows the system often used in modern ships' boats in the Royal Navy. The hull planking is double skin African mahogany, the inner skin being worked diagonally and the outer skin in fore and aft strakes. The main consideration governing the hull construction has been lightness in association with maximum strength.

The Admiral's Barges are under construction at Messrs. McGruer's Yard, Clynder.

27ft. JOLLY BOAT.

The traditional sea boats of the Royal Navy have been pulling and sailing boats, either the 32ft. Sailing Cutter or the 27ft. Whaler. With the development of suitable engines, the continued use of pulling and sailing craft for rescue work at sea is becoming an anachronism. In a sea-boat the pulling boat possesses little ability to make progress against wind and sea, and in such conditions it is necessary for the boats to be drifted to leeward in effecting a rescue, and in the meantime for the parent ship to drop down to a station to leeward of the boat to be in a position to pick it up again. The new Jolly Boat is one outcome of the requirement for motor sea boats having good ability to work to windward under power.

The main particulars relating to the new 27ft. Jolly Boat are as follows: Length 27ft. B.P.; breadth 7ft. 7½in. moulded; depth 3ft. 7in.; weight 3½ tons in light condition; engine single Perkins P.4 diesel engine fitted with two to one reduction gear; engine rating 35 B.H.P., 1,200 r.p.m. Speed: 6-7 knots. Carrying capacity, twenty-six persons.

In some respects this Jolly

Boat resembles a small edition of an R.N.L.I. lifeboat. The hull is fully buoyant when swamped.

The engine has a closed circulation system, and outside keel cooling of the circulating water is arranged. This arrangement of circulating water enables the engine to be started up when the boat is in davits, which will ensure that the engine is running properly before the boat drops off the falls. The engine is enclosed in a watertight casing of aluminium alloy and is capable of running when the boat is swamped.

The slinging arrangements include Robinson's disengaging gear, which gear enables the boats to be released from the davit falls sea-boat fashion whilst suspended above the water.

The Jolly Boat for the Royal Yacht will be a standard boat except in respect to finish. These boats are under construction by Messrs. Newman of Poole.

These latest boats are to be fitted with elaborate systems of buoyancy tanks, not of conventional construction but of the new fibreglass plastic material.

"FLYING SAUCER" FIGHTER PLANNED FOR 1,500 M.P.H.

A "New York Times" report said on October 11 that "a revolutionary disc-shaped 'flying saucer' fighter plane being developed in Canada is planned to fly at 1,500 miles per hour." The aircraft is being developed by the A. V. Roe Company at Toronto. The report said that the designers have been working on the "flying saucer" for two years. Until six months ago the project was one of Canada's most closely guarded secrets, but since then aviation reporters have been able to fit together stray pieces of information. The main obstacle now, it says, is money to build the prototype, a pilot's model of which is estimated to cost £89,000,000.



Commander H. L. Gunn, of Garden Island, watches artist, Lt. Commander Frank Norton and W.R.A.N. Norma Heuser put the finishing touches to Norton's sectional drawing of the aircraft carrier H.M.A.S. "Sydney." The drawing shows 41 separate trades aboard the Carrier and will be used to train National Service Trainees.

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

The aircraft carrier "Sydney," which returned to Australia from England in August after having taken the Australian and New Zealand Coronation contingents there, left Sydney Harbour for Korean waters by way of Fremantle on Monday, October 19. She was accompanied by the Tribal class destroyer "Bataan."

Both ships arrived at Fremantle on October 26 and sailed for Singapore on the following day. After they have reached Singapore the "Bataan" will return to Sydney.

The Minister for the Navy (the Hon. William McMahon) said on October 16 that, during the "Sydney's" passage to the Korean area, No. 805 and 850 Sea Fury fighter squadrons and No. 816 Firefly anti-submarine squadron, which would be embarked in her, would engage in frequent flying practice.

Mr. McMahon recalled that the "Sydney" did a six months' tour of duty in the Korean theatre in 1951-52. The first day on which her aircraft went into action they made 89 sorties. At

the time, that was a record number of sorties on any single day for a carrier of the "Sydney's" class.

Although "Bataan" was not going the whole of the way to Korea on this occasion, Mr. McMahon added, she had already been there twice. She was on occupation duty in Japanese waters when the Korean war broke out in June, 1950, and she remained in the war area for 12 months. She began a second tour of duty there in January, 1952, and stayed in Korean waters for 10 months.

EXPLOSION IN H.M.S. "INDOMITABLE"

GALLANTRY AWARDS TO OFFICERS AND MEN.

Ten awards to officers and men and three Posthumous Commendations in connection with the explosion which occurred in the aircraft carrier "Indomitable", off Malta, on February 3, were announced in the "London Gazette" on July 27.

The explosion, which occurred in the hangar of the ship while aircraft were being refuelled on the flight deck during an exercise, killed three ratings, subsequently caused the death of six other ratings and injured three officers and twenty-seven ratings.

The First Lord of the Admiralty (the Rt. Hon. J. F. L. Thomas, M.P.) subsequently stated in the House of Commons that there was considerable structural and electrical damage to the ship, and that the explosion was caused by a leakage of petrol that caught fire. There was no question of sabotage.

The awards include two George Medals. One to Commissioned Mechanician Hedley William Edwards, B.E.M., R.N. (St. Budeaux, Plymouth) and another to

Petty Officer Stoker Mechanician Victor Harold Stanton, P/SKX. 801626 (London, W.C.1). Commissioned Mechanician Edwards gave orders for the shutting down of petrol delivery lines and for danger warnings to be broadcast in the ship. Then he made efforts to stop the leak until the explosion occurred. "Although badly shaken by the explosion," says the citation, "Mr. Edwards proceeded to help to organise and direct the fire-fighting and continued his efforts without respite for many hours until he was satisfied that no further danger existed."

Petty Officer Stanton, although realising the danger which existed, attempted to stop the leakage of petrol, and when the explosion occurred he was blown a considerable distance, but unfortunately without injury. He helped a badly injured colleague to a place of safety and then checked that all deliveries of petrol had been stopped and that all storage tanks were properly shut down. Afterwards he did invaluable work in fighting fires.

The M.B.E. is awarded for courage, skill and initiative when the explosion occurred to Lieutenant-Commander John Raymond Henry Bull, D.S.C., R.N. (Alverstoke), who was in charge of fire-fighting and damage control measures: Lieutenant (E) Peter Angus Cooper, R.N. (Southsea); Temporary Lieutenant (L) Kenneth Malcolm Elder Mackay, R.N.V.R. (St. Osyth), and Senior Commissioned Shipwright Alfred Samuel Robert Saunders, R.N. (Fareham).

The B.E.M. (Military Division) is awarded for courage, skill and initiative when the explosion occurred to Electrician's Mate (A) Edward William Dawes, L/SFX.873355 (Brockhurst, Gosport); Leading Seaman George Rex Dudley, P/X. 259129 (Bulwell, Nottingham); Leading Electrician's Mate Stanley Arthur John Rutter, P/SMX. 838501 (Helensburgh), and Electrician Alfred George Shott, P/MX.745975 (Bridgeman, Hants.).

Posthumous Commendations for courage, initiative and devotion to duty in trying to prevent an explosion are awarded to Engine-room Artificer (4th Class) Brian Howard Clissold Pugh, P/MX.909118 (Birmingham), Leading Electrician's Mate Albert George William Rowley, P/SMX. 833584 (West Croydon), and Electrician's Mate Ronald Cannon, P/SMX.903650 (Hartlepool).

IRONIC "SCRAP" DEAL.

An ironic flashback to World War II. was reported from Manila, Philippines, on October 19 when a representative of three Japanese steel mills said he expected to conclude a deal for the purchase of scrap iron shortly. The scrap iron, ironically enough, will come from 59 ships sunk in the Philippines area during the war.

NAVAL HELICOPTER SQUADRON'S SUCCESS IN MALAYA

Between arrival at Singapore on January 8 and June 1, No. 848 Squadron, equipped with Sikorsky S.55 helicopters, provided by the United States under the Mutual Defence Assistance Programme, has carried over 4,000 troops on operational lifts in Malaya, flown 1,500 hours and moved 100,000 lb. of freight. The unit, formed at the Naval Air Station at Gosport under the command of Lieutenant-Commander Sydney H. Suthers, D.S.C., R.N., on October 29, 1952, is the Royal Navy's first operational helicopter squadron.

One of the roles in which the squadron has been employed is in the evacuation of casualties, and already 90 sick and wounded Servicemen have been transferred from clearings in the jungle to military hospitals for treatment with the minimum of delay. It was while working up at the Naval Air Station at Sembawang that the unit had one of its first casualty evacuation calls and three soldiers were moved to the British Military Hospital at Kinrara by an aircraft flying from Kuala Lumpur.

Leaflet dropping at small kampongs and areas in which it was known that terrorists were operating was another of the tasks carried out by the squadron. On one occasion, one pilot released 700,000 leaflets in two hours over bandit territory. The Naval helicopters have also proved their value for reconnaissance work over the jungle, providing a "closer look" at suspicious areas than could orthodox aircraft.

The major and most important task tackled by the squadron, however, has been the movement of troops, and in one quick deployment on anti-bandit operations in May, 1,800 men were moved in four days. In one operation in March when helicopters were used for positioning troops, aircraft flew 183 sorties of 103 hours, moving 650 troops and

upwards of 4,000 lb. of freight and equipment. The same month, four aircraft lifted 205 fully equipped troops to seven different clearings in 51 sorties and 53 flying hours. In another phase of the same exercise, 310 soldiers and 2,000 lb. of freight were lifted to patrol positions.

By March 31, 850 troops had been lifted since the commencement of operations and 37 casualties evacuated. Approximately

24,000 lb. of stores and equipment had been moved. Helicopters of the squadron have also provided rapid and efficient methods of travel for officials in Malaya. The High Commissioner, Sir Gerald Templar, has employed them on two occasions, when making tours, while the General Officer Commanding, Malaya (General Stockwell) and other senior officers have been transported on tours of inspection.

GENIUS OF THE "Q" SHIPS DIES

Vice-Admiral Gordon Campbell, V.C., D.S.O., who was captain of one of the mystery ships, or "Q" boats, which helped greatly to combat enemy submarines during the 1914-18 war, died in London recently. He was 67. Admiral Campbell was personally thanked for his services by the British War Cabinet. When the war ended he was in command of a destroyer flotilla. After his retirement in 1928 he published a volume on "Q" ships entitled "My Mystery Ships." He also lectured widely.

In a foreword to Admiral Campbell's book, Admiral Sir Lewis Bayly, K.C.B., K.C.M.G., C.V.O., said:

"Admiral Gordon Campbell served under my flag in mystery ships from October, 1915, to August, 1917: starting as a Lieutenant-Commander R.N., he ended that part of his career as a Captain R.N., with a V.C. and three D.S.O.s."

"He had a genius for foretelling whereabouts a submarine was likely to be found, and what its further movements were likely to be; a born leader of men, with a wonderful sense of duty to his country, life and honours seemed to count nothing to him, provided that he could find and attack a submarine, and it is safe to say that, apart from his attacks, he created a moral atmosphere which caused submarines to be far more

careful in attacking ships . . .

"The only time we came to a near disagreement was when I told him that as a Captain R.N. at an exceptionally early age, with the honours His Majesty had given him, he must give up the dangerous game of mystery shipping and must take up the ordinary duties of a naval officer in war, as such as officer could not be easily spared from the country's service . . . Among the thirty odd mystery-ships' captains who served under my flag, he was the only one who could stand the strain of mystery-ship work for more than a year."

May we add, in memory of this great man: truly an admiral with the Nelson touch.

SERVICE CHIEFS VISIT BLOOD BANK.

Rear-Admiral H. A. Showers, Lieutenant-General F. H. Berryman, and Captain Lockwood inspected the Red Cross Blood Transfusion Service in Sydney recently at the invitation of Mr. J. F. Clack, Chairman of the N.S.W. Division of the Red Cross. Servicemen in various Army and Navy commands are encouraged to become Blood Donors. Mobile Red Cross Blood Transfusion units call regularly at various camps, collecting blood from approximately 100 donors on each visit.

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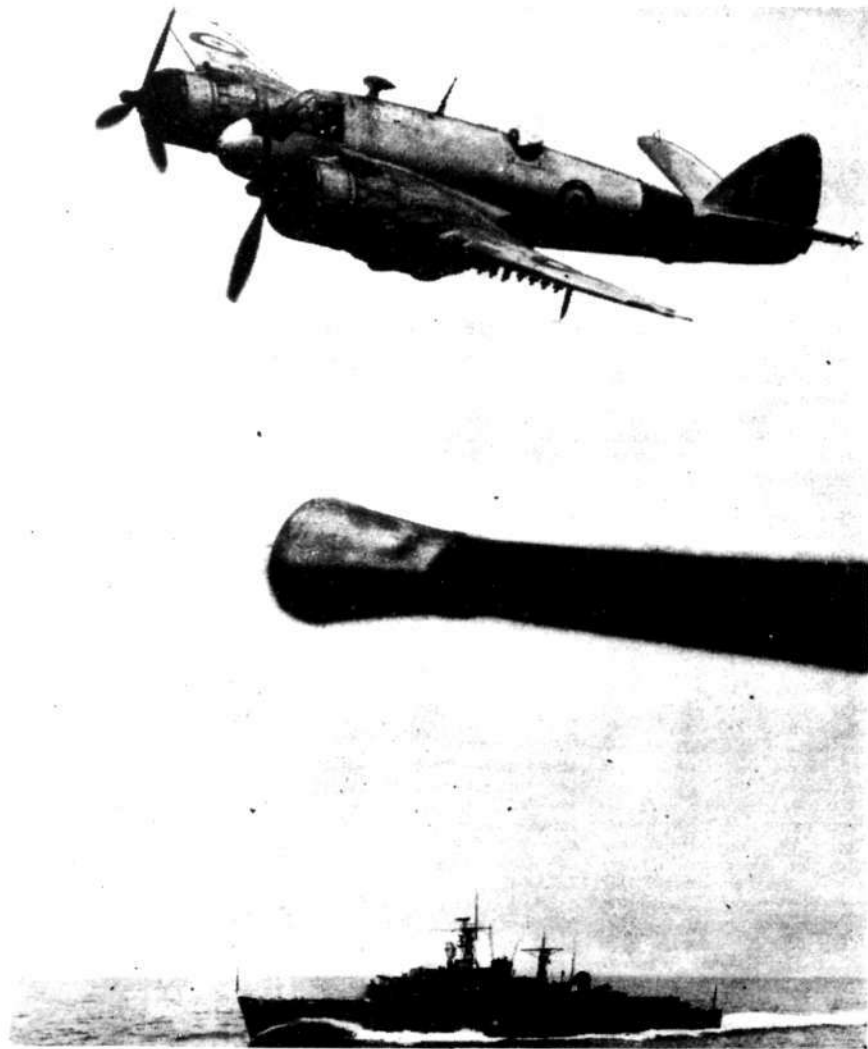
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A Beaufighter from the R.A.A.F. station at Richmond makes a low run between the Navy's fast anti-submarine frigate H.M.A.S. "Quadrant" (in background) and the frigate H.M.A.S. "Hawkesbury." The muzzle of a Bofors gun mounted on the "Hawkesbury" is shown in the foreground. With the frigate H.M.A.S. "Murchison", the submarine H.M.S. "Tactician," and the other planes from Richmond, they carried out anti-submarine, anti-aircraft and gunnery practice off Sydney Heads.

NEWS OF THE WORLD'S NAVIES

"AUSTRALIA" EXPERIENCES 'QUAKE IN N.Z.

Members of the complement of H.M.A.S. "Australia" experienced an unexpected surprise during their recent visit to New Zealand as pavements swayed under their feet and city buildings rocked in Wellington's severest earthquake for several years. The ship had berthed there the day before. For most of the crew this was their first experience of an earthquake, and it was quite a good one to start off with. No sailors were injured either ashore or on the ship, but one who was in a bookshop had a shelf of books piled on top of him. An officer who was on board the "Australia" during the earthquake, Lieutenant-Commander D. H. D. Smyth, said the ship shuddered as though she had hit something, but no damage was done.

FIRST SEA LORD VISITS R.N. AIR STATIONS.

The First Sea Lord (Admiral of the Fleet Sir Rhoderick McGrigor, G.C.B., D.S.O.), visited the Royal Naval Air Station at Bramcote, Warwickshire, recently and took the salute at a Navy Air Day Parade and witnessed various flying demonstrations. He later visited the R.N. Air Station, Arbroath, and an honorary degree of Doctor of Laws was conferred on him at St. Andrews University.

U.S. NAVY HYDROFOIL DOUBLES SPEED.

The latest innovation to increase speed on the water is the hydrofoil. It was demonstrated recently on a United States Navy speedboat near Chicago. Using hydrofoils, the research craft's top speed was increased from 22 miles per hour to 40 m.p.h.

COMMONWEALTH NAVIES' SERVICE IN KOREAN WATERS.

During the Korean war a total of 75 warships of Commonwealth Navies and of the Royal Fleet Auxiliary Service served off Korea for varying periods, these comprising 34 ships of the Royal Navy (including four aircraft carriers and six cruisers), 16 ships of the Royal Fleet Auxiliary Service, one hospital ship, nine ships of the Royal Australian Navy (including one aircraft carrier), eight destroyers of the Royal Canadian Navy and six frigates of the Royal New Zealand Navy.

BRITISH ADMIRALTY'S MESSAGE OF APPRECIATION.

Following the Greek earthquake disaster, the British Admiralty sent the following message to the Commander-in-Chief, Mediterranean, Admiral the Earl Mountbatten of Burma, K.G., etc.: "Please convey to all officers and men concerned Their Lordships' appreciation of the way in which the Mediterranean Fleet has upheld the prestige of the Royal Navy by its ready and effective action in relief of the distress of those who suffered in the earthquake disaster in the Ionian Islands. The initiative and resourcefulness displayed have been in keeping with the best traditions of the Service."

KOREAN WAR SERVICE.

On the basis of Korean war medals and United Nations Service medals issued, it is estimated that 17,000 officers and men of the Royal Navy, Royal Marines and Royal Fleet Auxiliary served afloat in Korean waters, and a further 4,300 served in Japan. A total of 165 of these officers and men received decorations for distinguished services against the

enemy, and a further 289 were mentioned in despatches.

TRIALS SOON FOR U.S. ATOM SUBMARINE.

The United States Navy's atomic submarine, now nearing completion, would bottle up enemy warships half the world away, the U.S. Secretary for the Navy (Mr. Anderson) said on September 15. He was speaking at the keel-laying ceremony of the United States second atomic submarine, the "Sea Wolf." Mr. Anderson stated that the first, the "Nautilus," would have its builder's trials soon. "Our enemies may enter a war with six times more submarines than Germany possessed at the outset of World War II, mostly better and harder to find and sink," Mr. Anderson warned.

H.M. SURVEY SHIPS HOME FROM PERSIAN GULF.

Her Majesty's Survey Vessels "Dalrymple" (Commander R. Bill, D.S.O., R.N.) and "Owen" (Commander C. R. K. Roe, D.S.C., R.N.) have returned from the Persian Gulf for refitting and re-commissioning. During the past two years both ships have been engaged on survey duties in the Persian Gulf and Mediterranean, including surveys of the Trucial Coast. They will return to the Persian Gulf after re-commissioning. The Hydrographer of the Navy (Vice-Admiral A. Day, C.B., C.B.E., D.S.O.), took passage in the "Owen" from Plymouth to Chatham to see demonstrations of the latest radar and echo-sounding apparatus installed for survey work.

R.N. COLLEGE BECOMES H.M.S. "DARTMOUTH".

In consequence of the naming of the Royal Yacht "H.M. Yacht Britannia," the title and name of

the Royal Naval College, Dartmouth, have been changed. The College is now to be known as The Britannia Royal Naval College, Dartmouth. Bears the ship's name H.M.S. "Dartmouth," and ceases to be known as H.M.S. "Britannia," as formerly. Many ships of the Royal Navy have borne the name "Britannia," including two light training ships. When the Royal Naval College buildings were opened in 1905, and the training of cadets transferred from H.M.S. "Britannia," a screw ship of the line of 3,994 tons and 115 guns, the College assumed this name and title. H.M.S. "Britannia" was launched and named by Her Majesty The Queen at John Brown's yard, Clydebank, on April 16. The ship is expected to do her final sea trials in December and to bring the Queen and the Duke of Edinburgh from Tobruk to the United Kingdom in May next on the final stage of their return journey following the Common wealth tour.

U.S. JET SETS NEW SPEED RECORD

A F4D Skyray jet plane, piloted by test pilot Bob Rahn at Ed-

wards Air Force Base, California, on October 16, set a new world speed record by averaging 728.110 miles per hour for 100 kilometres around a closed course, the Douglas Aircraft Company, who built the plane for the United States Navy, announced on October 17. Rahn flew at an altitude of about 300 feet around twelve pylons marking the course on the Mojave Desert. Douglas officials said he held the Skyray in a 35 degree bank while flying the course. Rahn's flight breaks the previous closed circuit record of 709.2 miles an hour for the distance set by a British Hawker Hunter jet at Dunsfold, England, on September 19. On October 3, Lieutenant Commander James Verdin, a United States Navy pilot, gained the world speed record for a straight course by averaging 753.4 miles an hour in four passes over a straight three-kilometres at Edwards Base.

R.N.Z.N. FRIGATE VISITS SYDNEY.

The Royal New Zealand Navy frigate "Pukaki" arrived in Sydney on October 2 from Noumea, which she visited to participate in the recent centenary celebrations.

Aboard her were two members of the New Zealand Parliament, Mr. L. Gott and Mr. Tirikatene, who represented the New Zealand Government at the Noumea celebrations. The "Pukaki" took part in exercises with ships of the Royal Australian Navy before sailing for Korea, whither she was bound for service operations.

SHELLS, ETC., USED IN KOREA.

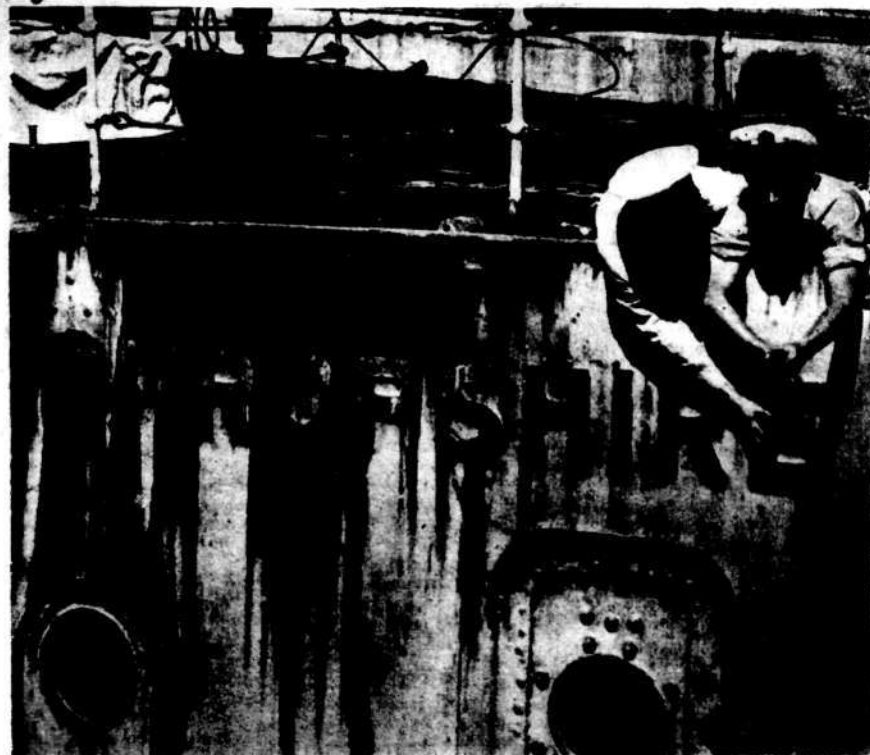
During the Korean operations, which continued for just over three years, 23,000 six-inch and 148,000 rounds of 4.7 or 4-inch shells were fired by H.M. Ships in bombardments; 15,200 bombs of various weights were dropped and 57,600 three-inch rocket shells were fired from aircraft. In addition, 3,300,000 rounds of 20 m.m. aircraft gun ammunition were fired. In order to maintain ammunition and other supplies of the Fleet, ships of the Royal Auxiliary steamed more than 300,000 miles.

FIRST SEA LORD PRESENTS "WINGS"

The First Sea Lord, Admiral of the Fleet Sir Rhoderick McGrigor, C.C.B., D.S.O., flew from Northolt recently to present flying badges to junior Naval officers who qualified as pilots at the R.A.F. Station, Syerston, near Newark. A total of thirty Lieutenants, Sub-Lieutenants and Midshipmen qualified for their wings on completion of their initial training. The First Sea Lord lunched with the Commanding Officer of the Station, Group Captain W. P. J. Thomas, D.F.C., before returning to Northolt in a Naval aircraft.

BRITISH RESERVE FLEET.

Vice-Admiral I. M. R. Campbell, C.B., D.S.O., who recently assumed command of the British Reserve Fleet has been visiting units of his command. H.M.S. "Trafalgar", wearing Admiral Campbell's flag, sailed from Portsmouth on a cruise to enable the Flag Officer to inspect some of the Reserve Fleet Divisions, and



The cruiser H.M.A.S. "Shropshire" officially ended her service with the R.A.N. last month, and naval artificers removed her nameplate at the Captain Cook Dock. The nameplate will go to the Australian War Memorial Museum in Canberra. The "Shropshire" was given to Australia by the Royal Navy in 1943 to replace H.M.A.S. "Canberra," which was lost in the battle of Savo Island. She will be dismantled and the hull sold.

simultaneously to provide annual training for Royal Naval Volunteer Reserve officers and men.

ADMIRAL HALSEY FOR CORAL SEA CEREMONY.

The Australian Government has invited Admiral William Halsey, of America, to visit Australia for the Coral Sea Battle celebrations next year. This was announced on October 19 by the Federal president of the Australian-American Association, Sir John Latham, at a Federal Council meeting of the Association in

Brisbane. Admiral Halsey commanded the Allied Naval forces in the South Pacific during the war. Sir John added that he had suggested to the Vice-President of the United States, Mr. R. M. Nixon, during his recent visit to Australia that an American aircraft-carrier might be sent to Australia during the ceremony.

U.S. SUPER ATOMIC SUBMARINE.

The United States Navy is reported to be considering a proposal to build a 6,000-ton super atomic-powered submarine. The

vessel would be twice the size, and much faster than, the two atomic-powered submarines—the "Nautilus" and the "Sea Wolf"—now under construction. U.S. Navy officials said on September 8.

RESTRICTIONS RELAXED IN KOREAN WATERS.

Since the armistice, in all ships patrolling in Korean waters, certain relaxations have now taken place. They are no longer darkened at night, scuttles and "black out" screen doors are now open, providing great relief in the hot



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and humid conditions prevailing; watchkeeping duties have been reduced as instant readiness of full armament is no longer necessary.

EXERCISE "MARINER": BIG N.A.T.O. TEST.

Some 300 ships and 1,000 aircraft took part in Exercise "Mariner," the N.A.T.O. maritime exercise which, under the combined direction of the Supreme Allied Commander, Atlantic, the Commander-in-Chief, Channel, the Commander-in-Chief, Maritime Air Channel, and the Supreme Allied Commander, Europe, began on September 16 and lasted, in various phases, for 19 days. About 500,000 servicemen, mostly sailors and airmen, were directly concerned in the exercise. They came from nine N.A.T.O. nations: Belgium, Canada, Denmark, France, Netherlands, Norway, Portugal, United Kingdom, and the United States. The aim of "Mariner" was to give the fullest possible opportunities for co-ordinated training of the naval and maritime air forces in various phases of simulated war activities.

NIGHT FIGHTING TECHNIQUES.

Destroyers and fast patrol boats of the Royal Navy together with

British and Netherlands maritime aircraft recently took part in exercises designed to develop new techniques of night fighting in the narrow seas. Known by the code name "Garage", these exercises, the fifth set in a series, were conducted by the Nora Command in the area of the wartime convoy route from the Thames estuary and the Wash. During an important phase the destroyers "Barrosa" and "Obdurate," based on Harwich, and fast patrol boats, working from Felixstowe, patrolled the line of the war channel between the Shipwash lightship and Smith's Knoll, awaiting early warning of the approach of mine-laying E-boats, represented by their fast patrol boats from Great Yarmouth—from special search aircraft patrolling farther East above the North Sea and from radar stations on the coast of East Anglia. Warning was duly received and successful interceptions made.

PORTLAND DEFENCES TESTED BY R.N.

An exercise to test the naval and coast artillery defences of the port of Portland, U.K., took place at the end of August. A large number of H.M. Ships, including two aircraft-carriers, destroyers, frigates, minesweepers,

submarines and coastal craft, took part, and special opportunity was afforded for members of the Royal Naval Volunteer Reserve and the Royal Naval Minewatching Service to gain experience. Military and Naval shore patrols included the Home Guard.

R.A.A.F. OFFICERS WATCH FLYING FROM H.M.A.S. "SYDNEY."

About 20 officers from the Royal Australian Air Force Staff College at Point Cook (Victoria) embarked in the aircraft-carrier "Sydney" in Sydney Harbour on October 10 to watch a flying demonstration off the New South Wales coast by the carrier's pilots. The "Sydney" returned to her anchorage late in the afternoon. The Minister for the Navy and Air (the Hon. William McMahon) said that the Air Force officers had been doing the maritime section of their course at the Royal Australian Naval Air Station and the Australian Joint Anti-Submarine School at Nowra (N.S.W.). They had attended lectures on the functions of the R.A.N. Fleet Air Arm and the school. Their visit to H.M.A.S. "Sydney" would complete the maritime section of their course.

NEW ZEALAND CRUISER VISITS BRISBANE.

The New Zealand cruiser "Black Prince" arrived at Brisbane from Djakarta (Java) on Wednesday, September 23, and left for Auckland (N.Z.) two days later. Announcing this, the Minister for the Navy (the Hon. William McMahon) recalled that the "Black Prince" accompanied the aircraft carrier "Sydney" to England as one of the ships of the Anzac Squadron which took the Australian and New Zealand contingents to the Coronation celebrations. The "Sydney" returned by way of Nova Scotia, Baltimore, Jamaica, the Panama Canal and Pearl Harbour. Before the "Black Prince" reached Djakarta on her return journey she had called at Malta, Port Said, Suez, Aden, Colombo and Singapore.



MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON AND NEW YORK

By
AIR MAIL

"GOTHIC" UNDERGOES TRIALS FOR ROYAL TOUR.

The newly-fitted Shaw Savill liner "Gothic" on October 13 began eight days of sea tests in preparation for Her Majesty the Queen's Australasian tour early next year. All equipment which will be used during the tour was tested. The Queen and the Duke of Edinburgh boarded the "Gothic" at Kingston, Jamaica, on November 27.

ATLANTIC GALES EXACT HEAVY TOLL.

Fifteen men are known to have died in the gales that swept the Atlantic during late September. Battered French fishing boats returning to port reported heavy losses of life and damage to boats. Nine of the crew of eleven in the fishing vessel "Jules Verne" drowned when their craft sank off Brittany. Two men were swept overboard from another boat.

YACHT AND LOCOMOTIVE AS DECK CARGO.

The steamship "Adelaide Star" carried a yacht and a railway locomotive as deck cargo on her recent voyage from the United Kingdom. She arrived in Sydney on October 12. A floating crane unloaded the 48-ton diesel locomotive, which was made in Birmingham. The yacht, "Saskia," was unloaded by the floating crane directly overboard into the harbour, where it was then taken possession of by its owner.

COLLIER STRIKES BRIDGE.

The stern of the collier "Hexham Bank" came into contact with the Gladestville Bridge, Sydney Harbour, when the ship was passing through it on October 10. The bridge was opened about 5.15 p.m. to let the collier pass to the Mortlake gasworks. A strong wind swung the stern of the ship into the bridge, damaging a steel stanchion. The "Hexham Bank" was damaged but was able to proceed to its dock.

MYSTERY S.O.S.

Radio flashes picked up in four European countries on October 11 created a mystery—luckily short-lived—about happenings on the 2,450-ton Norwegian ship "Eika." First dramatic message that the ship was sinking, due to sabotage, was not signed by the master as usual, but it added to the mystery with the words "co-operation between me and officers in the chart-room is not possible." A few minutes later another strange message from the ship suggested trouble over the first message and said "I am the victim of too quick a conclusion." Later, the ship's owner, Mr. K. Sandaas, of Krageroe, Norway, said he had heard from a British ship which rushed to the rescue that the radio operator had got worried when he found he could not open the door into his wireless cabin. He jumped in through a window and started sending SOS messages because

"he thought things had been so mysterious on board in the past few days." The shipowner said the rest of the officers and crew were at the time it happened unaware of all that was happening.

ALLEGED INTERFERENCE WITH JAP. FISHING BOATS.

A report from Tokyo on October 2 said that Japanese naval patrol boats were investigating reports that a fleet of naval vessels of unnamed nationality is harassing Japanese fishing craft in the China Sea. The Japanese Press featured on the same day a proposal that Japan's forces should be legally designated as armed forces so that they could protect Japanese ships on the high seas. In Seoul, the South Korean Defence Ministry announced the seizure of five more Japanese fishing craft, making the week's total nine. Korea claims exclusive rights up to about 60 miles of Korea's coast.

WONDER YACHT ARRIVES IN SYDNEY.

A Sydney business man, Mr. H. W. Northam, has brought from the United Kingdom, Great Britain's champion eight-metre racing yacht, "Saskia," in an attempt to capture the highest racing honours in Australia. The 22-year-old "Saskia" reached Sydney on October 12 in the cargo ship "Adelaide Star." "Saskia" is said to be the best-known eight-metre racing yacht in the world, having won 83 major sail-

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ing events. Mr. Northam said recently that "Saskia" won the Seawanna Cup, held between the United States and Britain, in 1932, and represented Great Britain in the 1936 Olympic Games. If eight-metre sailing events are held at the Melbourne Olympic Games in 1956, "Saskia" will be very handy for Australia.

REMARKABLE ESCAPE.

Two young Norwegian sailors had a remarkable escape from death in the Atlantic recently. They were washed overboard in a hurricane off Newfoundland and then were scooped back unharmed when the freighter "Magnhild", to which they belonged, dipped into a huge wave.

ANNUAL SERVICE FOR SEAFARERS.

The annual service for seafarers was held in St. Andrew's Cathedral, Sydney, on the morning of Sunday, October 18. A spectacular scene marked its close. The bearers of more than 30 flags, moving in procession from the chancel, where the flags had been placed during the service, suddenly halted. The flags were then lowered in salute while the choir and congregation sang the National Anthem. The service was conducted by the Dean

of Sydney, the Very Rev. E. A. Pitt, and the address was delivered by Major-General the Rev. C. A. Osborne, Captain C. H. Brooks, R.A.N., representing the Flag Officer in Charge, N.S.W., Rear-Admiral H. A. Showers, read the lessons and Captain David Craven, represented the League of Ancient Mariners. Special prayers were read by the Chaplain of the Sydney Mission to Seamen, the Rev. Colin Craven-Sands. The collection was on behalf of the Mission.

HUGE FIRE ON CALIFORNIAN WATERFRONT.

A devastating fire destroyed three huge warehouses on the Oakland, California, waterfront on the night of October 17, causing damage estimated at 12 million dollars (£5,357,000). Mr. Robert Cooney, owner of Allied Enterprises, said one of the warehouses destroyed in the fire which his firm owned contained food for Korea and other goods for American troops in the Pacific areas worth 10 million dollars. The fire still smouldered throughout the following day, although 200 firemen, a fire-boat and Coast Guard and auxiliary craft had brought it under control. The

fire broke out after an explosion in a marine works. Within the next 90 minutes flames could be seen over almost the entire San Francisco Bay area.

JAPANESE SHIP RESCUES OFF SHORE FISHERMEN.

A message from Wellington, N.Z., on October 19 said that the Japanese freighter "Sydney Maru" rescued two men in a dinghy when they were blown five miles off shore in a sudden gale on October 18. The men were crayfishing off Cape Palliser, 50 miles from Wellington. The "Sydney Maru," which was contacted by radio, was the only ship in the vicinity.

CATTLE TRANSPORT BY SEA SUPPLANTS LAND TRAVEL.

The successful movement of 200 head of cattle by sea has opened up a new era in the transport and marketing of stock in Northern Queensland. The stock were brought in a converted United States wartime landing barge from the Princess Charlotte Bay area on the Cape York Peninsula to Cairns in 36 hours. Normally the overland driving trip, over some of the roughest country in Australia, takes four to five weeks. The managing director of Marine Contractors Pty. Ltd., Mr. R. G. Johnston, who initiated the venture, said that it was hoped eventually to move 18,000 fat cattle a year by sea.

A GRIMM FEAT.

A message from Hamburg, West Germany, on October 20 said that Heinz Grimm, an unemployed seaman, held a sit-down protest on top of a 432-foot high church steeple because the Town Council had not given him a place in which to live. He descended after the Council promised it would consider his application only to be arrested by the police and charged with having disturbed the peace. Fancy disturbing anyone's peace but your own 432 feet in the air!

HURRICANE STRIKES U.S. ATLANTIC COAST.

A hurricane of 135 m.p.h. struck the United States Atlantic coastline on September 26. The New Orleans coastguard reported that the steamship "Eagle," a 7,099-ton American Liberty ship had radioed she was in distress 250 miles South-East of New Orleans. As no news of her loss has been received, it is presumed she reached port, either under tow or under her own steam. For hundreds of miles along the coastline, residents battered down their homes. In Panama City, a disaster committee was formed. National guardsmen, firemen, police and public utility workers stood by to protect life and property. Winds drove along the coast at gale force and very heavy rain fell. Ships and planes were rushed from all endangered ports and bases.

FAROUK'S ROYAL YACHT.

A report from Cairo on September 8 said that nine Egyptian cronies of ex-king Farouk of

Egypt made £850,000 in commission from the £1,450,000 which the Farouk Egyptian Government paid to recondition the royal yacht "Mahroussa." The committee of engineers which the present Government appointed to inspect the yacht found the "Mahroussa" was in "perfect condition" before the overhaul.

EGYPTIAN COURT ORDERS SEIZURE OF SHIP'S CARGO IN SUEZ CANAL.

A message from Cairo on September 13 said that an Egyptian Prize Court on September 12 ordered a Greek ship, the 949-ton "Parnon," which was detained at Port Said on September 2, to unload her cargo of asphalt and Israeli-assembled motor vehicles. The "Parnon" was on her way from Haifa on Israel's West Coast, through the Suez Canal to Elath, Israel's port on the Gulf of Akaba, and thence to Mombasa, East Africa. On September 9 Israel accused Egypt in a letter to the President of the United Nations Security Council of a

"flagrant violation" of international obligations in detaining the "Parnon." The acting Israel representative to the United Nations, Mr. Arthur Lourie, said in the letter that the asphalt was to be discharged at Elath and the motor vehicles at Mombasa. Incidentally, on September 1, the United Nations Security Council, by eight votes to none, condemned Egypt for blockading Israeli-bound ships through the Suez Canal and called on Egypt to lift the restrictions immediately.

'QUAKE AT AUCKLAND.

Auckland rocked on the afternoon of Sunday, October 18 in the strongest earthquake tremors the city had felt for 30 years. No great damage was caused. The undulating motions lasted several seconds. The city felt two distinct tremors. Auckland railway rocked noticeably. Hanging lights were set swinging, vases fell and doors rattled and closed.

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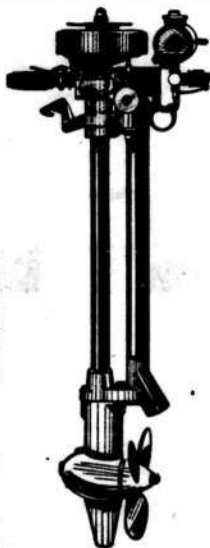
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PERSONAL PARAGRAPHS

ADMIRAL DOWLING TO COMMAND AUSTRALIAN FLEET.

The Minister for the Navy (the Hon. William McMahon) in Canberra on October 4 confirmed that Rear-Admiral R. R. Dowling, C.B.E., D.S.O., R.A.N., had been appointed Flag Officer Commanding the Australian Fleet.

Rear Admiral Dowling will succeed Rear Admiral J. W. M. Eaton, C.B., D.S.O., D.S.C., R.N., who has been on loan from the Royal Navy since October, 1951.

Rear Admiral Dowling is at present attending the Imperial College in London.

He will arrive back in Sydney on December 16 three days before Rear-Admiral Eaton leaves on his return to the United Kingdom.



Rear-Admiral Dowling, an Australian by birth, has had a varied and distinguished career.

From 1950 to 1952 he was Second Naval Member of the Australian Naval Board. His seniority as a Rear-Admiral dates from the 8th July, 1953.

The Minister for the Navy (the Hon. William 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 1921, where he was awarded the King's Gold Medal as "the cadet-midshipman who, during his period of training, exhibited the most gentleman-like bearing 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, 5,000 deck landings were made on "Sydney's" flight deck without serious mishap.

NEW C-IN-C., BRITISH HOME FLEET.

The British Admiralty has announced the appointment of Admiral Sir Michael M. Denry, K.C.B., C.B.E., D.S.O., as Commander-in-Chief, Home Fleet, in succession to Admiral Sir George E. Creasy, G.C.B., C.B.E., D.S.O., M.V.O. The appointment will date from January, 1954.

NEW APPOINTMENT TO ADMIRAL COUCHMAN.

The British Admiralty has announced the appointment of Rear-Admiral W. T. Couchman, C.V.O., D.S.O., O.B.E., as Flag Officer Heavy Squadron, British Home Fleet, in succession to Vice-

Admiral J. Hughes-Hallett, C.B., D.S.O. The appointment is to take effect in December, 1953, or January, 1954.

NEW FLAG OFFICER, GIBRALTAR.

The appointment of Rear-Admiral H. P. Currey, O.B.E., as Flag Officer, Gibraltar, and Admiral Superintendent, H.M. Dockyard, Gibraltar, in succession to Rear-Admiral St. J. A. Micklethwait, C.B., D.S.O. The appointment dated from October, 1953.

GALLANTRY AWARDS.

The George Medal has been awarded posthumously to the radio officer of the "Princess Victoria," which sank off the Irish coast on January 31, with the loss of 133 lives. The citation to the award, announced on October 6 in the "London Gazette" said: "David Broadfoot, deliberately sacrificed his own life in an attempt to save others." The award of the M.B.E. to four captains whose ships went to the assistance of the "Princess Victoria," despite almost overwhelming seas, and the British Empire Medal to the coxswains of two lifeboats. Radio Officer Broadfoot sent 54 messages at an average rate of one every five minutes throughout the time the "Princess Victoria" was in difficulties until she turned turtle.

WEDDING ARCH OF SWORDS.

A Naval Guard of Honour was formed outside North Shore (Church of England) School Chapel, when Miss Margaret Bagot was married to Lieutenant-Commander Alexander Black, R.A.N., Flag-Lieutenant to Rear-Admiral J. W. M. Eaton, Flag Officer Commanding the Royal Australian Navy. The bride is the only daughter of Mr. E. M. Bagot, house-master of the school's Hodges House. The Commanding Officer of H.M.A.S. "Hawkesbury," Lieutenant-Commander J. R. Stevenson, who is in H.M.A.S. "Sydney," attended the bridegroom, who is the

only son of Mr. and Mrs. Noble Black, of Neutral Bay.

DEATH OF WELL-KNOWN SHIPPING MAN.

Mr. C. F. Marshall, Melbourne manager of Burns, Philp & Co. Ltd., Australian shipping owners, transport agents and big Pacific shippers and traders, died suddenly at his home in Burwood, a suburb of Melbourne, on October 22.

CHANGE IN EXECUTIVES.

The Melbourne Steamship Company made some changes among its executives recently. Mr. J. C. Kenley, the company's Melbourne manager, retired on September 30, and the Sydney manager, Mr. H. L. Morgan, succeeded him. Mr. A. S. W. Johnson, manager at Newcastle, succeeded Mr. Morgan at Sydney, and Mr. A. E. Hosken, manager at Devonport, Tasmania, became manager at Newcastle, Tasmania.

NEW R.A.N. APPOINTMENTS.

New appointments for officers in ships and establishments of the Royal Australian Navy were announced by the Minister for the Navy (the Hon. William McMahon) on October 22. They are as follow:

Captain T. K. Morrison, O.B.E., D.S.C., of Melbourne, to command the frigate "Quadrant" from February 4, 1954, and to be captain of the First Frigate Squadron. Captain Morrison is at present Deputy-Chief of Naval Personnel and Director of Personal Services at Navy Office.

Commander R. I. Peek, O.B.E., D.S.C., to be Deputy-Chief of Naval Personnel and Director of Personal Services from February 2, 1954. He is at present commander of Flinders Naval Depot at Crib Point (Victoria).

Commander G. J. S. Crabb, D.S.C., to be commander of Flinders Naval Depot. He is at

present commander of the Royal Australian Naval Air Station, H.M.A.S. "Albatross," at Nowra (N.S.W.).

Commander W. B. M. Marks, D.S.C., to be commander of H.M.A.S. "Albatross." He is at present on special duty at Navy Office.

H.M.S. "GLORY" RETURNS HOME.

After nearly two and a half years' service on the Mediterranean and Far East stations, the aircraft carrier "Glory" has returned to the United Kingdom.

The "Glory" (Captain E. D. G. Lewin, D.S.O., D.S.C., R.N.) went to the Mediterranean Station in July, 1951, and from there was sent to the Far East, where she carried out several tours of duty in the Korean war zone. In addition to her company of over 1,000 officers and men the "Glory" also had on board a small number of officers and ratings returning from Hong Kong and Singapore. One unusual passenger, a Malayan bear, was brought to the London Zoo and was disembarked at Portsmouth.

In December last one of the "Glory's" air pilots made the 10,000th deck landing in the carrier since leaving the United Kingdom. Six thousand of these landings had been made following operational flights. In May of this year she completed the longest period of naval air operations by any British Commonwealth carrier in the Korean campaign. On one day at Easter the pilots of her air squadrons flew 123 operational sorties over North Korea, equalling the record set up by H.M.S. "Ocean" last year.

When she arrived at Portsmouth, H.M.S. "Glory" had steamed well over 160,000 miles since she was last in home waters. During overseas service her aircraft made more than 12,500 flights, including over 8,500 in Korean waters.

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NEW REGULATIONS AT N.S.W. PORTS.

New by-laws governing the handling at New South Wales ports of inflammable liquid, dangerous goods, and any liquid derived from petroleum, shale, or coal came into force in October.

Before a vessel enters a port, notice must be given to the harbour authority about the nature of any inflammable liquid or dangerous goods carried, warning flags or lights must be exhibited on the vessel and special safety measures must be taken while the vessel is within the port.

Precautions must be taken to prevent fires on board and explosions as well as precautions that will enable a vessel to be moved speedily.

In conjunction with regulations promulgated by the explosives section of the Department of Mines, action is being taken about the use of oil pipe lines and hoses.

SEA-ODDITIES

Having in the end been refused admission to Brazil (see the September issue of this journal), "the man without a country," Michael Patrick O'Brien, 57, has received permission to live in the Republic of Dominica, Central America. O'Brien is said to be one of the mestizos of the post-war period. He claims to be American-born, but the United States State Department refuses to recognise him. For nearly a year he travelled back and forth between Hong Kong and Macao in the British ferry steamer "Lee Hong." Originally he came to Hong Kong from Shanghai, but because he had no passport neither the Hong Kong nor Portuguese authorities at Macao would allow him to land. After being promised asylum by Brazil, he eventually arrived at Marseilles, France, in the liner "Bretagne," but here too he was refused permission to land. For the unfortunate's own sake, and for the sake of everyone concerned, it is to be hoped that the compulsory non-stop wanderer has now found a permanent place of abode. Shades of the days when passports were practically unknown, when the only "visa" needed was the ability to pay your way.

Ever see a vegetable garden growing on the bridge of an ocean-going ship? No, you probably haven't; not many of us have. Yet, had you been on the bridge of the British liner "Eastern Saga" when it arrived in Sydney from Hong Kong on October 15, you'd have seen that very thing. The vegetables are growing, bedded in crushed pumice, in a small glasshouse and the means by which the plants are being reared is known as hydroponics. The garden is the hobby of the chief officer of the ship, Mr. G. Parish. He told an interviewer that he knew nothing about hydroponics until a passenger gave

him a book on the subject about six months ago. "I decided," he said, "after reading the book to try growing vegetables in the ship." Gardening authorities in Sydney said I was mad. But I am proud to say that, after five months work on my little garden the tomatoes, celery, cucumbers, and radish plants will hold their own with anything grown on land. Mr. Parish explained that vegetables grown by hydroponics needed no soil or watering. Every day he soaks a chemical solution through the beds. He catches the solution and feeds it back again through the plant roots the following day. Mr. Parish said he was sure of getting a good crop of fresh vegetables, but estimates that because of the costly equipment and chemicals, his first tomato will cost him £24. But thereafter the cost of production, of course, will be considerably lessened.

A fine sea-bird that seems to have gone the way of the dodo and the great auk into extinction, is the one-time well-known short-tailed albatross. This bird, also known as Steller's albatross, was the largest and the most handsome—and that is saying a great deal—of the Pacific albatrosses. It was not, however, the wandering albatross of the Southern Ocean and South Pacific which likes to follow ships and is familiar to every seafarer. It was first described by ornithologists in 1780. It nested in great numbers on islands off the coast of Japan. Then came the world feather trade—the use of feathers in women's hats, etc.—and hunters ruthlessly slaughtered the short-tailed albatross, along with other birds, in a general massacre that only ended, so far as the short-tailed was concerned, in 1933, by which time the birds had become almost exterminated. The last report of a lone Steller's al-

batross came in 1951—from the British survey ship "Challenger," near the island of Guam.

It seems now that the fantastic prehistoric monster" washed up on West Scotland's Gyrvan beach recently—see the October issue of this journal—proved to be only a basking shark, after all. Trippers went to Gyrvan in their thousands, and the local villagers began reaping a rich harvest selling so-called souvenirs of "the Plesiosaurus," as one local authority called it, thus claiming it to be a surviving relic of a marine reptile that geologists believe became extinct millions of years ago. The basking shark is a harmless monster, growing up to 40 feet in length, which feeds on the abundant plankton of the Gulf Stream, and is fairly frequently washed up on the shores of the North Sea.

One of the great mysteries of the sea surrounds the wrecked Dutch liner "Tubantia," 14,000 tons, which left Amsterdam on a rather wild night in March, 1916, with 80 passengers and a crew of 280, bound for Buenos Aires. Between 2 a.m. and 3 a.m. the wake of a torpedo was seen by officers on watch, and this was finally followed by a tremendous explosion. Though the "Tubantia" sank in two-and-a-half hours, fortunately all were able to take to the boats and were saved. Germany denied sinking the vessel, and implied that Britain was responsible for it. But, unfortunately for Germany, bits of the torpedo were found in the "Tubantia's" boats, which proved beyond all doubt that the torpedo was of German origin. Besides a general cargo, the "Tubantia" was reported to have had about £2,000,000 worth of German gold aboard, concealed in Dutch cheeses. If this be so, the case is the height of irony. The Germans must have sunk their

own gold. The wreck was first located in April, 1922, when she was found, broken in three pieces, lying on her side 20 fathoms down, 30 miles from the coast. However, none of the salvage concerns which have worked on the wreck have failed to find the gold. Here, then, is a first-class mystery of the sea. Sir Robert H. Davis, who tells the story in his fascinating book "Deep-Diving and Submarine Operations," asks, with good reason: is, then, the whole thing, so far as the gold is concerned, a myth? Or does £2,000,000 worth of the precious metal still lie somewhere within the battered remains of the "Tubantia"?

MINESWEEPING EXERCISE IN GREEK WATERS.

The R.N. 2nd Minesweeping Squadron arrived at Patras, in Greece, recently for a large-scale N.A.T.O. minesweeping exercise

with 34 ships of five different nationalities under the supreme command of the Commander-in-Chief, Allied Forces, Mediterranean, Admiral the Earl Mountbatten of Burma, K.G., etc.

Squadrons of Turkish, Greek, Italian, American, and British ships were engaged for 10 days on sweeping mines of all types laid by air, sea, and submarines.

This exercise, named Drages III, was organised by the staff of the Commander, Eastern Mediterranean, and was under the overall direction of the Commander, Mediterranean East, Admiral P. Lappas, an allied area commander of the Commander-in-Chief Allied Forces, Mediterranean.

The force was under the operational control of Captain D. H. Fouffas, Royal Hellenic Navy. Five British ships worked in conjunction with three Turkish minesweepers under the command of the captain, Minesweeping.

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Thousands of people crowded around the graving dock at Garden Island on 24th October to watch the Royal Navy submarine "Telemachus" submerged in the dock. The submarine was taking part in the Trafalgar Day display.

SPEAKING OF SHIPS

Liberty-type tankers, it is reported, are being laid up in increasing numbers as being too inefficient to be run at current oil freight rates.

The chairman of the Institute of London Underwriters has stated that he can see no immediate prospect of a reduction in repair costs, which govern marine insurance rates.

The Tokio correspondent of the London "Financial Times" said on October 15 that Japan's sterling reserves are dwindling very rapidly, and that, according to the Japanese Minister for Trade (Mr. Okana), they were expected to drop to £5,000,000 by March next year.

The Prime Minister of Australia (Mr. Menzies) said in Canberra on October 14 that informal suggestions had been made about Japan being included as a beneficiary under the Colombo Plan.

Two years intensive tests with fibro-glass plastic boats by the British Admiralty have warranted further investigation into its possibilities for light coastal craft.

Drilling for oil at Learmonth, 650 miles north of Perth, West Australia, officially started on September 5, when the Premier of Western Australia, Mr. R. G. Hawke, pressed a button on the drilling site.

The British Board of Trade announced on October 12 that Britain's exports in September this year totalled £201,800,000, which was £14,000,000 more than the July-August average. Excess of imports over exports and re-exports was £60,000,000.

Harland and Wolff, with second place, were the only British

shipbuilders in the first six in the world's list of output in 1952.

Mr. Sydney Lane, director of the Brush Group, a combine of four British electrical manufacturing companies, has negotiated a trade deal with Moscow worth more than £3,000,000. Subject to export licences being granted by the Board of Trade, the group will supply Russia with Diesel-electric generating sets, transformers, and other electrical plant.

Proposed plans for the new Widnes-Runcorn Suspension Bridge is receiving the consideration of the British Ministry of Transport. The bridge will have a clearance of 80 feet over the Manchester Ship Canal and an estimated cost of £1,300,000.

A Persian Government statement on September 29 said that foreign experts would have to go to Abadan oil refinery if some of the equipment there was to be set in operation again.

The oil drilling project officially started on September 5 at Learmonth, Western Australia, had at that date already cost more than £1,500,000 in preliminary exploratory geological survey work and installations, and is expected to absorb another £1,000,000 in the next twelve months.

Japan intends to appeal to the International Court at The Hague against Australia's action in proclaiming sovereignty over the seabed of her continental shelf, the "Kyodo News Service" in Tokyo reported on September 17.

The "Manchester Guardian" said on October 5 that the German industrial combine of Krupp is making all-out efforts to capture markets in Asia for constructional machinery.

Krupps is constructing a £60,000,000 steel mill with the industrial combines of Demag and Klockner in India, and helping to build a cement works 300 miles south of Bombay.

Krupps has agreed to provide consultant engineers for the Pakistan Government to undertake a thorough survey of all production possibilities in building a sizable steel industry. Krupp will build a pilot steel plant with a yearly production of about 20,000 tons of steel.

Krupps is to ship machinery, heavy lorries, and locomotives to Egypt, and has an important share in the construction of a steel plant, probably near Cairo.

Scotland Yard, London, made a careful investigation into the recent purchase rumours of Stag Line shares and decided that there were no grounds for police action.

Experiments are giving promising results in linking radar by radio to distant stations which may be more advantageously sited.

The Argentine Government's boast that it has made Britain pay much more for its meat than it pays New Zealand has aroused very bitter feeling in that Dominion.

The new Anglo-Argentine trade agreement covers about 800,000 tons of British coal per year and it is expected that the greater part of the coal will be Welsh.

Although definite figures will not be known until the ships are finished, the P. & O. Line anticipates that the new "Arcadia" and "Iberia" will cost about £6,000,000 apiece.

EXPLOSION WRECKS U.S. CARRIER

Heavy casualties occurred when an explosion wrecked the United States aircraft carrier "Leyte" in the South Boston naval shipyard annexe on October 16. At least 33 men were killed and 40 injured. The "Leyte" was in dry dock being overhauled after service in the Korean war and in the Mediterranean.

The disaster began with an explosion, the cause of which, at time of writing, is not known. The carrier caught fire and her boilers blew up.

A series of blasts followed the first explosion. For hours afterwards, flames licked the decks and whipped through the passageways, sleeping quarters, wardroom and brig.

Some of the victims were burnt black in the initial blast. Several rescuers died heroically in the succeeding explosions or by being overcome by the fire. Others died equally heroically by drowning in the engine room as

tanks of liquid split open. Blinding smoke and intense heat faced civilian and naval firemen going below the fourth deck.

The commander of the "Leyte" (Captain Thomas Ahroom), who had been in command of the ship only a month, said the first explosion sounded like "a dull rumble, like a subway train going through." He said that flame and smoke travelled through the forward part of the ship so fast that he had to leave his cabin through the porthole. He climbed a ladder up the ship's side to the hangar deck and then went below to direct rescue operations. He estimated that 1,400 men were aboard the "Leyte" when the explosion occurred.

Captain Ahroom said that only 30 minutes before the disaster, the ship had been inspected completely, and there was no aviation petrol or ammunition aboard.

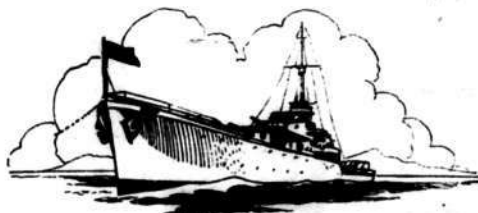
The explosion on the "Leyte" on October 16 is the worst disaster

of its kind the United States has suffered in peacetime since June 12, 1924, when 48 were killed aboard the battleship "Mississippi," off the Californian coast.

The "Leyte" was launched in August, 1945, and commissioned in 1946.

(A message from New York on October 20 said that the United States Navy had announced that a mechanical failure had caused the explosion aboard the "Leyte." Apparently 36 men were killed. Vice-Admiral John Ballantine said that fluid in a hydraulic catapult mechanism had leaked out and ignited. Cause of the leak and source of the spark were not known. Captain Thomas Ahroom, commander of the "Leyte," said he believed that a microscopic leak in the hydraulic system might have atomised the fluid under 3,000 lb. pressure, reducing it to minute particles which might have rendered it inflammable.—Ed.)

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REVIEWS

Spearheads of Invasion, by Lieutenant Commander W. N. Swan, R.A.N., published by Angus and Robertson, Sydney.

This is the first complete, eye-witness account of the seven most important invasions carried out by the Allies in the South-West Pacific during World War II. The general public knew of these operations by medium of official communiques and "hand-outs"; but, quite often, all they were told was that a landing had been carried out and a beachhead established. Here, at last, is the whole story in detail, from the initial training periods in Australia in

1942-43 to the surrender of Japan, told by the Control Officer of a Landing Ship Infantry, H.M.A.S. "Westralia."

The author, Lieutenant Commander Swan, who was "Westralia's" First Lieutenant from February, 1943, to August, 1945, perched in the ship's control position was able to see all that happened at those historic landings. Years of research went into the wealth of detail in the book and hardly an incident of note at the Arawe, Hollandia, Panoon (Leyte), Lingayen, Tarakan, Labuan and Balikpapan landings is omitted; that is, incidents observed

by the author. Because much of the book is the result of the author's own efforts, many of the incidents described are appearing in print for the first time anywhere in the world. Although the book is primarily the story of one ship which was fortunate enough to be in the centre of history-making events, it covers the whole canvas of the Allied advances from the first tentative thrust at Arawe to the dramatic landing by the Australian Seventh Division at Balikpapan for the last invasion of the global war.

The publishers, Angus and Robertson, are to be complimented on sponsoring such an epic documentary for the benefit of people the world over, and this result of a six-year spare-time "hobby" on the part of the author should become a proud textbook for British people and a lesson for the future.—J.J.



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ROYAL GREENICH OBSERVATORY TRANSFER.

The first stage of the transfer of the Royal Greenwich Observatory from Greenwich, to Herstmonceux Castle in Sussex, has been completed.

This consisted of the adaptation of the Castle and the construction of the Solar building and spectroheliograph cellar. Provision has been made for administrative offices, library, instrument rooms, records rooms, hostel accommodation and residence for the Astronomer Royal.

The second stage of the scheme comprises the construction of the Meridian Group of buildings to house a series of telescopes, including the Greenwich Reversible Transit Circle, the Bamberg Broken Transit and the Melbourne Reversible Transit Circle, all of which are to be transferred from Greenwich.

In addition, provision will be made in the Meridian Group of buildings for a new instrument—a Photographic Zenith Telescope.

Of the buildings in this group, that for the Greenwich instrument will be completed shortly, while contracts have been let for the Photographic Zenith Telescope Building and the Bamberg Telescope Building. The building to house the electrical control gear for the photographic Zenith Telescope has been completed.

The Meteorological Enclosure to take rain gauges, thermometers, wind gauges and sunshine recorders had been completed.

Work is due to start shortly on the Equatorial Group, comprising six new observatory domes to house the existing 30 inch and 36 inch reflecting telescopes, the 26 inch and 28 inch refractors and astrographic telescope.

In addition there will be a building in this group for the new Schmidt camera telescope, together with dark rooms and laboratories.

Designs for a block of buildings for the Time Department,

the Nautical Almanac Office and the Observatory and Chronometer Workshops are in hand. Ultimately too, a small block of Service buildings, including a works pound and boiler house, will be erected, and the huts, erected near the Castle during World War II., will be removed.

The decision to move the Royal Observatory from Greenwich was made shortly after the end of World War II. and preparations for the transfer have been in progress since then.

GIANT LINER TUGGED FROM SANDBANK.

Six tugs on September 8 pulled the 51,800-ton liner "Liberte" off a sandbank half a mile outside the French Channel port of Le Havre, which the liner struck on its way to Southampton during the afternoon of that day. The "Liberte," France's largest liner, is the former German liner "Europa," which once held the Transatlantic Blue Riband. She was carrying 1,075 passengers.

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The Association was represented by Lieut. Commr. V. A. Haines, M.B.E., R.A.N. (Ret.) Senior Vice-President of N.S.W. State Council, at the unveiling of the three War Memorials, situated at Port Moresby, Lae and Rabaul. His Excellency the Governor-General performed the unveiling ceremonies, which were held before very large representative gatherings, amongst whom were relatives of officers and men who had fallen and had been buried in the Territory of New Guinea.

Mr. J. K. Stafford has tendered his resignation from the office of Hon. Federal Assistant Secretary. Federal Council will not fill the vacancy owing to the closeness of the next election of all Federal Association offices; in the meantime the duties will be combined and again taken over by the Hon.

Federal Secretary.

Over fifty items have been compiled and printed on the next Federal Conference Agenda Paper which has now reached the various State Secretaries and Association Councillors.

Two nominations for the position of Federal President have been received by Council, they are Messrs. Harold E. Ivey, of Melbourne, and Herbert H. Hanby, of Adelaide: both these officers are Past State Presidents of their respective States, and each has been a Delegate to Federal Conference.

Amongst applicants who have been admitted to membership during the past few weeks are the following names: Messrs. Brian T. Laracy, of Essendon Sub-Section; Hector Browne and Alan R. Govan, of Footscray; Gordon D. Cruickshank, Roland Lau, Gordon D. Reid, Brian L. Shoo-

bert, John Simmons and Harold W. Smith, of Melbourne; George A. Schiffer, Mervyn G. Lemass, Allan Bushman, Paul A. Cameron, Eric W. Crooke, Albert D. Dancy, Patrick J. Fahy, Frank B. Flint, Joseph Galea, Arthur E. Hocking, John F. Jackson, and David Kerr, of Brisbane.

Transfers have been effected for Messrs. James Fitzgerald, Cecil R. Welch and Campbell G. Houston, the first-named to Footscray and last two to Adelaide from Melbourne. Godfrey M. Gunn from Heidelberg to Canterbury-Bankstown and Charles B. Stevenson to Geelong from Melbourne. From Sydney were Messrs. William O. Earl to Melbourne, Keith M. Levy to Northern Suburbs (N.S.W.) and George W. Moran to Canterbury-Bankstown S.S. Allan J. Currey has gone from St. George to Headquarters S.S. of N.S.W.

—G.W.S.

THE KOREAN ARMISTICE.

The Navy's Task Continues.

The following message was received by the British Board of Admiralty from Her Majesty The Queen and was signalled to the Commonwealth Fleet in the Far East after the signing of the Korean Armistice—

"Please express to all serving in the Commonwealth Fleet my deep appreciation of the splendid service they have given throughout the fighting in Korea.

(Signed) Elizabeth R."

Since the signing of the Armistice, garrisons of islands in the demilitarised zone have been evacuated by ships of Commonwealth, United States, Netherlands and Republic of Korea Navies.

Although ten days were allowed for this operation, it was completed in five days and five nights. Large numbers of troops and refugees, with their belongings, had been evacuated prior to the Armistice. All movements were accomplished without incident.

The terms of the Armistice allow United Nations occupation of certain islands north of the demilitarised zone, and at present patrols and minesweeping activities are continuing off these islands, and coastal surface patrols are taking place outside the three-mile limit.

from their beds or covered by falling debris when the first shock came. Eight shocks, lasting 28 seconds woke residents of Nicotia—the island capital—during the night and caused a panic. Most of the casualties and damage were in the south-eastern district of Paphos. Some women screamed, "It's going to be like Greece." More than 50,000 people were homeless following the earthquakes.

TYPHOONS SWEEP JAPAN AND INDO-CHINA.

Typhoons sweeping across Indo-China and Japan killed at least 1,000 in its earliest onslaught at the end of September. Phan

Van Giao, Governor of the Central Vietnam, said on September 26 that the death toll in Indo-China might reach 2,000. In Japan two major cities were flood-swept and most of a third was inundated. About 7,000 houses in the heavily-populated Osaka-Bobe industrial area were destroyed. Thousands of acres of paddy fields were washed away and main railway lines were cut in more than a hundred places. Hundreds of thousands of people were flooded out or rendered homeless. American military installations suffered heavy damage and at Camp Otsu in central Japan, the damage was estimated at £893,000.

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FLYING AIRCRAFT CARRIER.

The United States Air Force has converted a 10-engined B36 atom-bomber into what is said to be a flying aircraft carrier. In an announcement released at Washington recently it was claimed that the bomber can launch and retrieve a jet fighter aircraft in flight. The bomber has been modified to carry a new swept-wing F84F jet fighter in the bomb-bay. The fighter is capable of carrying an A-bomb at more than 600 m.p.h. The announcement pointed out that the combined range of both aircraft makes the new weapon a formidable aggressive striking force.

EARTHQUAKES IN CYPRUS.

The series of earthquakes which shook the Mediterranean island of Cyprus on September 10 killed more than 20 people, injured more than 100, and flattened at least 500 houses. The village of Djidassi and Stroumbi rocked heavily. The shocks spread devastation and terror among south coast residents in and around Limassol, second largest town on Cyprus. Rubble choked the streets of Platres and Trodos. One report said that the earthquake crumbled four villages. Many people were tossed

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LONDON-CHRISTCHURCH (N.Z.) AIR RACE.

The closing stage of the speed section of the London-Christchurch (N.Z.) air race—the world's longest air race—became a neck-and-neck struggle between an R.A.A.F. Canberra jet bomber and two R.A.F. Canberras. They streaked across the Tasman on their final stage with only minutes separating them. The winner was an R.A.F. Canberra jet bomber piloted by Flight-Lieutenant R. L. G. Burton, with Flight-Lieutenant D. H. Gannon as navigator. Time, 23 hours 51 minutes 7.2 seconds.

Second place went to an R.A.A.F. Canberra jet bomber piloted by Squadron-Leader P. F. Raw, with Flying Officer F. N. Davies as co-pilot and Flight-Lieutenant W. D. Kerr as navigator. Time, 24 hrs. 32 mins. 1.9 secs.

The third place was won by an R.A.F. Canberra jet bomber piloted by Flight-Lieutenant R. M. Furze, with Flight-Lieutenant J. W. Harper as navigator. Time, 24 hrs. 34 mins. 9.9 secs.

The transport section was won by the Dutch K.L.M. Douglas Liftmaster captained by Captain H. A. Kooper. Although she was the last to finish in the race and reached Christchurch practically nine hours behind the British turbo-jet Viscount, the Dutch plane won the race on handicaps. Carrying 49 Dutch immigrants to New Zealand, the Liftmaster took 49 hours 57 minutes 13 seconds for the cross the world flight, which the Viscount completed in a record 40 hours 49 minutes.

An interesting feature of the Tasman crossing stage of the race were the navigational and safety precaution facilities provided by the R.A.N. aircraft carrier "Vengeance." The navigational facilities which "Vengeance" was able to provide enabled her to maintain contact with the competitors over the Tasman within a range of between 300 and 400 miles.

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THE NAVY

AUSTRALIA'S MARITIME JOURNAL

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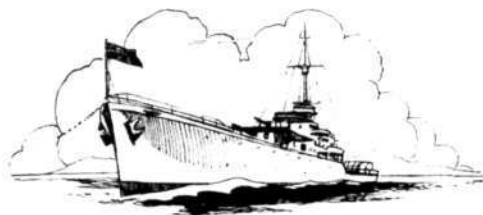


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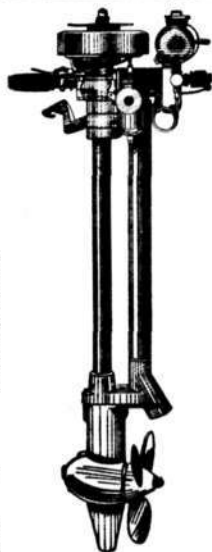
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THE NAVY

Australia's Maritime Journal

Vol. 17. DECEMBER, 1953. No. 12.

THOUGHT FOR THE QUEEN.

When the Governor-General, Sir William Slim, said in Perth recently that Queen Elizabeth was willing and fairly strong, he was speaking from personal knowledge. But the point that he was making was that we should not overstrain Her Majesty when she comes to visit us in Australia next year.

She will be with us from Wednesday, 3rd February, to Thursday, 1st April, and during that period she will have a great deal to do and many thousands of miles to travel. Hundreds of thousands of Australians will see her and greet her. It is to be hoped that her welfare will not suffer through any excess of our enthusiasm.

Sir William Slim's reference to her being willing and fairly strong will be endorsed by anybody who has been close to Her Majesty. She takes her duties very seriously, and approaches them with a moral and spiritual strength surprising in such a young and happy woman. The references which she has made on several occasions to dedicating her life to our service were made with heartfelt sincerity, and she realises the importance of the place that she fills as the only concrete symbol that binds together the great British Common-

wealth of Nations.

The Queen is not tall or strongly built, but she maintains excellent health. When she comes to Australia, her beautiful skin and complexion will strike those who have not previously seen her in the flesh. No photograph does real justice either to them or to her petite daintiness.

THE OTHER ROYAL VISITOR.

Although most attention will be devoted to Her Majesty the Queen when she comes to visit us next year, because she is the symbol of our unity within the British Commonwealth of Nations, there will be a place in our hearts for her husband, Philip, Duke of Edinburgh.

We can welcome him back as an old friend, for he visited Australia as a naval first lieutenant in a destroyer during the 1939-45 war. His ship—H.M.S. "Whelp"—was in the British Commonwealth Pacific Fleet, and in her he was also present at the Japanese surrender in Tokyo Bay on 2nd September, 1945.

We can also welcome him as a sportsman. This will not only be because he has played a great deal of sport himself. He is a cricketer, a yachtsman, a motorist and a player of polo. But, in addition, one of his main interests is providing op-

portunities for other people to have sport and exercise. He is the President of the British National Playing Fields Association, the primary object of which is to foster and develop playing fields.

In this capacity, the Duke will no doubt be interested in Australian playing fields, although the strict time table of the Royal Tour will probably prevent him from inspecting very many of them. It would be interesting, however, if he could perform the opening ceremony for one of them. More than once he has said: "I will gladly go anywhere to open a playing field."

In his love of cricket, the Duke particularly will appeal to Australians. The cricket season will be on while the Royal couple are in Australia, and no doubt writers and speakers will recall such things as the fact that he was cricket captain of his school, Gordonstoun, in Scotland.

N.A.T.O.'s EXERCISE "MARINER"

Exercise "Mariner," the big international maritime exercise in the Atlantic and Western European waters, drew to a close towards the end of September.

As a prelude to the operation carried out by some 500 ships and more than 1,000 aircraft during the 19 days of the exercise, Admiral Lynde D. McCormick, the U.S. Supreme Allied Commander Atlantic, gave a Press conference in New York during which he outlined the plans for the exercise, saying that the main object was to secure the maximum training of N.A.T.O. forces.

The exercise began when sea forces of the United States and Canada sailed from their East Coast ports and carried out various tactical and pre-arranged training manoeuvres in Northern waters as they proceeded to join up with units from the United Kingdom and other European N.A.T.O. nations.

As these forces approached Western European waters, ships of the British Home Fleet under the command of Admiral Sir George E. Creasy, G.C.B., C.B.E., D.S.O., M.V.O. (acting in his N.A.T.O. capacity as Commander-in-Chief Eastern Atlantic and exercising his command of operations within the area from shore-based headquarters at Northwood, Middlesex), sailed from Invergordon North-West to join up. At this point in the exercise an important phase within the N.A.T.O. command of the Channel and Southern North Sea, and the British Home Command, began.

This phase was on a scale larger than any post-war exercise in British home waters and apart from the immediate threat to the sea and land communications of the United Kingdom and Continental countries which it presupposed, the employment of modern weapons and tactics in the narrow seas brought to the exercise a realism

which may not have been so apparent to the lay mind in the purely tactical operations which had taken place in the broad waters of the Atlantic.

THE NELSON TRADITION: IMPORTANCE OF NAVAL POWER IN THE ATOM AGE.

The traditions of efficiency and decisive action inherent in Lord Nelson's great victory off Cape Trafalgar on October 21, 1805, were commemorated with customary ceremony in London and throughout the Commonwealth in October last.

The British First Sea Lord, Admiral of the Fleet Sir Rhoderick McGrigor, G.C.B., D.S.O., speaking from the plinth of Nelson's Column in Trafalgar Square, London, said that we of this generation could recapture something of the spirit of Nelson's times, for those who had served at sea knew the hardships and dangers of a long-drawn-out campaign which led to final victory.

An outstanding tribute to the spirit of Nelson's times and the application of Naval power in the modern world was paid in a leading article in the London "Evening News."

Some of the romance may have gone out of the Naval tradition, but that in itself might not be a bad thing, wrote the leader-writer. "The end of sail has meant the end of a hazy romantic notion of men battling with taut canvas in furiously whining storms, which was played up by the authors of boys' stories throughout the last hundred years.

"Romance is not always reality. The haze of adulation has lifted now and hangs round jet-planes and supersonic speeds and the sound barrier. But still the Royal Navy maintains its ceaseless patrol of the water round these shores. It may be that Jutland saw the last of naval warfare on the old pattern. Tactics have changed, though the basic strategy has not. Air power has added dimension to defence: but the fact remains that whoever holds command of the waters round these islands holds the key to their safety, security, and prosperity.

"The hydrogen bomb and the atom bomb are devastating and crippling weapons, but though they can destroy sources of supply, they cannot cut off trade routes, maritime communications and the slow, relentless business of the sea. Even in the last war, when so many techniques of warfare changed utterly within a matter of months, the Royal Navy maintained its defence of these shores, keeping supply lanes open in convoy after convoy . . .

"The Navy cannot be neglected. It is not outdated: it has not outgrown its use or its purpose . . . Whatever changes atom bombs may wreak they have not changed the geography which for many centuries has determined the vital role the Navy must perform to ensure Britain's safety."

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MORE MEN ARE NEEDED IN THE ROYAL AUSTRALIAN NAVY

The Royal Australian Navy urgently needs more men for some of its branches. It particularly needs radio operators, known in the Navy as telegraphists. But it also needs seamen who will be specially trained in radar-air and radar-surface track plotting, gunnery control, the use of underwater weapons and equipment, and so on, ratings who will be taught to operate and maintain electrical equipment and skilled tradesmen of many kinds.

It has vacancies, as well, for naval airmen, writers, cooks and stewards and sick berth attendants.

The pressing need of telegraphists has, to some extent, been brought about by the rapid expansion of the R.A.N. since the end of the Second World War and the establishment in it of a Fleet Air Arm: for the Navy now has to maintain a much more widely-spread system of communications than it did formerly. Because, unless speedy and ever-open communication channels were available to all ships and all establishments at all times, the Navy would be seriously hampered in fulfilling the more comprehensive functions and commitments that its increased size has enabled it to undertake.

To become a telegraphist in the R.A.N. a man must be healthy, intelligent and alert, and display a special aptitude for the work he wants to engage in. But, if he possesses those qualities, and is aged between 17 and 26, the Navy would very much like to enlist him. It is difficult to imagine a more interesting and, some might perhaps say, a more romantic job in which he could make a career.

If a young man decided to join the R.A.N. with the object of becoming a telegraphist he will do six months recruit-training at the

Flinders Naval Depot at Crib Point (Victoria) and will afterwards enter the modern Communications School there.

At the end of his training he will go to sea in one of the ships of the Fleet and will immediately begin putting into practice, under real service and operational conditions, the things which, until then, have been, for him, only matters of theory.

He will find himself talking by means of his telegraph-key to other ships and shore-establishments that might be hundreds, and, possibly, thousands of miles away, and will realise, more vividly than he has ever done before, that, in this modern age, in which so many of Nature's secrets have been laid bare, space and distance have virtually been abolished. He might also find himself repeating his admiral's or captain's orders by voice through a microphone to ships in company, orders of such significance that an error in repetition might seriously prejudice the safety of the ships. The telegraphist will realise, therefore, that he is performing very responsible duties within the Fleet and is also playing an important part in helping it to keep up its high standards of efficiency.

There will be many opportunities for him to rise to higher rate or rank, and he will be given every encouragement by means of schooling and advanced courses to do so.

In whatever rate or rank he serves, however, he will draw excellent pay and receive free quarters and food. If he is married he will receive a marriage allowance as well.

His first issue of uniform will be supplied to him free of cost, and he will be paid a daily sum to enable him to keep it in good order or to renew it. When he is not quartered in a ship or shore

establishment he will receive an allowance for living out.

During his period of service he will be given generous annual leave and will be entitled to free medical and dental attention. On his retirement, provided he has served for the necessary length of time, he will receive a pension, and for shorter periods, a gratuity.

All the advantages and benefits just referred to are enjoyed by all ratings in all branches.

Irrespective of the branch that he may wish to join, every man who enters the Royal Australian Navy begins his service at Flinders Naval Depot, Crib Point (Victoria). With two exceptions the ages at which men may enlist range from 17 to 26. For naval airmen they range from 17 to 24 and for tradesmen from 18 to 28.

Having entered the Depot, a recruit undergoes disciplinary training for six months and is then drafted to the branch in which he intends to serve for specialised instruction. He may go direct to sea or may first attend one of the various specialist schools in the Melbourne and Sydney areas.

Telegraphists and gunnery specialists, for instance, do courses at schools at Flinders Naval Depot. So do electrical branch and engine-room branch ratings.

But radar plotters and others using radar equipment undergo the principal part of their specialist training at the navigation-direction school, H.M.A.S. "Watson," which is perched high on the top of South Head Sydney.

Torpedo and anti-submarine ratings do theirs at H.M.A.S. "Rushcutter," Rushcutter Bay, Sydney, and naval airmen at H.M.A.S. "Albatross" and H.M.A.S. "Nirimba," the Royal Aus-

Continued on page 8

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"heave to" this rope
holds fast!



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The Navy

H.M.S. "CHALLENGER" TO PAY OFF AFTER DISTINGUISHED RECORD

After a long and distinguished career of surveying and oceanographical research, in the course of which she made the deepest ever recorded sounding of 5,940 fathoms, H.M. Survey Ship "Challenger" (Commander W. Ashton, D.S.C., R.N.) is to pay off and reduce to the reserve.

Following her return to the U.K. from a 75,000 mile voyage round the world which lasted for two and a half years, the "Challenger" recommissioned early in 1953 for a series of cruises in the Eastern half of the Atlantic. On her return she will have spent 180 days at sea since recommissioning.

Continued from page 7

tralian Naval air stations in New South Wales.

Skilled tradesmen join the Royal Australian Navy in somewhat different circumstances from other ratings. They are accepted for entry only if they have completed five years of apprenticeship in their particular callings, and they enter the service in the relative rating of petty officer.

Tradesmen required by the R.A.N. at present are qualified fitters and turners, fitters and machinists, electrical fitters, electrical mechanics, instrument makers, shipwrights and boat builders.

It is obvious that the Navy has room for all kinds of men with all kinds of aptitudes and that there is probably no other organisation in which so many varied abilities and ambitions can find satisfactory and useful expression.

Any young man, substantially of European birth and whose age comes within the determined limits, could not do better than join the Royal Australian Navy at once. Full information regarding rates of pay and all other conditions may be obtained from re-

cruiting centres in the capital cities.

The success of "Challenger's" world cruise was one of the chief factors in deciding the Hydrographer of the Royal Navy to continue the work in the Eastern Atlantic last year. Increased interest in oceanic sounding, and the added opportunity for the Department of Geodesy and Geophysics, Cambridge University, to carry out deep sea seismic and reflection experiments, were further deciding factors.

Using Portsmouth and Londonderry as bases, it was possible to remain at sea well out in the Atlantic for periods of about three weeks. With the modern echo sounding apparatus it was further possible to make very extensive examinations of two large areas between 46 degrees and 58 degrees North Latitude and 18 degrees and 28 degrees West Longitude. Many previously undiscovered features were brought to light, and the geology of the rocks beneath the sea surface were investigated by Dr. M. N. Hill, M.A., Ph.D., and Mr. J. C. Swallow, M.A.

In addition, bottom samplers were used for the investigation of the first two feet or so of the sea floor. Regular observations were made of sea temperatures, magnetic variation, plankton and bird life. The ship was most fortunate in being in the Atlantic to observe both the Spring and Autumn migrations of birds, and much useful and hitherto unknown information was brought to light regarding their habits. The Atlantic is known for its bad weather and 1953 was no exception, gales and heavy weather were experienced on each of some eight three-weekly periods at sea.

The eighth ship in the Royal Navy to bear the name, the "Chal-

lenger" was built at Chatham in 1931 as a fishery research vessel, but was taken over by the British Admiralty while under construction. Since 1932, and throughout the war, she has been continuously employed in surveying and oceanographical duties in all parts of the world, from Labrador to the Far East. The ship is 220 feet long and of 1,400 tons displacement. She carries a company of 98 officers and men, including three scientists.

It is by coincidence that the name "Challenger" appears in the field of scientific expeditions, for a former "Challenger" during a cruise of 1862-76 made history when she brought back the first really comprehensive collection of deep sea samples and soundings. With her modern equipment the present "Challenger" has filled in gaps and added to the store of knowledge for which the old "Challenger" laid the foundation.

The present "Challenger" made the deepest ever recorded sounding, 5,940 fathoms, Latitude 11 degrees 21 North, Longitude 142 degrees 15 East, in June, 1951, a position in the Pacific Ocean only 50 miles from that in which the old "Challenger" obtained her deepest sounding of 4,475 fathoms. The older ship used rope and sinker while the present ship uses methods employing sound waves produced by echo-sounders or small explosive charges. Fine wire is still used, however, for bottom sampling and the present "Challenger," then commanded on her round-the-world voyage by Commander G. S. Ritchie, D.S.C., R.N., actually brought up a sample of clay from 5,744 fathoms.

"About things on which the public thinks long, it commonly attains to think right."

—Samuel Johnson.

R.A.N. PILOTS AND OBSERVERS TRAIN FOR FLEET AIR ARM

SHORT-SERVICE COMMISSIONS FOR SUITABLE YOUNG MEN.

One of the consequences of the establishment of a Fleet Air Arm in the Royal Australian Navy after the Second World War has been an ever-increasing need for pilots and observer officers.

Ever since the Fleet Air Arm came into being a certain proportion of pilots and observers have been drawn from among younger permanent officers of the executive branch, but the number provided from that source has not been big enough. That is why the Australian Commonwealth Naval Board has introduced a system under which young men in civilian life are invited to join the R.A.N., and, if suitable for pilot and observer duties, are given short-service commissions.

The invitation is extended to male British subjects of substantially European descent who are aged between 17 and 24 years.

The commissions possess many attractive features for those sufficiently fortunate to be granted them.

If a man is selected from among those who respond to the Naval Board's invitation, and can fulfil the requirements of commissioned rank, he will be appointed for a minimum period of seven years, and may, at the end of that term, apply for an extension of four years. At any time after he has been a sub-lieutenant for about two years he may be granted a permanent commission in the executive branch of the service and thus find the way opened to promotion to the highest ranks.

A considerable part of the training of both pilots and observer officers is generally done in the United Kingdom, so that, quite early in their careers, men who are given short-service commissions are likely to gain the advantage of travel abroad.

Besides that they draw excellent pay. A single sub-lieutenant in the Fleet Air Arm receives £864 a year and a married lieutenant of two years' seniority £1,271 a year.

If an officer resigns at the end of his seven-year appointment he



Future Fleet Air Arm Pilots and Observers study their course for a day's training.



Fleet Air Arm pilot flies his fighter Sea Fury off a carrier flight deck for his daily operational flight.

is paid a gratuity of £550, but if he remains in the service for 11 years the gratuity is increased to £550. To become eligible for the gratuity he must, in either instance, transfer to the reserve list.

Candidates for entry as pilots or observers under the short-service system must, of course, be of high physical standard and must have reached what might be generally called the intermediate standard in education, with passes in at least four subjects, including English and mathematics.

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

Queensland: Junior.

New South Wales: Intermediate.

Victoria: Intermediate or Intermediate technical.

South Australia: Intermediate trades school or area school.

Tasmania: School Board, junior technical or higher area school.

Western Australia: Junior.

If candidates with the necessary educational qualifications pass

the medical board they have them to undergo tests to prove personal qualities and flying aptitude; and if they succeed in the tests they are entered as recruit naval airman (pilot or observer). Although candidates' wishes are carefully considered, the Naval Board decides whether they shall be allocated to pilot or observer duties.

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

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

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

Both pilots and observers are confirmed in the rank of sub-lieutenant after they have served in the acting rank for 12 months. Then, depending upon the results obtained in examinations, they become lieutenants within further periods ranging from 10 months to a year. It is at any time after that, that they may be offered permanent commissions.

Naval Recruiting Officers in the capital cities will be pleased to give any further information that may be desired either personally or by letter. Eligible young men are strongly advised to get in touch with them.

U.N. WARNED ON WHITE AUSTRALIA POLICY.

The United Nations was told on October 27 that Australia would not tolerate any outside interference with her White Australia policy or in "other internal matters." This announcement was made by Mr. W. Forsythe, the Australian delegate to the committee which is studying India's complaints against South Africa. Opposing U.N. intervention in South Africa's race problems, Mr. Forsyth asked: "I wonder how many delegates have fully reflected on the implications and where such a dangerous precedent may lead."

"A soldier's pack is not so heavy a burden as a prisoner's chain."

—President Eisenhower of U.S.A.

SOME EPICS OF TREASURE SALVAGE

Marine salvage is a fascinating aspect of deep-sea work, demanding a high degree of skill, knowledge and courage, coupled with great ingenuity and mental alertness. It therefore has an important place in maritime history.

Of epics of treasure salvage there is no end. The truth is that it is not merely in their achievements—as such—that the salvage experts fulfil themselves. In their unspectacular but unnumbered material successes they wrest from the sea many secrets and great wealth.

The "Laurentic's" 5 Million Bullion Pile Recovered.

Undoubtedly the greatest epic in treasure salvage was the recovery of five million pounds worth of gold from the wreck of the White Star liner "Laurentic". It was not only epically great in the matter of the monetary value of the treasure recovered, but it was also, considering the depth at which the wreck lay, the exposed position in which it was lying, and, during a great part of the time engaged, the very real danger from gales, enemy mines and action, a triumphal demonstration of the salvor's skill. Sir Robert H. Davis tells the story in his monumental and fascinating book "Deep Diving and Submarine Operations." Reduced to a few words the story reads:

"During the First World War the 15,000-ton liner was taken over by the (British) Admiralty and converted into an armed cruiser. Early in 1917 she shipped at Liverpool over £5,000,000 worth of bullion, and sailed for Halifax, Nova Scotia. But before leaving the Irish Coast she was sunk by enemy mines, with a loss of 200 lives. The wreck was located in a position off the mouth of Lough Swilly, with a depth of 22 fathoms (132 feet), and was exposed to the full run of North Atlantic weather from the Westward and Northward, while any

force of wind from the Southward fetched a nasty sea down. Evidently, diving could only be done from a fairly large and seaworthy vessel kept in accurate position over the wreck. . . . From first to last the operations were under the command of a retired naval officer, Captain G. C. C. Damant, C.B.E., R.N. (retired).

The first diver found the "Laurentic" lying on her port bilge with her masts about 60 degrees from the vertical, so that it was practically impossible to stand on her deck at all. However, after further investigations had been made, final moorings taken up, and a barred iron gate across the passage leading to the strong-room blown off its hinges by gun-cotton charges, diver E. C. Miller reached the steel door of the strong-room. Opening it with hammer and chisel he slid down on to a great pile of bullion boxes weighing 140 lb. and worth about £8,000 apiece. They were awkward loads for one diver to handle up a sloping slippery passage and round various corners which prevented much help being given from above. The diver nevertheless got one of the boxes out that night and three more next morning.

On the face of it the job now seemed to be easy. With ordinary luck a few weeks should have seen the end of it; as a matter of fact, it was going to last seven years. With the fourth box up gales blew hard and often, the wreck began to break up and shift, dangers beset the divers on every side and throughout every descent.

Yet, year after year, with grim and persistent courage and ingenuity, the fight went on, and in the summer of 1924, with more than 99 per cent. of the gold recovered, the job was over. The whole cost of the operations amounted to less than 3 per cent.

of the value salvaged, and, amazingly enough, there were no accidents to life or limb.

The "Egypt's" Gold.

Another great epic of marine salvage was the recovery from the wreck of the "Egypt" of more than a million pounds' worth of gold and silver. It was on a dead calm evening in May, 1922, that the P. & O. liner "Egypt," of 8,000 tons, when steaming through a thick fog, outward bound from London to Bombay, went down. After colliding with the French cargo steamer "Seine," which struck her a glancing blow on the port-side, a little aft of amidships, she sank in about 20 minutes, with a loss of ninety-six lives.

The operations on the "Egypt" are splendidly described by David Scott, special correspondent of "The Times," London, in his book "Seventy Fathoms Deep," published by Faber & Faber, London. The book provides one of the finest stories of human endeavour and persistence in face of difficulties and dangers ever written. The long search to locate the "Egypt"; the operations on the wreck when at last she was found; the work of the divers during several seasons; the divers themselves—fine fellows whose personalities and work Mr. Scott describes so well; the tragedy of the blowing up of their salvage ship, the "Artiglio," when engaged, during the winter of 1930, in the work of removal, by blasting, of the wreck of the "Florence," a ship, laden with explosives, which was sunk by German submarines; the loss of the chief divers, Albert Gianni, Aristide Franceschi, and Albert Bargellini, after they had done the pioneer work on the "Egypt," and when they were looking to returning to the job and reaping the reward of their labours; the replacing of the lost "Artiglio" with another of the same name; and the deci-

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sion to carry on in spite of these misfortunes, all make an extraordinarily interesting and thrilling narrative of great adventure.

The result of this epic of salvage, which broke all records in point of depth from which treasure had been recovered, is well known. How, on June 22, 1932, there dawned the success of the adventure when the scissors-grab, directed by the observer in his steel shell dangling at a depth of nearly 400 feet, brought to the surface the first of the treasure—a success which was consummated by successive delvings which resulted in the recovery of three-quarters of the £1,045,000 that went down in the ill-fated liner.

Copper and Lead From The "Cumberland"

Of course copper and lead are not the least valuable forms of treasure trove; and in this respect, and coming nearer home, we have but to recall the outstanding work of the salvage vessel "Foremost 17" on the "Cumberland," sunk off Eden, on the south coast of New South Wales, by an enemy mine in 1917. "Foremost 17", by the end of its first season of operations, in 1932, had already "fished" £150,000 of copper and lead from the holds of the wreck, while in her second season, which ended in March, 1933, she completed the job by recovering the remaining treasure, worth, it is thought, a further £100,000. Bad weather repeatedly brought danger and delay and, as with all deep-sea salvage jobs, enterprise and courage were far more prominent elements in the venture than romance.

The "Niagara's" Gold.

But, of course, the recovery of the "Niagara's" gold was the finest feat in marine salvage the Australasian seas have known. As Sir Robert H. Davis says in his book: "Gold bars weighing ten tons and valued at nearly £2,500,000... was the prize to be won from the wreck of the mail steamer 'Niagara,' sunk by an

enemy mine in open water 30 miles from the entrance to Whangarei Harbour, New Zealand, on June 19, 1940."

Successful as were the "Egypt" operations, the "Niagara" salvage was an even greater achievement not only by reason of the value of the treasure and the depth from which it was recovered, but because of the ever-present menace of floating and submerged mines. To say this is not to detract in any way from the splendid work of the Italian adventurers; the latter too, must be given all credit for having originated the system of directing operations by telephone from a specially constructed submerged chamber, and so leading the way to a new salvage technique.

First of all the "Niagara" had to be located, and this proved a long and trying task. At length, however, the work began at a depth of 400 feet. Storms frequently interrupted the work, necessitating the salvage ship, the "Claymore," running for shelter in Whangarei Harbour. Sometimes gear was damaged considerably, and in one furious tempest the motor launch "Rosie," working in co-operation with the "Claymore," was smashed against the latter's stern and sunk.

Another exciting incident experienced during the early stages of the operations was when, with his life-line tangled round the horns of a mine, chief diver J. Johnstone struggled desperately for hours to keep it from contacting the "Claymore's" underplating. One hard touch by that mine would have sent the "Claymore" to the bottom on top of the "Niagara." Nor was this the only brush the salvors had with the deadly "sea-eggs"; as a matter of fact, there were nests of them, all around them, and underneath.

Thus the work proceeded, week after week. At last, however, came the thrill, after many successful blastings, when chief diver Johnstone, in his diving cham-

ber, hung over the ship's strong-room.

"Then came the most delicate operation—blasting the door from its hinges without disturbing the treasure. Small charges of explosive were so skilfully placed that the door in yielding fell inwards, and so the goal was reached. The grab could now begin on the work of lifting out the treasure."

"At 2.30 p.m. on October 13, 1941, Bosun Danny Scott, watching the grab emerge yet again from the waves, saw in its teeth something which thrilled him to the core. 'It's a box of gold', he exclaimed, adding a strongly-flavoured Australian adjective as a vent to his emotions. And a box of gold it was. For those who had planned and controlled the ambitious expedition, it was the happiest fulfilment of a goal in the achievement of which they had remained confident, despite the disbelief of their friends and apparently insuperable difficulties. The box contained two bars valued at £8,000."

From then on things went apace. On one day, over £350,000 worth of gold was recovered. Thus in an operation which lasted just under twelve months, all but £135,000 of the two-and-a-half-million pounds' worth of gold was recovered. Only 35 gold bars remained in the wreck.

Nor have these been left wholly unreclaimed from the deeps. After completion of her job on the "Cumberland" in March last, the "Foremost 17" moved across to New Zealand and recovered all but five of the remaining thirty-five bars. We understand that the "Foremost 17" is to undertake further treasure salvage in Australasian waters. It is to be hoped she does. Certainly there is a wide field to work over and plenty to look for.

"If you wish to be good,
First believe that you are bad."
—Epictetus.

R.A.N. COLLEGE HAS VACANCIES FOR AMBITIOUS BOYS

(By a Special Correspondent)

A wonderful opportunity is presented by the Australian Naval Board each year to 13- and 15-year-old boys throughout the Commonwealth. These boys are invited to apply for entry to the Royal Australian Naval College as cadet-midshipmen and to begin training as executive, engineering, electrical or supply and secretariat officers.

Those who are fortunate enough to be chosen will eventually have the chance of becoming the admirals, captains, commanders and other officers of the Australian Fleet, all of whom, besides serving at sea, from time to time serve ashore in important administrative posts.

From the day the boys are enrolled at the College they follow a most interesting and honourable career, in which, while still serving their country, they see life and the world and all their multitudinous activities in many varied and unusual aspects.

They became part of the splendid tradition and rich ceremonial of a Service that goes back for centuries, a Service which still proudly upholds the high examples it has inherited, as the two World Wars of this present century have shown.

Life for a cadet midshipman at the College is, from beginning to end, a fascinating daily round, in which he engages in general studies, gains theoretical and practical nautical knowledge and takes part in athletic sports and games and other forms of recreation in the most delightful and healthy surroundings.

Part of his recreation includes sailing and racing in the College yacht "Triton" and the dinghies, cutters and other small boats which are used on other occasions for instruction in boat-handling.

All the time he is imbibing a

spirit and atmosphere which inspire in him those qualities of courage, manliness, initiative and leadership which he will find invaluable in later years. Religious instruction forms part of the College curriculum and all cadet midshipmen attend church on Sundays.

After he has passed out of the College he goes to England to join the training light fleet carrier and in it he may visit the tropical sunny islands of the West Indies, the majestic fjords and picturesque ports of Scandinavia, or Gibraltar and some of the Mediterranean countries. He takes courses at the Greenwich Naval College and at such other historic establishments as H.M.S. "Excellent," H.M.S. "Vernon," H.M.S. "Dryad" and so on.

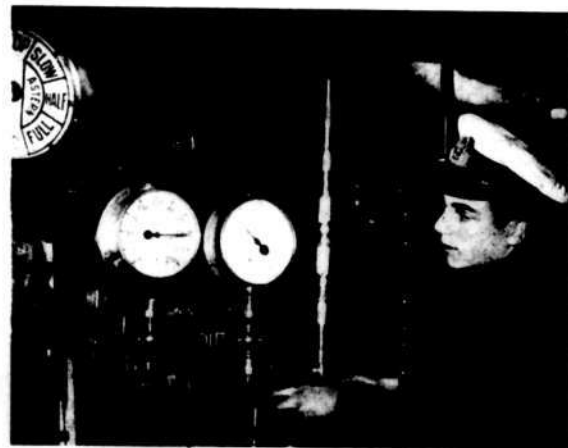
Step by step he is promoted, meanwhile serving in ships of the British or the Australian Fleets. While he is doing this there are many places to which he may go. These include places in the Atlantic, the Mediterranean or the Indian Oceans, or in South African, East Indies, West Indies or Far Eastern waters.

By the time he has reached the rank of Lieutenant-Commander, normally about 12 years after he has left the College, he may, if he is an executive officer, be given command of his first ship, usually a modern frigate or corvette.

From then on, there will be still other opportunities for further promotion.

It is worthy of note that most of the senior posts in the Royal Australian Navy are held by officers who received their earliest training at the Royal Australian Naval College.

One important aspect of the education and training that boys receive while they are being prepared for careers as naval officers



In the engine-room of a warship a cadet-midshipman watches pressure gauges. He may become a specialist in the engineering branch of the Navy one day.



At sea in an Australian warship a cadet-midshipman takes a "shot" of the sun to help him fix the ship's position.

cers is that these are given to them entirely free of cost to themselves or their parents.

Indeed, from the time that they join the College until they pass out to go to the United Kingdom for further training, everything is provided for them without charge.

In addition they receive either pocket money or a daily rate of pay, according to the age-group to which they belong and the period they have spent at the College. As they are promoted, after they have left the College, so their pay is increased.

Thirteen-year-old boys who want to enter the College are required to pass, firstly, a qualifying educational examination, and secondly, an official medical examination. A certain number of applicants who have succeeded in both examinations are then selected by an interviewing committee. The qualifying examination is, as a rule, held in September and the medical examination in November. Boys chosen by the interviewing committee join the College in

the following January.

Fifteen-year-old boys have to pass an educational examination set by the Naval Board which will ensure that they have reached the minimum standard of education required at the College for boys of their age.

The examination is based on the assumption that, at the end of the year in which it is held, the candidate intends to sit either for the intermediate certificate, junior certificate or third-year Tasmanian high school examination, or for an examination equivalent to it.

Those who pass the educational examination are then required to undergo an official medical examination and selections are afterwards made in the same way that they are made from among 13-year-old boys.

Boys who become cadet midshipmen and later permanent officers of the Royal Australian Navy come from both Government and private schools. Apart from passing the necessary educational and medical examinations, all they have to do is to prove that they are of good character and have intelligence and ambition, and the personality and other attributes, that will fit them for the duties and responsibilities of the career they wish to adopt.

It is for this reason that the Royal Australian Naval College has been described as the most democrat educational establishment in the Commonwealth.

Summed up, the Royal Australian Naval College opens the way to a very desirable professional career, and, at the same time, offers opportunities for a good, sound education up to the equivalent of the matriculation standard. It also provides every facility for healthy, competitive games and sport.

In other words, it offers everything that normally healthy, intelligent, ambitious boys could wish for, and everything that parents could be proud to take advantage of on their behalf.

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NEWS OF THE WORLD'S NAVIES

R.A.N. HELICOPTER FOR BROADCASTING QUEEN'S ARRIVAL

One of three helicopters owned by the Royal Australian Navy will be used by a commentator of the Australian Broadcasting Commission, to describe the arrival and landing of the Queen and the Duke of Edinburgh at Sydney Harbour next year. Her Majesty and His Royal Highness will reach Sydney in the "Gothic" from the Bluff (New Zealand) on the morning of February 3rd to begin their tour of the Commonwealth. The Minister for the Navy (the Hon. William McMahon) said on October 2 that the Australian Broadcasting Commission had asked that the helicopter be made available to it, and consent had been given to the request. The R.A.N.'s three helicopters, which were brought to Australia in the aircraft carrier "Vengeance" in March, would be used principally in sea-air rescue operations ashore and afloat, but, because they could hover for long periods, they had many varied capabilities. They could be used, among other things, in photographic work, radar calibrations, bombardment spotting and marking, and communications. In the Royal Navy and the United States Navy helicopters were widely used in delivering mails and other packages aboard ships and in transferring officers and men from one vessel to another.

R.N. FRIGATE "MERMAID" VISITS SEVILLE.

The British frigate "Mermaid" (Captain A. D. Lennox-Conyngham, R.N.) recently paid a courtesy visit to the Spanish port of Seville, being the first British warship to visit this port for 18 years.

RATING INJURED IN AIRCRAFT-CARRIER.

A Press report from London on October 23 said that one rating was seriously injured on October 22 in a gun explosion in Britain's largest aircraft-carrier H.M.S. "Eagle." The "Eagle," flagship of the Heavy Squadron, British Home Fleet, arrived at Portsmouth from Invergordon on October 24. Her Majesty The Queen, then Princess Elizabeth, launched the "Eagle," designed to carry jet planes, at Belfast in 1946. Following the completion of her sea trials, the "Eagle" received her final acceptance into Royal Naval Service on March 1, 1952.

H.M.S. "UNICORN" REPORTED AGROUND IN SUEZ.

A Press report from London on October 31 said that the 22,000-ton British aircraft maintenance carrier "Unicorn" had gone aground in the Suez Canal on that day. Tugs are reported to have gone to her assistance. H.M.S. "Unicorn" left for the United Kingdom from Singapore in October after more than four years service on the Far East Station.

H.M.A.S. "SHOALHAVEN" AIDS SICK JAP. SEAMAN.

The tug H.M.A.S. "Emu", stationed in North Australian waters, received a signal on October 26 from a Japanese fisheries inspection vessel that a man on board was ill. The "Emu" signalled the Naval Officer-in-Charge at Darwin, who, in turn, signalled H.M.A.S. "Shoalhaven." The "Shoalhaven" turned back 60 miles on her course to pick up the sick man, Hamamoto Seiji. Seiji was transferred to the "Shoalhaven" and Surgeon-Lieutenant J. J. Brotherton performed an im-

mediate operation. The operation, for peritonitis, was successful. Dr. Ibata, from the Japanese pearling fleet, then lying off the Wessex Islands on the North-East coast of Arnhem Land, assisted with the operation and administered the anaesthetic. The "Shoalhaven" took the sick man to Darwin Hospital. The Naval Officer-in-Charge, Darwin (Commander Green) said the R.A.N. would return Seiji to the pearling fleet as soon as he is well enough.

NETHERLANDS NEW CRUISERS.

The trials by the Royal Netherlands Navy of its new cruisers "De Ruyter" and "De Zeven Provinciën" began in May last. They are fine looking ships rather like miniature "Vanguards," of 8,350/9,475 tons carrying eight 6-inch guns and with a speed of 33 knots. Another cruiser, the "Friesland," has been launched.

BISHOP'S ASHES EMBARKED IN R.N. CARRIER.

The ashes of the late Rt. Rev. Douglas Horsley, M.A., former Bishop of Gibraltar, were ceremonially embarked at Portsmouth in H.M.S. "Perseus," the Royal Naval ferry carrier, to be taken to Gibraltar for interment before the High Altar of the Cathedral. The "Perseus" left for Gibraltar on August 17. A Naval guard drawn up on the quayside reversed arms as the car arrived alongside the "Perseus" with the ashes. The Ship's Chaplain, the Rev. J. D. Murray, R.N., headed a procession up the gangway and the ashes were pipes aboard and received by the Commanding Officer of the ship, Captain P. C. S. T. Carey, R.N.

COMMISSIONS IN THE BRITISH FLEET AIR ARM.

The British Board of Admiralty has decided to extend to 26 years the maximum age of entry into the Royal Navy under the scheme for granting short service commissions as pilots or observers. Short service commissions, which entail eight years on the Active List and seven years on the Emergency List, were introduced in 1948, when the upper age limit was 20 years. This was subsequently increased to 24 years. Some twenty per cent. of officers under this scheme are offered permanent commissions during their eight years' service. Those who do not choose to take a permanent commission, or who are not selected for one, receive a gratuity of £1,500 on completion of their eight years' service. Shore service commissions were introduced to meet the need for aircrew personnel, additional to those naval pilots and observers who are drawn from the perman-

ent service officers of the Executive Branch.

KOREAN WAR CHILD VICTIMS' RELIEF.

Clothing and other stores for child victims of the Korean war, provided by the "Save the Children Fund," were transported recently to the Far East by the Royal Navy. The first ten tons of these stores were embarked in H.M.S. "Perseus" (Captain P. C. S. T. Carey, R.N.) when she sailed from Portsmouth on August 17. Her Majesty The Queen is Patron of the "Save the Children Fund" and the President is Countess Mountbatten of Burma, C.I., C.B.E., D.C.V.O. En route to the Far East the "Perseus" carried the ashes of the late Bishop Douglas Horsley, M.A., former Bishop of Gibraltar, to Gibraltar, for internment before the High Altar of the Gibraltar Cathedral.

QUEEN'S SWORD FOR LONDON NAVAL CADET.

Cadet (S) Graham Meredith

was presented with the Queen's Sword for the best all-round Cadet of the Summer cruise of the training cruiser "Devonshire" by the Second Sea Lord of the British Admiralty and Chief of Naval Personnel, (Admiral Sir Alexander C. G. Madden, K.C.B., C.B.E.) at a passing-out parade in the "Devonshire" at Plymouth. Cadet Meredith was educated at Taunton School, where he was a House Prefect; he won the seamanship prize and the prize for the best Supply Cadet. His home is at Southgate, North London. Runner-up for the Queen's Sword and winner of a prize for the highest marks on passing-out was Cadet Rodney Somerset de Chair, who entered the R.N. College, Dartmouth, at the age of thirteen. He lives at Eaton Place, London, S.W.1. Other prizewinners were Cadet Bruce Edmund Lemond, of Liverpool, communications prize; Cadet John David Caldecott, of Wincanton, Somerset, specialised subject prize; Cadet (E) John Millard Thomas Hilton, of Clacton, Essex, engineering prize; Cadet (L) David Dawson-Taylor, of Purley, Surrey, navigation prize.

PRIZE FOR ROYAL NAVAL ENGINEER OFFICER.

The Clare D'Oyly Memorial Prize for the Summer Term 1953, awarded annually to the best officer of his term at the Royal Naval Engineering College, Manadon, (U.K.), has been awarded to Acting Sub-Lieutenant (E) Colin David Farley-Sutton, Royal Navy, of 39 Moore Lane, Cheshington, Surrey, England. Sub-Lieutenant Farley-Sutton is 21½, and entered the Royal Naval College, Dartmouth, as a Special Entry Cadet in January, 1950. He hopes to specialise in Aeronautical Engineering. The prize was presented on Sunday, 9th August, 1953, by Rear-Admiral (E) L. E. Rebbeck, Rear-Admiral, Reserve Aircraft.

COMMENDED WREN WAS AN INSPIRATION.

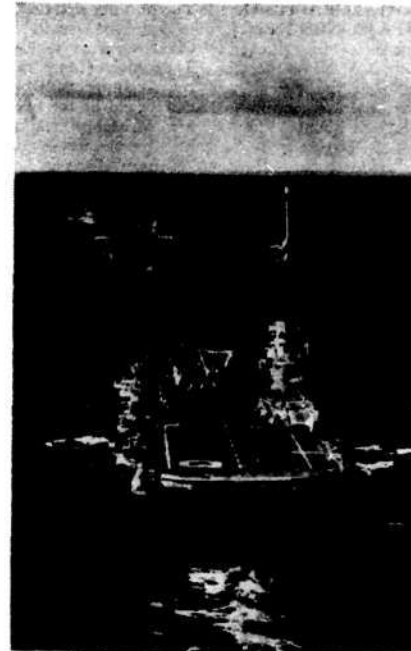
After only seven months in the Service, a 19-years-old member of the W.R.N.S. has been commended by the Flag Officer Air (Home), Vice Admiral Sir John Eccles, K.C.V.O., C.B., C.B.E., in a Special Order of the Day issued from his Headquarters at Lee-on-Solent, Hants. She is Wren Maureen Kelly Bamber, of Pinchbeck Road, Spalding, Lincs, who is serving as an officers' steward at the R.N. Air Station at Anthorn, Cumberland. On Saturday, July 18, she was a passenger in a civilian bus involved in a collision with a naval bus on the Carlisle-Anthorn road. There were three casualties, one of which proved fatal, and Admiral Eccles relates "Wren Bamber took complete charge of the situation, displaying coolness and personal courage on tending the injured and remained with the fatal casualty until he died."

H.M. SURVEY VESSELS RETURN FOR REFIT.

Her Majesty's Survey Vessels "Dalrymple" (Commander R. Bill, D.S.C., R.N.) and "Owen" (Commander C. R. K. Roe, D.S.C., R.N.) have returned from the Persian Gulf for refitting and re-commissioning. During the past two years both ships have been engaged on survey duties in the Persian Gulf and Mediterranean, including surveys of the Trucial Coast. They will return to the Persian Gulf after re-commissioning. The Hydrographer of the Royal Navy (Vice-Admiral A. Day, C.B., C.B.E., D.S.O.) took passage in the "Owen" from Plymouth to Chatham to see demonstrations of the latest radar and echo-sounding apparatus installed for survey work.

HYTHE (U.K.) BASE FOR MINESWEEPERS.

The equipping and commissioning of small warships is well under way at H.M.S. "Diligence," the first new naval base to be opened in the British Isles since



For the first time in the history of the Royal Australian Navy, two of its own aircraft-carriers recently operated together. This picture shows them sailing in Hervey Bay, 180 miles north of Brisbane. The "Vengeance" is leading the "Sydney," and in front of them was the destroyer "Anzac."

the end of World War II. It occupies the former British Overseas Airways flying-boat station at Hythe, on Southampton Water.

BRITISH HOME FLEET ON AUTUMN CRUISE.

The Autumn Cruise of the British Home Fleet began on September 1, and during the early part of the cruise, units of the Fleet worked up at Invergordon for Exercise "Mariner" and then took part in that exercise. The cruise was under the command of the Commander-in-Chief, Home Fleet, Admiral Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O., wearing the flag of the Commander-in-Chief, Home Fleet, in H.M.S. "Vanguard."

FIVE FLEETS IN N.A.T.O. MEDITERRANEAN EXERCISES.

Sea, land and air forces of N.A.T.O. nations tested their defences in Southern Europe and the Mediterranean during Exercise "Weldfast" which began on September 29. Five fleets went to sea—the British Mediterranean Fleet, the U.S. Sixth Fleet and the Navies of Greece, Italy, and Turkey, and fighter and bomber aircraft operated from ships and shore bases. On land Greek, Italian, and Turkish troops conducted mock defensive battles on their home soils. Two outside air arms, Allied Air Forces Central Europe and U.S. Air Forces in Europe, also took part.

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GOD'S JUDGMENT

ALL have sinned. (See Romans, chap. 3, verse 23).
The wages of sin is death. (See Romans, chap. 6, Verse 23).

GOD'S PROVISION

BEHOLD the Lamb of God Who taketh away the sin of the world (mankind). (John, chap. 1, verse 29.)

GOD'S OFFER

COME unto Me all ye that labour and are heavy laden and I (Jesus Christ) will give you rest. (Matthew, chap. 11, verse 28.)

This Can Be For You!

WHOSOEVER WILL MAY COME (See John, chap. 3, verse 16).
Inserted by W. S. BUTLER

WRAN TELEGRAPHISTS TO BE STATIONED IN N.T.

Telegraphists of the Women's Royal Australian Naval Service (WRANS) are to be stationed at the naval wireless station at Coonawarra, which is about 15 miles south-east of Darwin in the Northern Territory. An advance party consisting of one Wran officer and a Wran rating are already there. Seven more Wrans will arrive on November 12. This was announced on 11th November by the Minister for the Navy (the Hon. William McMahon).

The Minister said that more Wran telegraphists would be sent to Coonawarra at regular intervals. Their tour of duty at this Northern Territory naval wireless station would be for twelve months. Mr. McMahon said that Wrans had been serving at H.M.A.S. "Harman" the naval wireless station near Canberra, since 1951. They carried out similar duties in naval communications to those performed by male ratings. Before the Wrans qualified as telegraphists they received an intensive training in all aspects of naval

communications. Six months training was done at Flinders Naval Depot (Victoria) before they were drafted to a naval wireless station, where they received further instruction as well as carrying out the duties of naval telegraphists.

R.A.N. TUG TOWS DISABLED STEAMER TO DARWIN.

Having gone to the help of the small steamer "Illawarra," which ran aground near the north-western tip of the Gulf of Carpentaria, recently, the Royal Australian Naval Diesel tug "Emu" towed her to Jensen's Bay to discharge her cargo. She then towed her to Darwin for repairs. The Minister for the Navy (the Hon. William McMahon) said on November 6 that the "Illawarra," which was owned by the Australian Aluminium Production Commission, was on her way from Jensen's Bay to Melville Bay, on the north-western shore of the Gulf, when she ran on to a reef among the Wessel Islands. The "Emu" was ordered to her assistance immediately.

CREW MEMBER OF OVERSEAS FREIGHTER KILLED.

A crew member of the overseas freighter, "British Marquess," lying in Newcastle Harbour, N.S.W., was fatally injured on November 5, when his head was crushed between the ship and a wharf girder. At the inquest held on the following day, November 6, the Newcastle District Coroner found that the man, Albert Conrad Bailey, 20, of Yorkshire, England, overbalanced trying to retrieve something he had dropped overboard. The "British Marquess," due to leave Newcastle at 1 p.m. on November 6, was delayed some hours until the finding had been determined, but sailed late on the same evening.

THE NAVY



MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON AND NEW YORK

By
AIR MAIL

QUEEN ASSUMES TITLE OF MASTER OF THE MERCHANT NAVY AND FISHING FLEETS.

The British Government on November 23, on the eve of Her Majesty's departure on the Royal Tour of Australia and New Zealand, announced that the Queen has assumed the title of Master of the Merchant Navy and Fishing Fleets—a title conferred for the first time in 1928 by King George V. on the Prince of Wales. The British Press Association Lobby Correspondent said that it was particularly fitting that the Queen should take this title on the day she leaves on the tour, most of which will be made in a merchant liner.

JET ENGINES FOR SHIPS.

A message from London on October 27 said that Rolls Royce on October 26 unveiled a new jet engine for marine purposes. The engine, similar in principle to aircraft jets, develops 5,600 h.p., takes up a quarter of the space of a steam engine of that capacity, and is half the weight. The engine is being tested by the British Admiralty. The United States Navy has already ordered two of the engines.

SUVA REEF STILL NAVIGABLE.

It was reported from Suva, Fiji Islands, on October 29 that a Government statement issued that

day stated that changes in the main passage into Suva Harbour, caused by the earthquake on September 14, would not affect the navigation of the largest vessel afloat. The statement added that echo-sounding gear in overseas vessels had been used to investigate the changes in the reef, and the cable ship "Stanley Angwin" had been taking soundings outside the coral barrier reef.

SHIPMASTER TO BISHOP.

A clergyman who holds a master mariner's certificate and who once commanded a passenger liner has been appointed Bishop of Melanesia. He is the Most Reverend Alfred Thomas Hill. The Primate of New Zealand, Archbishop Owen, announced his appointment by the Bench of Bishops at Wellington, N.Z., on September 26. Bishop Hill will replace Bishop Cauton when he resigns in March, 1953. Bishop Hill was ordained as a clergyman in 1938, and since then has been headmaster of a boys' school at Pawa, British Solomon Islands. He worked for five years in an East London mission before he went to Melanesia.

STOWAWAY'S ATTEMPT TO REACH AUSTRALIA ENDS IN REVERSE.

A Spanish stowaway's attempt to get to Australia in the "Fremantle Star" recently ended in reverse in mid-ocean. The stow-

away, Garcia Robles, boarded the "Fremantle Star" at Tenerife. A day out of Tenerife Robles gave himself up and said he had stowed away to get to his uncle in Australia. Anticipating immigration troubles with Robles when he reached Australia the master of the "Fremantle Star," Captain C. Horton, decided to get rid of his unwelcome intruder. He called up the "Melbourne Star," another Blue Star Line vessel, Australia-London bound. The two cargo liners met in the middle of the Southern Indian Ocean. Robles was transferred to the "Melbourne Star" 2,000 miles from anywhere in a heavy sea and will land back in Tenerife, whence he started.

BLAST ON FREIGHTER KILLS SEVENTEEN.

At least seventeen watersiders were burnt to death on November 2 in Boston, U.S.A., when a heavy explosion aboard the Norwegian freighter "Black Falcon" was followed by a rapidly flaming fire that trapped some of the men in the hold. Many others were taken to hospital suffering from burns and injuries. Survivors said that the explosion occurred when a drum of sodium peroxide tipped over. Flames shot 200 feet into the air. One of the watersiders jumped into the sea with his clothing on fire. He died soon after he was taken to hospital. The fire roared through



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two of the ship's holds. The master of the ship, Captain Kaare Langballe, 44, of Melbourne, was not aboard at the time.

ITALY'S MERCHANT MARINE GROWS.

The Italian merchant marine is now larger than it was in 1940, when Italy entered the war. The Merchant Marine Ministry says that on June 1, 1953, Italy's merchant fleet numbered 4,447 units, totalling 3,882,759 tons, of which 1,276 units totalling 3,470,917 tons are steam or oil powered. The remaining 3,171 units are small sailing craft and fishing boats. Tankers have practically doubled in Italy's merchant marine since September 1, 1939, and now total 824,000 tons against 421,000 tons before the war.

YET ANOTHER "MAN WITHOUT A COUNTRY"

A message from Philadelphia, U.S.A., on Monday, November 2 said that Cato Roggenbuhl, the Norwegian version of "a man without a country," sailed on the previous Saturday, October 31, for Boston, U.S.A., where he would get another chance to quit the collar on which he has been a virtual prisoner for eight months. Roggenbuhl lost his Nor-

wegian citizenship when he failed to return home within a seven-year period. He made an application for United States citizenship 33 years ago, and is still seeking admission from the American authorities.

ATLANTIC GALE SINKS LIBERIAN FREIGHTER: TWO KILLED.

A gale broke up the Liberian freighter "Greenville," 6,323 tons, in the Atlantic on September 21 just after the crew had abandoned ship. The captain of the French liner "Ile de France," which had answered the distress signal from the ship, sent a message "abandon ship or we leave you," when the ship's captain, Dimitrios Potamianos, refused to abandon ship. Four boats were lowered and the "Greenville's" crew jumped from the ship. One man was swept away when only a few yards from the French liner. Two others were injured. The chief officer of the "Greenville" was crushed to death by falling machinery just before the rescue.

NEW ORIENT LINER DUE IN APRIL.

The new Orient liner, "Orsova," which was launched in May this year, will be ready to

sail on her maiden voyage to Australia on March 17. A spokesman for the Orient Line said on November 4 that the new liner was scheduled to arrive in Sydney on April 19. Provisional passenger bookings for the maiden voyage from Sydney on April 30 to arrive in England for the English summer season were now being confirmed. At present the "Orsova" is being fitted out at Barrow-in-Furness.

SMALL, FAST FERRIES PROPOSED FOR SYDNEY HARBOUR.

Sydney Harbour (N.S.W.) Transport Board is considering building small, fast ferries carrying 100 to 300 passengers. The Board is receiving reports on the proposed new-type ferries. The smaller ferries would replace some of the larger ferries, which are said to be run at a loss, as they go out of service.

BIG SALVAGE PLAN.

A message from Copenhagen (Denmark) on September 12 said that Danish salvage firms will salvage for scrap the many Nazi submarines sunk around the Danish coast during World War II. German salvage equipment will probably be borrowed for the job.

NEW OCEAN-GOING TUG FOR SYDNEY.

A new ocean-going tug was launched at Glasgow, Scotland, in October for the Waratah Tug Co. of Sydney. The new tug, the "Woonah," has been built by James Lamont and Co. The Sydney Manager of the Waratah Tug Co., Mr. S. Aynsley, said on October 28 that the "Woonah" would reach Sydney in January, 1954. The tug is equipped to burn both oil and coal. It is 105 feet long and is powered with triple expansion engines, capable of developing 1,100 indicated horsepower.

MORE POWERS SOUGHT OVER HARBOUR POLLUTION.

The need for action to

strengthen the powers of the N.S.W. Maritime Services Board to deal with the pollution of Sydney Harbour is being officially recognised by the preparation of a draft Bill for that purpose. The Bill, which seeks to give the Board further powers to make regulations against pollution in all the navigable waters of New South Wales, will be submitted to the N.S.W. Cabinet shortly.

SHIP'S MASTER PENALISED BY COURT.

A Court of Marine Inquiry at Sydney, presided over by Mr. Justice Simpson, on October 28 suspended the certificate of a ship's master, John Wallace Nelson, for three months. The Court recommended that Nelson should be given a first mate's certificate if he applied for it. Nelson was the master of the S.S. "Caledon," 1,083 tons, when she struck an obstruction off Lennox Head near Ballina, on the north coast of New South Wales on September 5, 1953, while on a voyage from Sydney to Rockhampton, Queensland, with steel and general cargo. The "Caledon," owned by Australian Steamships Pty. Ltd., went to Brisbane for repairs to a slightly damaged hull. There were no casualties. The Court found that the "Caledon" struck the ocean bottom while she was too close to shore. The navigation of the "Caledon" was not carried out, the Court held, with "seamanlike skill, care and vigilance." This, it said, was due to misconduct by the master, John Wallace Nelson.

"RANGITANE" POUNDED IN BAY OF BISCAY.

Waves 70 feet high pounded the New Zealand Shipping Company's liner "Rangitane" (21,700 tons) in the Bay of Biscay, injuring 22 passengers. The "Rangitane," which docked at Southampton on November 3, was forced to heave to for 17 hours at the height of the storm. The liner was carrying 260 passengers from New Zealand to the United



A Sea Fury fighter plane takes off with the aid of a catapult from the aircraft-carrier H.M.A.S. "Vengeance" during anti-submarine exercises off the N.S.W. coast recently.

Kingdom. Passengers said that they were "tossed about like corks." They were thrown from their bunks and chairs to the sound of roaring winds, thundering waves and breaking crockery. The "Rangitane's" hospital was crowded with the injured passengers, two of whom were seriously hurt, and the ship's surgeon said it was the worst gale of his career at sea.

85-YEAR-OLD SAILS ON SMALL-BOAT ATLANTIC CROSSING.

Rafael Colorado Dasoy, an 85-year-old Spanish-born American citizen, yachtsman and commercial photographer, recently sailed aboard a 25-foot schooner in an attempt to cross the Atlantic to Europe. His boat, the "Magdalena," is equipped with radio and an auxiliary motor. It has a crew of three. Dasoy carries a self-assigned mission to Queen Elizabeth. He will ask the Queen to place under Spanish sovereignty the spot on tiny San Salvador (Watling) Island in the Bahamas, where Columbus first

set foot on the New World. He also has a personal mission. Dasoy said he does not want to die in bed. "In the little time that is left to me I want adventures, crossing the seas in a small boat," he added. Dasoy's first stop is scheduled to be at Bermuda, then to the Azores, Spain, Italy, and England.

WRIT AGAINST AUSTRALIAN GOVERNMENT AND SHIPPING BOARD.

A writ claiming £35,000 from the Australian Government, the Australian Shipbuilding Board, and the Australian Shipping Board was filed in the Australian High Court on November 5 by the Dreadnought Engine Pty. Ltd., of Balmain, Sydney. The company is claiming this amount for damage for alleged breach of contract between the company and the defendants, and for amounts said to be due and payable for work done by the company on the M.V. "Nyora," owned by the Australian Shipping Board.

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PERSONAL PARAGRAPHS

FIRST NAVAL MEMBER AND CHIEF OF THE NAVAL STAFF.

Statement by the Minister for
Defence, Sir Philip McBride.

The Government has decided to extend for another year the appointment of Vice-Admiral Sir John Collins, as First Naval Member of the Naval Board and Chief of the Naval Staff. The present term of Sir John Collins expires on 23rd February, 1954. Sir John Collins was originally appointed First Naval Member and Chief of the Naval Staff in February, 1948, for a period of four years. Previously, his term was extended for two years from February, 1952.

RETIREMENT.

The British Admiralty has announced that Admiral The Hon. Sir Cyril E. Douglas-Pennant, K.C.B., C.B.E., D.S.O., D.S.C., has been placed on the Retired List (medically unfit).

NEW PRESIDENT, R.N.C., GREENICH.

Vice-Admiral Sir William G. Andrews, K.B.E., C.B., D.S.O., has been appointed President.

Royal Naval College, Greenwich, in succession to Vice-Admiral Sir Aubrey Mansergh, K.B.E., C.B., D.S.C., as from March, 1954, the British Admiralty announced recently.

FLAG OFFICER ON LOAN TO INDIAN NAVY.

The British Admiralty has announced that Rear-Admiral F. A. Balance, C.B., D.S.O., recently on loan to the Royal New Zealand Navy, has been lent to the Indian Navy as Flag Officer, Flotillas, Indian Fleet, in succession to Rear-Admiral N. V. Dickinson, C.B., D.S.O., D.S.C. The appointment dated from November, 1953.

HIGH ENGINEERING AWARD MEDAL TO R.A.N. ADMIRAL.

Rear-Admiral (E) A. B. Doyle, C.B.E., B.E., M.I.E.Aust., R.A.N., has been awarded the Peter Nicol Russell Memorial Medal for 1953. The Council of the Institute of Engineers, Australia, who make the award, said that Admiral Doyle had had an outstanding career as a Naval engineer, and the present scope of Naval shipbuilding in Australia was

largely due to his planning, knowledge, and initiative. The medal is awarded annually to a member of the institute who has made a notable contribution to the science and practice of engineering in the Commonwealth.

PROMOTION TO REAR- ADMIRAL.

Captain Christopher Theodore Jellicoe, D.S.O., D.S.C., A.D.C., R.N., has been promoted to Rear-Admiral. The announcement of Admiral's Jellicoe's promotion appears in the August, 1953, list of promotions and retirements prepared by the British Admiralty.

NEW FLAG OFFICER, MALAYA.

The British Admiralty has announced that Rear-Admiral E. H. Stattock, O.B.E., has been appointed Flag Officer, Malaya, in succession to Rear-Admiral A. F. Pugsley, C.B., D.S.O., and two Bars. The appointment took effect in November, 1953.

NEW SHAW SAVILL MANAGER FOR AUSTRALIA

Mr. D. J. Stilwell, formerly secretary for Shaw Savill and Albion Co. Ltd., in London, has been appointed manager for Australia under Mr. W. D. Donaldson, director and general manager. A spokesman for the Shaw Savill Line, announcing this on November 2, said Mr. Stilwell succeeds Mr. J. A. McConochie, who was recently appointed general manager for New Zealand.

NEW VICE CONTROLLER, R.N.

The British Admiralty has announced that Rear-Admiral G. B. Sayer, D.S.C., has been appointed Vice Controller and Director of Naval Equipment, R.N., in succession to Rear-Admiral G. V. Gladstone. The appointment dated from October, 1953.

"The freedoms which we enjoy depend on respect and trust between fellow men."

—William Tainsh.

DUTCH WARSHIP UNDERGOING REPAIRS AT WILLIAMSTOWN

The Royal Netherlands Navy corvette "Ternate" will arrive at the Royal Australian Naval Dockyard, Williamstown (Victoria) from Hollandia (New Guinea) on December 7 to undergo repairs.

She left Hollandia on November 12 and travelled by way of Cairns. She reached Cairns on November 24 and sailed from there on the same day.

The Minister for the Navy (the Hon. William McMahon) said on November 18 that the "Ternate" was formerly the R.A.N. corvette "Kalgoorlie," which was one of 60 vessels of the same class built by Australian workmen in Australian dockyards during the Second World War.

Twenty of them were built for the Royal Navy, but, manned by Australian officers and ratings,

they operated as part of the Royal Australian Navy until the war ended. Eight were later sold to the Royal Netherlands Navy, five to the Turkish Navy and others to private interests.

Of the remaining 40, four were constructed for the Royal Indian Navy and 36 were commissioned by the R.A.N. Four of the R.A.N. vessels were lost, three during the war and one while clearing minefields after hostilities had ceased.

Some of the corvettes were still under commission in the R.A.N. and others were in reserve. Four previously in reserve were presented to the New Zealand Government by the Australian Government last year for use as mine-sweepers.

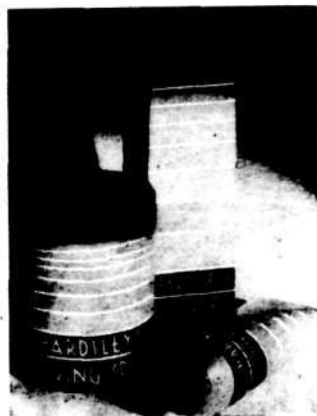
Mr. McMahon added that it

gave the Royal Australian Navy great pleasure to be able to place its dockyard facilities at the disposal of the Netherlands. In the First and Second World Wars, particularly the latter, the Australian and Dutch Navies had been closely associated and numerous repair and refit jobs had been done in Dutch warships of various categories by the R.A.N. at Williamstown and Garden Island, Sydney.

This co-operation had been continued after the war. The Dutch frigate "Van Kinsbergen" underwent a refit at Williamstown early this year.

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—Adlai Stevenson,
U.S. Presidential Candidate.



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SEA-ODDITIES

Fancy being so close to a shark as to be able to bang it on the nose with an undersea motion-picture camera! Yet that is what Captain Cousteau did on one of his aqualung dives off the coast of Africa. He tells the story, among many other fascinating stories, in his recently-published book "The Silent World." He says:

"We were cruising in the 'Elic Monnier,' when we spotted a shoal of bottlenose whales, 12 to 25 feet long. Dumas [Cousteau's diving companion] harpooned one. We went into the water, myself with a motion-picture camera, and swam along the harpoon line toward the whale. Below the whale I saw an 8-foot shark of the carcharhinus family, but of an unusual type. The shark had an escort of three striped pilot, one over and one under his body and a tiny pilot riding the compressibility wave ahead of the shark's nose. Dumas, the shark and I mingled underwater in shallow depth."

Dumas swam down toward the shark and pilot fish. He got behind the shark and touched the caudal fin. The beast turned, but not toward Dumas. He came at Cousteau, who kept his finger on the camera button as he came. At two feet away he banged the shark on the nose with the camera. Cousteau felt the wash of a heavy body flashing past and the shark was twelve feet away, circling the two divers as before, unharmed and expressionless. He thought, "why the hell doesn't he go to the whale. The nice juicy whale. What did we ever do to him?"

Then, suddenly, Cousteau realized that three huge steel-blue sharks were coming up from the depths in a concerted attack. However, to make a long story short, they were eventually pulled from the sea by the crew of the "Elic Monnier's" launch. "We

flopped into the boat," Cousteau adds, "weak and shaken."

Cuttlefish are akin to the octopus, but, unlike the octopus, which has eight tentacles, the cuttlefish has ten arms, eight short and two very long ones. The cuttlebone, so much used by cagebird fanciers for the birds to sharpen their beaks on, is a broad, curved plate which lies over three-quarters of the back under the skin. Often numbers of these cuttlebones may be found washed up on our beaches between tide-marks. In the days before blotting paper they were ground up and used for drying ink on writing paper. There is no better material for smoothing a surface preparatory to painting than by rubbing it down with cuttlebones dipped in water.

What makes a whale spout? Actually the spouting of a whale is due to the violent expulsion of air from its lungs after it has had to hold its breath whilst swimming under water; the warm, moist vapour condenses into spray as it rises in the air and gives the watcher the impression that the whale is spouting water. As for the size of whales—some of them reach to almost incredible proportions. Longest of all whales is the gigantic Blue Whale or Sibbald's Rorqual, said to reach one hundred feet in length. Professor D'Arcy Thompson has calculated that the weight of such a monster would reach the almost unbelievable figure of six hundred tons. Most combative of all is the Killer Whale, a very fiend incarnate. It is everybody's enemy, happy only when persecuting its own kind. Porpoises and whales flee for their lives when they sense its approach; even the Sperm Whale is terrified at the onslaught of a band of these unholy brutes: for, like wolves, the Killer Whale hunts in wide-ranging packs. This terrible beast,

which ranges up to 30 feet in length, is the veritable tyrant of the sea; even the largest whale often succumbs to a concerted attack by these fiends, so swift and lithe are their movements, so sharp the teeth that tear and slash at the vulnerable leviathan body fighting hopelessly its last battle against these fierce sea-tigers.

The plankton is the basis of all marine life since it is the food, often at one or two removes, of all animal life in the sea. Thus, the great ninety-foot whale feeds on swarms of small shrimp-like "krill," which belong to the animal-plankton. These, in turn, feed on the drifting unicellular plant life, known as "diatoms," which proliferate in countless millions in temperate waters. These belong to the plant-plankton. They form the pastures of the ocean and it is to them that the English Channel owes its familiar green colour.

The animals of the plankton feed on each other and on the diatoms and other members of the plant-plankton. These require sunlight for . . . a fundamental life-process. It follows, therefore, that the plankton is found most abundant in the upper layers, the top 50 fathoms or so, within the range of penetration of sunlight. Below the illuminated zone the plankton population rapidly thins out into the darkness and stillness of the abyss. It is of interest to know that the sole diet of the great whalebone whales in Antarctic waters is the form of plankton, previously referred to, known as "krill," a small shrimp-like crustacean about two inches long. Incidentally, scientists are now busy investigating the possibilities of utilising the plankton life, plant and animal, of the seas as a potential food for future human sustenance.

VOLCANO ERUPTS AGAIN ON PAPUAN ISLAND.

A volcano in Lake Wisdom on Long Island, off the Papuan coast, was reported on October 16 to be again in eruption. The eruption is not considered particularly violent. Grey mud and water were thrown 500 to 800 feet into the air every ten seconds. Water vapour and steam were rising to a height of 7,000 feet, and drifting westward. It will be remembered that the population of the district were evacuated last May and have not been returned. Lake Wisdom has long been recognised as a volcanic crater. Last May, a cone rose out of the lake and again subsided. The cone is now said to be between 50 and 100 feet high.

SMALL CRAFT TO LINE ROUTE OF QUEEN.

The N.S.W. State Director of the Royal Tour, Mr. P. H. Roper, said on October 23 yachts and other small craft would line the route taken by the Queen from the "Gothic" to the landing site in Farm Cove, Sydney Harbour, when the Queen comes ashore there on February 3. The announcement said that applications were being invited from members of suitable boats to be allotted positions in the harbour laneway. Each side of the laneway would be marked with a line of flexible steel wire rope to which boats would be moored. A rehearsal would be held on Sunday, January 24. It would be compulsory for all boats forming the laneway to attend. All the boats should fly flags and hunting.

ERUPTION RAISES ISLAND.

An eruption in the sea off Marthew Island, 270 miles east of Noumea, capital of the French island of New Caledonia, early in October, raised an island. The French Navy's sloop "Tiare" reported on October 29 that the eruption had ceased, but that steam was still rising from the large basaltic rocks.



The commanding officer of the destroyer H.M.A.S. "Arunta", Commander W. J. Dovers, observed tradition at Garden Island when he missed the first batch of the ship's Christmas pudding. Left to right are Leading Cook D. McCarthy, Commander Dovers, Able Seaman B. M. Williams, Chief Petty Officer J. Thompson, and Petty Officer N. J. Burns. The "Arunta" leaves for Korea early next year.

KRAKATOA ERUPTS AGAIN.

The great volcano Krakatoa, on an island between Java and Sumatra, erupted on October 25, the Bandung Vulcanological Service reported on October 29. The eruption was followed by more than 100 explosions, of which the

last was heard on October 26. Krakatoa erupted in 1883 in the greatest volcanic blast in recorded history. The eruption and the tidal waves which followed it on that occasion killed more than 36,000 people. The noise of the explosion was heard in Australia and Ceylon.

SPEAKING OF SHIPS

Although the Canadian National has withdrawn its passenger ships from the Canada-West Indies services as unprofitable, the large fleet of eight ships showed improved business in 1952.

The Associated Chamber of Manufacturers of Australia and many other interested concerns have urged a Commonwealth embargo on scrap metal exports to Japan, which in recent months have been heavy from Australia.

The importation of softwoods into the United Kingdom during 1952, although freed, is said to have been handicapped because the licensing system for domestic use remains and nobody knows how much of the licensing total has been covered by stocks on the British Government's hands.

Australia had retained "perfect freedom of action" by abstaining from voting on Japan's admittance to the General Agreement on Tariffs and Trade (GATT), the director of the Associated Chamber of Manufacturers of Australia, Mr. Latham Withall, said on October 26.

West Australian Petroleum Pty. Ltd. reported on October 27 that the oil well which the company is drilling at Learmonth (W.A.) has reached a depth of 3099 feet. Progress is said to be running to schedule and geological formations are what have been expected.

The P. & O. Line, in addition to two passenger liners, has one 10,000-ton, two 9,200-ton, and two 8,000-ton fast cargo liners under construction.

A message from Copenhagen on November 18 said that the Danish Government has decided to turn down an American offer of between £1,428,000 and £2,-

142,000 worth of surplus farm products. All Denmark's leading trade organisations are backing the Government's decision.

Representatives of Egypt and Japan in Cairo on October 31 installed a £1,785,000 trade agreement.

The Gothenburg (Sweden) City Council is still debating whether to convert the sailing ship "Voking" into a navigation school or build one ashore in the port which would delay the start of its operations.

Representatives of the Australian and Indonesian Governments have completed a new trade agreement. The agreement came into force on November 1. The Australian Minister for Trade and Customs, Senator N. O'Sullivan, said that because Australia and Indonesia were near each other and their economies were complementary there was scope for considerable expansion of trade between them.

During October, Australia showed a sharp recovery in her overseas trade balance with an excess of exports over imports of £37,300,000. For the four months ended October, the favourable trade balance of £70,900,000 compared with the previous four months of £31,900,000.

The new type of short-distance directional wireless buoy, sending out a characteristic signal on 151 metres wavelength, has received excellent reports.

Japan's trade deficit for the year 1953 would amount to more than £300,000,000, the Japanese Trade Ministry announced on November 11. The report said that the poor export level to the sterling area during the first nine

months of the year was particularly noteworthy. Imports from all dollar areas had fallen, but imports from sterling areas had risen.

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.

German scientists have been studying the possibilities of copying sea animals instead of fishes to increase the speed of ships.

It is maintained that considerable further research is required before the gas turbine could burn boiler oil without rapid blade fouling due to a deposit of vernadum pentoxide.

A Press report on November 18 said that a heavy fall in prices of raw materials may threaten the future of the Colombo Plan in South-East Asia. The Korean war raised prices of stable raw materials of South-East Asia to abnormal heights. There was an equivalent rise in the cost of capital equipment for irrigation and hydro-electric projects which are features of the plan. Prices of jute, cotton, rubber and tin have since collapsed.

The Australian Minister of Commerce and Agriculture, the Hon. J. McEwen, announced in Canberra on November 13 that Australia has signed a new trade pact with West Germany, to operate until the end of August, 1954. The pact assured important facilities for most Australian goods exported to Germany. These were mainly wool and wheat but they also included eggs, apples, pears, honey, meat extract, pearlshell, and mineral and metals.

The average of tanker freights dropped roughly two-thirds during 1952 from a variety of reasons, one being the great excess of new tonnage over losses and scrapings.

Japanese shipowners and merchants are not only restoring pre-war services, but are planning to enter areas in which they have never before traded.

The British Ministry 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.

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.

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"Roll Back The Sea," by A. Den Doolaard. Published by Home-mann, London.

English and French translations have recently been made of this novel by A. Den Doolaard which recounts the struggle of the Dutch against the sea, and their progressive reconquest of submerged lands and villages.

But note! This is not a story of the recent flood, which was unleashed by the violence of the sea alone.

The subject of Mr. Den Doolaard's book is another catastrophe, another invasion by the sea—the one which drove the enemy from the isle of Walcheren in 1944 and for a period of about fifteen months ate into the island with its fierce tides. The island has seen two floods within a period of nine years and either of them have been enough to mark a man's life!

The story retraced in Mr. Den Doolaard's book took place in the fall of 1944. In order to end the war, the Allies needed the port of Antwerp. But Antwerp was inaccessible because of the isle of Walcheren, which bristled with German bunkers. A landing is costly in human lives. Walcheren is below sea-level. It would be enough, the Allies reasoned, to bombard its dykes for the sea to sweep away the occupant and his vain fortifications.

When the book opens, the inhabitants of the little island have been warned, but how can they understand the meaning of such a threat? Having been always sheltered by the dykes, they regard them as facts of nature, like the sun. When the order of things has never been disturbed, a threat is bound to be abstract. Besides, where can they go? Does

one abandon one's land? It is better to die where one had worked.

The water rises, blindly and stupidly, flooding the earth, maddening the maddened cattle, choking the trees, defiling the carpets, soiling the stacked linen, overwhelming the orderly routine of daily life. A grim apocalyptic spectacle of dead trees, cows, bloated horses, knocked about aimlessly. And all those Flemish interiors, as clean and luminous as a Vermeer canvas, given over to the wildness of the waters.

The water comes in through four breaches, at Nolle, Westkapelle, Veere and Rammekens, and the breaches are widened by each ebb and flow. But the enemy fortresses are flooded or cut off, and Walcheren is free.

Repair work has to be begun at once. Every day lost may endanger the final success.

They begin with what they have, a leaky boat, a sunken dredge. And because they believe despite the evidence, these men succeed. But they are fighting not only against the sea, but also against the sort of men to whom everything is grist, who take advantage of the misfortunes of others. It takes all kinds of people to make a world and particularly to conquer the sea.

Meanwhile, the people of Walcheren have been regulating their lives by the rhythm of the tides. Twice a day, for fifteen months, the water rises up to the first storey of their houses. The work is long and disappointing, for the sea destroys in a few hours the work of several months. Everything has to be done all over again. Old methods have to be replaced by new ones, whose novelty shocks some of the

people. The great achievement of the novelist is his skill in making us participate with our minds and hearts in the tenacious struggle of men against nature.

The fight is tough, but the people win out in the end. Their story is a splendid example of courage and energy, a tribute to man at a time when man often seems to be doing all he can to cast doubt on man.

—News Area.
"The Wynne Diaries." Edited by Anne Fremantle. Published by Oxford University Press, London.

Diaries written in and around the days of Nelson must inevitably contain much of interest to naval men. The Wynne diaries cover a period that is one of the most stirring and inspiring in English annals, and present human and intimate sketches of many who played a great part in the history and destiny of Britain. Betsey Wynne, the elder of the Wynne sisters and one largely responsible for the major content of the diaries, was married to Captain (late Sir Thomas) Fremantle and, intermittently, for many years, lived aboard various of the ships of the Royal Navy in which he held command.

Nelson was a frequent visitor to the Fremantle's aboard and ashore, Lady Hamilton the Fremantles knew well, and most of the senior officers in Nelson's time are mentioned at one time or another. One can gather many fascinating glimpses of life on board a man o' war—the grand old "wooden walls of England"—during the late eighteenth century, and intermingled with these are vivid descriptions of the social life in Europe, in England, and on board the ships of Nelson's navy.

The attack on Tenerife, the Battles of Copenhagen and Trafalgar are described through Fremantle's eyes, and there is a copy of "Lord Nelson's Orders to Captain Fremantle" before Copenhagen and the Line of Battle at Trafalgar.

LOSS AT SYDNEY OF LARGE TRANSHIPMENT TRADE ALLEGED.

The Port of Sydney had lost a large transshipment business because of excessive wharf storage penalty rates imposed by the Maritime Services Board, the secretary of the Sydney Chamber of Commerce, Mr. A. J. R. Birch, alleged on November 5. Mr. Birch said that thousands of tons of goods from Europe had stopped coming to the Port of Sydney during the last few months. The goods were mainly cargoes from the Continent for customers in the Pacific Islands. Mr. Birch said that island merchants had been forced to use Hong Kong instead of Sydney in order to meet competition and because the N.S.W. Maritime Services Board "refused to co-operate with them to retain the trade."

DESTRUCTION IN U.S. STORM.

Most of the 20,000 people driven from their homes in New York, New Jersey, and Connecticut by tidal floods on November 7 returned to them next day as the two-day storm abated. The coastline of New Jersey and Connecticut and the south of Long Island, New York, bore the brunt of the storm. The end of Atlantic City's steel pier was ripped off, and a 100,000-dollar yacht sank in Barnegat Bay, New Jersey. The floods were caused by unusually high tides driven by gale winds. Forty-foot waves beat against the beaches, and water rose as high as six feet in some homes. The storm at sea forced three U.S. Marine Corps fighter planes down north of Cuba. Their pilots were saved by surface vessels. The three planes forced down in the sea had run out of fuel in trying to avoid the storm.

An Australian study group has been formed in Sydney to review the United Nations Charter and suggest alterations and improvements by 1955.

—News Item.

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EX-NAVAL MEN'S Association of Australia



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(Federal Council)

The Association has invited His Excellency the State Governor of Victoria to perform the official opening of the 1954 Federal Conference at Melbourne, on Monday, 18th January. Names of Delegates chosen to represent their respective States are: Messrs. F. E. Anderson (Federal President) and G. W. Scott (Hon. Federal Secretary), representing the Federal Executive; N. A. Murphy, H. E. Callaghan and W. W. Wayman, for Western Australia; E. M. Smith, W. H. Sullivan, and W. H. Taylor, for Victoria; R. Humphry and W. Titman, for New South Wales; G. A. McKee and W. A. Palmer, for South Australia; W. J. Pearce, E. L. Clifford, and W. M. Macdonald, for Queensland; A. R. Park and G. R. Howe, for Tasmania; H. N. Campbell and G. E. Newport, for A.C.T. It is

regretted that Papua-New Guinea Section will not have their own Delegates available but the Association in New Guinea will appoint its proxies from the members in Victoria.

Over fifty items have so far been submitted for discussion and more than half of this number concerns motions dealing with the welfare of ex-Servicemen and their dependants. The duration of this Conference is expected to last three days.

New members accepted into the Association during the first half of the current year amounted to 325 persons. During the same period 22 members have passed away. Names of those died since last list published in "The Navy" are: Messrs. R. Lucas and R. M. Berry, of Port Adelaide; J. A. LePage, of Geelong; J. C. Hill, of Footscray; D. W. Manson, W. H. Tomlinson, W.

Rorke, J. A. Drewitt and P. Halligan, of Melbourne; G. Ayres, of Sydney, and O. Sherwood, of Newcastle.

Transfers effected last month included Messrs. A. Passmore, from Perth to Adelaide; J. S. Kitson, Fremantle to Leederville-Wembley; R. E. Tucker and L. Callander, from Melbourne to Perth, and last named to Sandringham; F. E. Ryan, from Parramatta to Canterbury-Bankstown S.S.

The Federal President and Councillors take this opportunity of extending the heartiest of Season's Greetings and best of wishes for the New Year to all Association Officers and their members and to the readers of "The Navy."

G.W.S.

AIRFIELDS TO RING AUSTRALIA'S NORTH.

The Minister for the Navy and Air (the Hon. William McMahon) said in the House of Representatives on October 7 that the Australian Government had decided to build a chain of airfields circling the north of Australia. Mr. McMahon said the airfields would be at Pearce (Western Australia), Cocos Island (Indian Ocean), Darwin (Northern Territory), Manus Island (Bismarck Archipelago, north of New Guinea), Garbutt (the airport of Townsville, Queensland), and Amberley (Queensland).

"Fame comes only when deserved, and then is as inevitable as destiny, for it is destiny."

—Longfellow.

THE NAVY

THE SUEZ CANAL ITS IMPORTANCE AS AN INTERNATIONAL WATERWAY.

By Rear-Admiral A. D. Nicholl.

The Suez Canal is an international waterway of the first importance to a great part of the world. The original concession by the Turkish viceroy of Egypt to the French engineer Ferdinand de Lesseps, in the middle of last century, allowed the formation of an international company for cutting and subsequently operating the Canal. The Canal is Egyptian property, and when the 99-year concession expires in 1968 everything reverts to Egypt. The main provisions of the agreement as it affected other countries were that Canal dues should be equal for all nations, and that no particular advantage would be obtained by any one country.

Britain and France acquired most of the Canal company shares, and therefore developed a common interest in the freedom of the Canal and also in the proper administration of Egyptian affairs, which, at the time of the opening of the Canal, were deteriorating to a state of bankruptcy. There was much discontent in Egypt, and a growth of nationalist spirit. Matters came to a head in 1882 with an army revolt and violent anti-foreign disturbances in which more than 50 Europeans were killed. Neither Turkey nor France would take action, and it was left to Britain to deal with the dangerous situation. The revolt was crushed, and Egypt became virtually a United Kingdom protectorate.

Free For All.

Britain, however, consistent with its traditional policy of the freedom of the seas, was ready to join other Powers in guaranteeing the freedom of the Suez Canal, and in 1888 a convention was signed by nine Powers, including Turkey. The first article of the treaty stated "The Suez Canal shall always be free and open, in time of war as in time of

peace, to every vessel of commerce or war, without distinction of flag... The Canal shall never be subjected to the exercise of the right of blockade".

The Canal is run by the Canal Company Board, which includes representatives of the principal users. There is a French president and 31 other directors, 15 French, ten British, four Egyptian, one United States and one Dutch. A complex organisation is required to operate the Canal and to administer its varied European and Egyptian employees.

In addition to the pilots, the company maintains salvage and fire services, a fleet of dredgers, tugs, large numbers of buoys and lights, mooring facilities, telephone and radio communication, signal stations, roads, waterworks, a hospital and medical services. Constant dredging is necessary to

maintain the depth of the Canal and to accommodate the vessels of ever-increasing draught that use it. Erosion of the banks must be prevented.

There is incessant and rapidly-increasing traffic through the Canal. In 1869, the year the Canal was opened, only 68 ships sailed through. In 1939, however, the number of sailings was over 5,000, and in 1952 it was over 12,000.

The average weight of merchandise carried through the Canal in the years 1933-7 was 28 million tons. In 1952 it was 83 million tons. Britain is the greatest user of the Canal, and today approximately one-third of the total number of ships passing through are from Britain. Oil products account for three-quarters of the total merchandise in transit.

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When Egypt was granted full independence in 1922, she inherited the rights and duties of Turkey. By a treaty, Britain and Egypt became joint rulers of the Sudan, and it was agreed that United Kingdom troops were to be stationed in Egypt to defend the Canal. This arrangement in no way prejudiced the international status or the neutrality of the Canal and the right of passage to ships of all nations. When the treaty expired in 1936, Egypt requested a renewal for 20 years. In the new terms, military occupation came to an end, though Britain was authorised to station forces in a zone in the vicinity of the Canal until both Britain and Egypt were satisfied that the Egyptian army was capable of defending the Canal. Training and flying facilities were established for Britain's forces.

Vital to Defence.

World War II saw the development of the Canal Zone into a vast base which was a vital factor in the defence of the Middle East and Egypt itself. The war provided that the Canal Zone was the only effective strategic site for a base from which to defend the whole Middle East. It can be supplied by either or both of the sea routes through the Mediterranean and the Red Sea. The Canal itself provides the only easy means of transferring Naval forces from the Mediterranean to the Persian Gulf and Indian Ocean—that is, from one sea-lank of a Middle East front to the other. Failure to make proper strategic use of the Suez Canal and the Canal Zone base in a future war might mean disaster for Egypt, for the Arab countries, and possibly for the whole free world.

It is for these vital strategic reasons that Britain has been unwilling to remove her troops from the Canal Zone without suitable guarantees that the base will be maintained ready for use and that the stores, valued at £200,000,000, and the installations, worth £300,000,000, will be properly looked

after.

As Sir Winston Churchill pointed out to Parliament last May, Britain has no wish to continue, indefinitely and alone, to bear the heavy burden of safeguarding the interests of the free nations in the Middle East and of preserving the international waterway of the Suez Canal. It would mean a great saving to Britain of men and money if suitable arrangements could be made in agreement with Egypt for sharing the responsibilities which directly concern the countries of the Middle East and the East.

Rear-Admiral A. D. Nicholl has held many important shore posts in Britain's Royal Navy, as well as sea commands. He was Naval Representative on the United Kingdom delegation to the Western Union Military Committee, 1948-1950, also the United Kingdom Principal Staff Officer, South European - West Mediterranean Regional Planning Group, 1949 to 1951.

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Recently the authoritative "New York Times" said that foreign aggressors would be ready for offensive preparations by late in 1952. United States Air Force officials are increasingly worried by the rapid development of aggressive air power. A grim picture!

It is even grimmer here in Australia . . . a country proud of its freedom but not yet strong enough to defend it. On the basis of population alone, Australia cannot afford to maintain huge forces permanently under arms. But she can and must afford to maintain at full-strength a modern, well-equipped Navy, Army and Air Force which would be immediately available as the

nucleus of the larger forces required in a major war emergency.

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