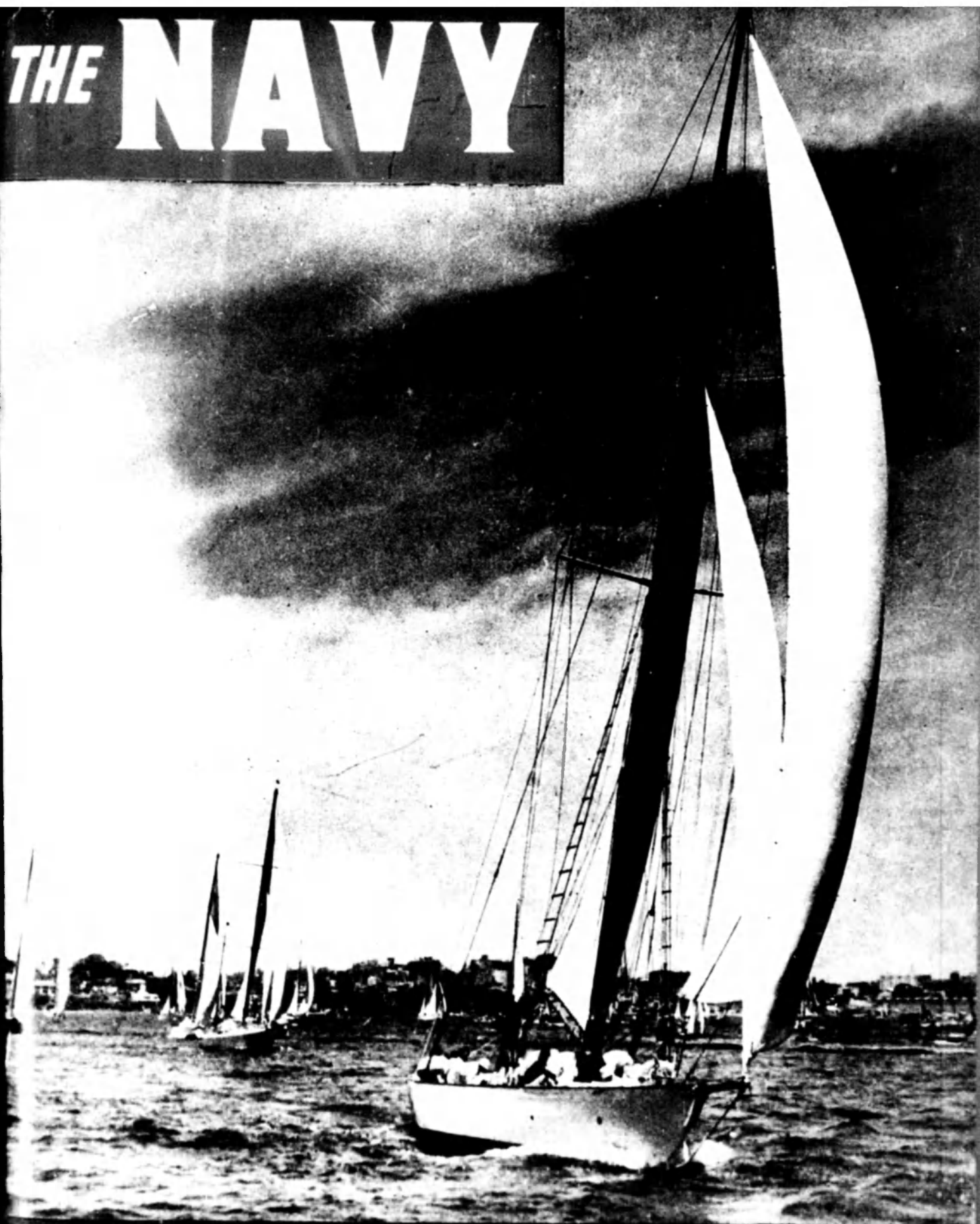


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JANUARY, 1964.

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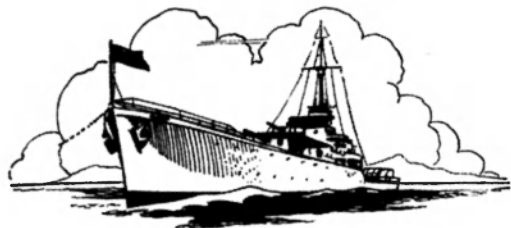
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Bird, Downhearted, Come A-Long A-Long, Hold  
Me, Thrill Me, Kiss Me, I Got Out of Bed On  
the Right Side, Ain't Nobody's Business but  
Mine, My Flaming Heart, I'd Love to Fall  
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### OIL POLLUTION RESEARCH: PLOTTING CURRENTS IN NORTH ATLANTIC.

As a contribution to the campaign against the pollution of beaches by oil refuse jettisoned by ships, the National Institute of Oceanography (of Great Britain) will shortly initiate an intensive and extensive research into the surface currents in the North Atlantic to the West of the British Isles.

It is planned to drop into the sea 10,000 plastic envelopes, many of which will eventually float ashore on the coasts of Britain and other N.W. European countries.

Each envelope will contain a franked addressed postcard, on which will be printed a simple questionnaire, and a small sheet of instructions for completing it. To make the envelope catch the eye more readily, the postcard will bear a wide red stripe and the instructions will be on yellow paper. Finders will be asked to write on the postcard their name and address, and the date and place of recovery of the envelope. The instructions will be printed in eight different languages. A reward of half-a-crown, or its equivalent in foreign currency, will be paid to the sender of each

postcard which is received by the National Institute of Oceanography at its headquarters at Wormley, near Godalming, Surrey, England.

The cards will be numbered, and the date and position in which each is dropped will be recorded. It will thus be possible to work out the approximate speeds and directions of the currents from the information received on the postcards. If a large percentage of the envelopes dropped in any area is recovered, it follows that oil jettisoned in that area is very likely to drift ashore. On the other hand, if no envelopes from that area are recovered, there are strong grounds for assuming that oil jettisoned there is unlikely to come ashore.

Dropping will be carried out from Britain's Coastal Command aircraft navigational training flights. The dropping track will run from the Bay of Biscay, roughly in a semi-circle of 500 miles radius, to a point half-way between the Hebrides and Iceland, and will thus stretch from side to side of the N.E.-going belt of current which crosses the Atlantic in these latitudes.

In order to learn more about seasonal changes in the currents, about 2,000 envelopes will be dropped in early spring, autumn and winter of 1954; double that quantity will be released in early summer, when the chances of recovery by holiday-makers between one and three months later will be greater than during the other seasons. The

dates on which the envelopes will be dropped are to be announced later.

This research project arises from the report of the Committee on Oil Pollution of the Sea, set up by the British Ministry of Transport, and should have the co-operation and commendation of everyone, and particularly of those most directly concerned.

### SALVAGE WORK ON FRENCH WAR WRECK.

The British Admiralty Salvage Organisation is now engaged on work preparatory to the removal of the wreck of the French destroyer, "Maille Breze," sunk in the Clyde during the early days of World War II.

Early last year the Clyde Navigation Trust requested the British Ministry of Transport to remove the wreck for fear that, with the passage of time, oil pollution in the Clyde might be caused either by the corrosion of the ship's structure or by another ship fouling the wreck and holing a fuel tank. In addition, there is the possibility of some of the ammunition becoming unstable with age; and this might cause an additional hazard—and possibly a resultant loss of life and property—should the wreck be fouled.

The survey started in June, 1953, and the position confirmed or advanced by it is that messenger wires for the main lifting wires have been either swept or tunneled under the wreck for most of its length, that no unforeseen difficulties have been found, but that great care will have to be taken to prevent spilling oil during both the final lifting operation and during the preliminary stages. About one-third of the ammunition was removed in 1942 and almost all the remainder is in its proper stowage in the magazines.

Incidentally, the salvage ships engaged in this particular work are the "Barrington," the "Barilla," the "Succour" and the "Barglow," the two former having taken part during the early stages.

As foreseen, a further difficulty lies in the amount of silt that has deposited itself in the ship during the 13 years since she sank. The next step, therefore, is to lighten the wreck by cutting off the superstructure and removing as much silt as possible prior to raising.

When this has been done lifting craft will be brought to the Clyde and the main lifting wires passed under the wreck, by means of the messenger wires already in place. The wreck will then be bodily lifted on to a nearby mud bank, where the ammunition will be removed by experts and the wreck prepared for towing to a shipbreaking firm. This will probably be done during the English Spring and Summer of this year.

### A "COPYBOOK RESCUE" BY R.N.

The story of a "copybook rescue" was told on the return to Devonport of H.M.S. "Implacable" (Captain A. F. Campbell, O.B.E., R.N.) following her participation in the recent Exercise "Mariner". It warms the blood to read it.

While on passage from the Scillies to Milford Haven a gale sprang up. Wind gusts to Force 9 were lashing the seas to very steep wave formations of some 30 feet in height. A party was working on the quarter-deck with the object of securing the starboard accommodation ladder, which was breaking loose. After a very heavy sea had engulfed the party, Leading Seaman William Woolcock noticed that Able Seaman Harry Gamlin, of Newport, Monmouthshire, was missing. The Leading Seaman ran aft, saw Gamlin in the water, shouted to him, and threw him a lifebuoy. Gamlin appeared to hear the hail, swam to the lifebuoy, and succeeded in getting into it.

Immediately the "Man Overboard" report reached the bridge the Navigating Officer, Lieutenant-Commander J. S. Le Blanc Smith, R.N., stopped the ship, and the Captain manoeuvred her so that she blew down towards Gamlin, who could be seen at first but was later lost to sight. He was again seen, however, to leeward of the ship and a scrambling net was lowered over the flare on the forward lee side. Commissioned Bosun R. B. Jones, R.N., went down the ladder on a line and secured Gamlin, both of them then being hauled to safety inboard. Although his back was injured slightly when he was washed overboard, Gamlin was in good spirits when taken to the sick bay, and he was later landed at Milford Haven for hospital treatment.

Some fifteen minutes had elapsed from the time Gamlin went overboard to the time of his recovery from the sea.

On the following morning Rear-Admiral W. L. G. Adams, O.B.E., Flag Officer Training Squadron, who was flying his flag in H.M.S. "Implacable" at the time, assembled the ship's company and complimented them on the fine team spirit which had been demonstrated in the course of the rescue. He commended Commissioned Bosun Jones and Captain Campbell "whose prompt action, fine ship handling and good judgment assisted a kind Providence in making a copybook rescue."

"You may see worse weather, other men overboard, but you will never see a more promptly and efficiently executed rescue," he said.

It is beyond all question that Admiral Adams' sentiments will find an echo throughout all the Services.



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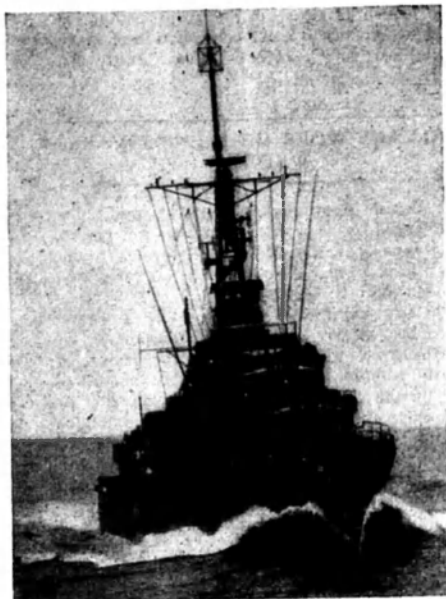
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THE NAVY

# THE WORLD'S TIME KEEPER.

HISTORY OF THE ROYAL GREENWICH OBSERVATORY.

By TREVOR WILLIAMS,

Even to those without astronomical knowledge, the name of the London borough of Greenwich is famous, for Greenwich time is the basis of the world's time-keeping. Greenwich time may be seen in operation by anybody who happens to be within sight of the Observatory there at one o'clock in the afternoon. Five minutes before the hour the Time Ball, a dull red globe five feet (1.5 metres) in diameter, is hauled half-way up a mast; at two minutes to the hour the ball is raised to the top; precisely at the hour it is allowed to fall.

This practice is now primarily of historic interest, for the exact hour is now indicated at various times during the day by signals broadcast by the British Broadcasting Corporation. Formerly, however, it was of the utmost importance in enabling ships passing down the River Thames to all parts of the world to set their chronometers precisely, thus enabling them to determine the longitude during their voyages.

Founded By A King.

This ceremony of the Time Ball was inaugurated in 1833, but the Observatory was founded by King Charles II in 1675, primarily for the purpose of assisting navigation, and in particular of studying the then unsolved problem of finding the longitude at sea. When it was reported to King Charles that existing tables of the moon's motion and charts of the positions of the fixed stars were both seriously inaccurate, he gave a site in his royal park at Greenwich for the building of an observatory where new and more accurate observations might be made by John Flamsteed, Britain's first Astronomer Royal.

Financial stringency made Flamsteed's task difficult; the original cost of the building, de-

signed by Sir Christopher Wren, was defrayed by selling spoilt gunpowder, but the tens of thousands of observations he made were in large measure financed from his own pocket.

Edmund Halley, who succeeded him, was embarrassed on his appointment by the fact that Flamsteed's widow had, quite rightly, removed from the Observatory all the instruments which her husband had bought. However, a grant from the Board of Ordnance enabled him to re-equip it with essential instruments and continue the observational work. The next Astronomer Royal, James Bradley—who discovered the laws of atmospheric refraction and made observations more accurate than those of his predecessors—was partly financed by the sale of old naval stores.

Despite these difficulties, a vast number of accurate astronomical observations were made, and the Observatory acquired an international reputation. In 1818 control passed from the Board of Ordnance to the Admiralty, and the Observatory undertook the exceedingly important task of testing all naval chronometers.

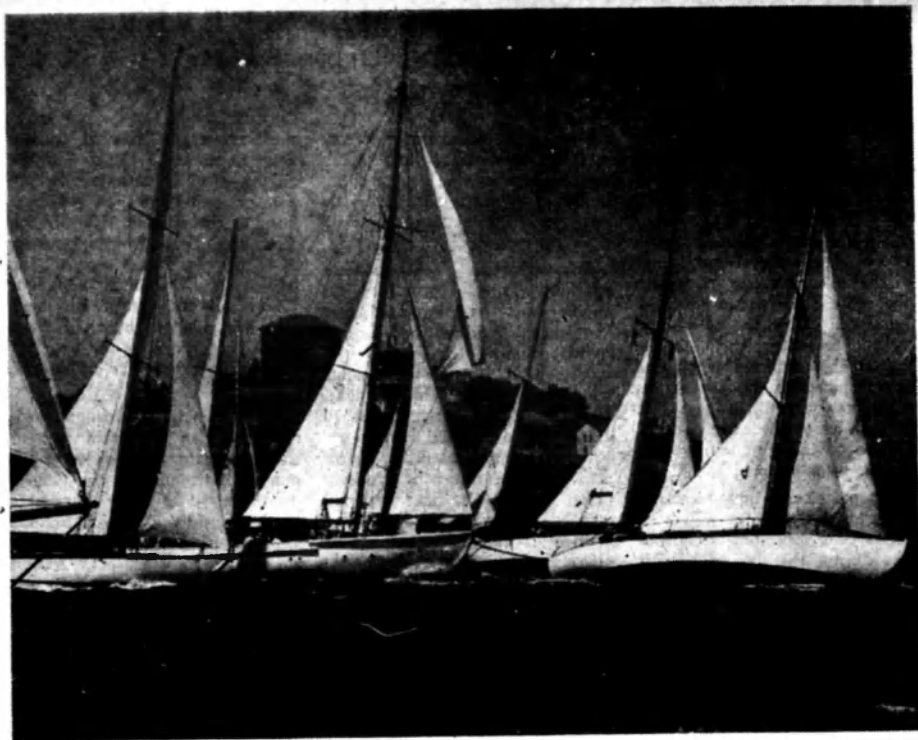
Under George Airy, Astronomer Royal from 1835 to 1881, the Observatory entered upon a period of still greater lustre. In 1851 he brought into use a new transit circle with which more than half a million observations have been made; he devised methods by which magnetic compasses could be used in the iron ships then coming into general use; he made new standards of weight and length to replace those lost when the Houses of Parliament were destroyed by fire; with the invention of the telephone he introduced a method for signalling the time to

such important national institutions as the Post Office and the railways; he inaugurated an important new series of observations of the planets. Greenwich Time—for long known popularly as Railway Time—became the legal time of Britain in 1880; four years later the Greenwich meridian was adopted by an international conference, as the basis for determining time all over the world.

The magnetic recordings which now form an important part of the Observatory's work were begun in 1840, and are the longest unbroken series made anywhere in the world. When it became apparent that magnetic disturbances were in some way related to sunspots, a photoheliograph was set up in 1873 to take daily pictures of the sun's surface. These records have proved immensely valuable in a variety of investigations. In 1923, however, this work had to be removed to a site further from London, as the electrification of the local railway produced magnetic effects which upset the delicate instruments. Moved To A Castle.

More recently still, other developments in the outside world have required the greater part of the observational work to be transferred. Greenwich, a country village in 1675, is now a part of London and the Observatory is in the centre of a built-up district. Smoke and glare seriously affected the quality of observations, and in consequence a move has been made to a 15th century castle at Herstmonceux, Sussex.

The new Observatory does not lie on the Greenwich meridian, and its local time differs by about a minute from that at the old site. Greenwich time, nevertheless, remains of unrivalled accuracy; the battery of 18 electrical quartz-



Yachts crossed the starting line in the Sydney-Hobart yacht race last month in a strong breeze and closely packed. About 60,000 watched the start from vantage points around the Harbour.

crystal clocks can measure the length of the day to within one ten-thousandth of a second.

Clocks of this type, which are a great improvement on pendulum clocks—even though the best of those used at Greenwich are accurate to within a hundredth of a second daily—have many uses. Apart from purely practical ones, such as the accurate standardisation of radio frequencies, they have many important scientific applications. They can, for example, be used to detect and measure the slight changes, the causes of which are still obscure, which from time to time occur in the rate of rotation of the Earth.

A notable feature of the new Observatory at Herstmonceux will be a 98-inch (2,489 centimetres) reflecting telescope, which will be available for use by astronomers from other observatories in Britain. Earlier telescopes, such as the 36-inch (914 centimetres) reflector presented in 1931, have, however, done most notable work. Thus, when photography was introduced into astronomy the Observatory collaborated in producing the "Carte de Ciel," a photographic chart of the whole sky, assuming responsibility for a large part of the sky round the north celestial pole. Another outstanding co-operative effort completed some ten years ago was the most

accurate measurement ever made of the distance of the sun from the Earth: this proved to be 93,000,000 miles.

Spectroscopic work—the detailed analysis of the composition of the light emitted by stars and other celestial bodies—has been done since 1874, but new instruments have permitted a great extension.

Finally, mention must be made of the Observatory's various expeditions abroad to study important phenomena not visible in Britain. Of particular interest was the expedition to Brazil in 1919, for this confirmed Einstein's prediction that light passing near the sun would be bent.

## BRITISH COMMONWEALTH CRUISERS TO VISIT AUSTRALIA

Three cruisers belonging to Navies of the British Commonwealth will visit Australia in February and March next year.

They are the "Ceylon," of the Royal Navy, the "Ontario," of the Royal Canadian Navy, and the "Black Prince," of the Royal New Zealand Navy.

The Minister for the Navy (the Hon. William McMahon) said on December 18 that the cruisers would make the visit primarily at the invitation of the Tasmanian Government, through the Australian Government, to attend the State's sesquicentenary celebrations at Hobart in February. The celebrations would coincide with the visit to Hobart of the Queen and the Duke of Edinburgh.

Hobart was the only place at which the three ships would be seen together. The "Ontario" would be there from February 11th until February 23rd, and the "Ceylon" and "Black Prince" from February 13th until February 22nd.

Several ships of the Royal Australian Navy would visit Hobart for parts of the other ship's stay. They were the frigates "Quadrant," "Shoalhaven" and "Condamine," from February 11th until February 17th, the destroyer "Anzac" from February 20th until February 22nd, the aircraft carrier "Vengeance" from February 19th until February 23rd, and the cruiser "Australia" from February 20th until February 23rd.

Before the "Ceylon" arrived at Hobart from the East Indies Station she would call at Fremantle on February 1st and remain there until February 3rd. She would reach Hobart on February 13th and stay until February 22nd, when she would leave for Sydney. She would

stay at Sydney from February 24th until March 6th.

From Sydney she would go to Melbourne and remain there from March 8th until March 16th. She would visit Adelaide from March 18th until March 24th and Fremantle from March 28th until April 1st, on which latter date she would leave on return to her station as part of the escort to the Royal liner "Gothic," which would also consist of the R.A.N. ships "Vengeance," "Anzac" and "Bataan."

The "Ontario" would arrive at Melbourne on February 6th and stay until February 10th. She would remain at Hobart from February 11th until February 23rd.

Afterwards she would visit New Zealand ports and then reach Sydney on March 9th. Four days later she would leave for Brisbane and arrive there on March 15th. She would sail on her return to Canada on March 19th.

The "Black Prince" would not visit any Australian ports except Hobart.

### SHIP EXPLOSION KILLS THREE SAILORS.

A message from Rome on December 22 said that a report received at Bari, Switzerland, said that three Italian sailors were killed and five gravely injured when the trading steamer "Francesca," of 286 tons, registered in Trieste, blew up in a Yugoslav port.

### SWEDISH TANKER BLOWS UP.

In Gothenburg Harbour, Sweden, on December 26 the Swedish tanker "Gustav Reuter," 1,290 tons, blew up and sank, killing one Swedish seaman and injuring two. Ten other men on board at the time escaped unhurt. The tanker had just completed unloading its cargo of oil, when gas remaining in the tanks exploded.

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## EXERCISE "WELDFAST"—THE BIGGEST YET!

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

Exercise "Weldfast," the largest joint allied manoeuvres held in the South European and Mediterranean area, ended during October, 1953. For eight days land, sea and air forces of five N.A.T.O. nations—Greece, Turkey, Italy, the United Kingdom, and the United States—participated in operations extending from Greece to Turkey.

Although the exercise was on a smaller scale than "Mariner," which at the same time was going on in the north to test Atlantic communications, it was by no means less important.

Both "Mariner" and "Weldfast" fitted into the grand defensive pattern. The former was designed to exercise the forces of nine N.A.T.O. countries in working together to defend the vital shipping lanes over the broad sweep of the Atlantic. The latter was held to demonstrate that the five allied countries involved in it can, if necessary, co-operate smoothly to defend S.H.A.P.E.'s southern European flank from any would-be aggressor and at the same time to protect the sea lanes in the Aegean and other areas in the Eastern Mediterranean.

Both exercises made history, "Mariner" being the first to be jointly directed by the Atlantic, European and Channel Commands of the Organisation, and "Weldfast" being jointly controlled by the two major subordinate commands of S.H.A.P.E.

The two directing Commanders-in-Chief of the Mediterranean exercise were Admiral William M. Fichteler, who, as head of the allied forces in Southern Europe, was responsible for the land action and controlling such sea forces as were necessary for those operations; and Admiral the Earl Mountbatten of Burma in his N.A.T.O. capacity of Commander-in-Chief Allied Forces, Mediterranean. Admiral Mountbatten

had overall control of the action at sea. This included the movements of all convoys and the direction of all offensive and protective measures for their support.

The defensive set-up in the Mediterranean area is a complicated one demanding the closest co-operation of the command structure and the forces of the five nations concerned. The fact that these manoeuvres, involving more than 100,000 troops, and hundreds of tanks, aircraft and submarines, were held so successfully, and at the same time as "Mariner" was taking place, signifies the great progress that the allied countries are making towards their common goal of collective defence.

Unlike the larger exercise, in which the opposing sides were merely assumed to be at war at sea, "Weldfast" envisaged a definite strategic situation, "Blue" forces representing those of the two commands, being "attacked" by "Green" forces in the geographical regions of Greece, Turkey and the Aegean Sea.

The exercise was noteworthy for many reasons, among them being that for the first time land forces of Greece and Turkey—both countries would be open to attack from the north in the unhappy event of another war—were manoeuvring side by side. It was a heartening international effort, a fine demonstration of allied nations "talking the same language" and working together to form a powerful defensive team.

In its maritime phases, "Weldfast" followed the accepted pattern of all these combined exercises. The "enemy" concentrated his effort at sea against the shipping traffic in the Aegean, striving by intensive minelaying, submarine, surface and air attack to cut the lines of communication and so isolate Greece and Turkey from the economic and military

supplies essential to them.

In spite of all that the "Green" forces could do, in spite of bad weather sometimes hampering operations, the convoys still crossed and recrossed the Aegean, escorted by warships and aircraft of several nations and using channels swept for them through "enemy" minefields.

Three minesweeping squadrons were active in the Aegean to meet the serious mining threat. A Greek flotilla, commanded by Captain Foufas, of the Royal Hellenic Navy, established and kept clear search channels in the Gulf of Saromikes and in the approaches to the Port of Athens. They also swept channels at either end of the Corinth Canal. American and British squadrons, which were under the control of Vice-Admiral Lappas, Royal Hellenic Navy, who, in their case, was not directing the operations in his national capacity, but as the N.A.T.O. Commander, Eastern Mediterranean, performed similar work in the Gulf of Salonika.

Due to its nearness to the "enemy," and its importance to the defenders as an avenue for getting supplies to the northern armies of Greece, the Gulf was a prime target for "enemy" minelaying ships and aircraft. Turkish minesweepers, under the national control of Admiral Altınçan, C-in-C. Turkish Navy carried out similar duties in their own waters.

Among the defending forces in the southern part of the Aegean was the British aircraft carrier "Theseus." Her aircraft provided fighter cover for shipping and gave long-range protection to the convoys by constantly patrolling the area in search of "hostile" submarines. Also safeguarding shipping were United States and British air forces under Rear-Admiral Cruise, U.S.N., who,

throughout the exercise, was responsible to C-in-C., Allied Forces, Mediterranean.

Besides their Aegean activities, these aircraft operating from airfields in Crete, North Africa and Malta gave advance cover to units of the United States Sixth Fleet which gave support to forces in the land "battle."

Vice-Admiral Lappas and Rear-Admiral Cruise learned something of the efficiency of the defending forces at first hand when they flew over the southern Aegean during the exercise. While approaching the "Theseus" their aircraft was attacked by Sea Furies. On the way back to Athens, Admiral Lappas, who was in the pilot's seat, sighted an "enemy" submarine—which promptly dived.

In this valuable exercise, which provided the maximum of combined training for all concerned, many valuable lessons were learned and considerable progress was made—particularly in the important field of interfleet communications. The "Weldfast" planners gave much attention to minesweeping and minelaying activities, as might be expected in an area which during the last war was one of Europe's "black spots" for the use of this deadly sea weapon.

The Aegean was, in fact, one of the last places to be made safe for shipping in the great post-war mine clearance operation. British and Greek ships are, after all, old hands at co-operating in this work. It was the minesweepers of Britain's Mediterranean Fleet and the Royal Hellenic Navy which together made these waters safe for the vessels of all nations.

1,600 M.P.H.

The United States Air Force announced in Washington on December 16 that Major Charles Yeager flew an experimental rocket-powered aircraft at a speed of more than 1,600 m.p.h. on December 12.

## Frigate Visits New Guinea Coast Watchers

With the object of visiting Coast Watchers in New Guinea, the Royal Australian Navy frigate "Hawkesbury" left Manus Island, in the Admiralty group, on Sunday, December 13th, and returned there on Saturday, January 2nd.

The Staff Officer (Coast Watching), Australia Station (Lieutenant-Commander (Sp.) R. A. Rhoades, R.A.N.V.R.), was embarked in the ship, which, during the tour, travelled 1500 miles.

The Minister for the Navy (the Hon. William McMahon) said that the R.A.N. Coast Watching Organisation was highly efficient, as the Second World War proved. The R.A.N. had civilian volunteer watchers stationed not only in the inland territories north of Australia, but also at many points along the mainland's 13,000 miles of coast line. In peace-time they informed the naval authorities immediately of any unusual events that aroused their suspicions, and in war-time they reported at once

all movements of enemy warships and aircraft and other enemy activities that came within their knowledge.

The greatest tribute ever paid to them was paid by Admiral (now Fleet-Admiral) William F. Halsey, who commanded the Allied Naval Forces in the South Pacific in the last war. Discussing the operations at Guadalcanal, one of the most critical episodes in the whole of the Pacific campaign, he said: "The Australian coast watchers saved Guadalcanal, and Guadalcanal saved the Pacific."

Mr. McMahon added that the Coast Watchers Memorial Committee, Navy Office, Melbourne, was inviting donations for a memorial in honour of Coast Watchers who lost their lives in the Second World War. So far, £3350 had been received. In all probability the memorial would take the form of a navigational light of a suitably commemorative character. This would be erected at Madang and would be known as "The Coast Watchers' Light."

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## H.M.A.S. "AUSTRALIA" TO BE SCRAPPED

The cruiser "Australia" is to be scrapped. She will be sold out of the Service for that purpose after she has been paid off in the middle of 1954.

She was one of the class of cruisers designed as a result of the Washington Treaty in 1921. H.M.S. "Cumberland," which is now being employed in the Royal Navy on experimental work, and not as a cruiser, will be the only survivor of this class. H.M.S. "Devonshire," which was used after the war for officer-cadet training, was paid off for scrapping recently and her place taken by the light fleet carrier "Triumph."

The "Australia" has been a major unit of the Royal Australian Navy for a quarter of a century. In the last four years she has been used as the training ship of the Australian Fleet. Her place in that capacity will be taken by the light fleet aircraft carrier "Vengeance."

The Minister for the Navy (the Hon. William McMahon) said on December 7 that the scrapping of such a distinguished and well-loved ship as the "Australia" would be deeply regretted by every officer and rating in the R.A.N. and by the public generally, but the passage of time had made it inevitable.

After 25 years of arduous service, H.M.A.S. "Australia" was worn out and had reached the stage at which it would be uneconomical to continue her upkeep. Although she could still develop her designed power, she was now due for extensive structural repairs, which would cost about £200,000. If she were retained in commission, engineering maintenance, which would become necessary before the end of next year, would cost a further £150,000.

Mr. McMahon added that it was not difficult to realise why the "Australia" had aroused so much affection among officers and men of the R.A.N.

More often than not she had worn the Flag of the Officer

Commanding the Australian Squadron, latterly the Australian Fleet, and she had represented her country abroad with distinction both in peace and war.

In the Second World War, in which she won the name "The Fighting Australia," she had served in many parts of the world and had been in action on many occasions. It would take too long to mention all her exploits, but it was appropriate, at this time that some of them should be recalled.

During the early years of the last War, she served in all the oceans of the world, escorting troop convoys to the Middle East and to the United Kingdom, and taking part in patrols off the Norwegian coast. She also took part in the abortive attack on Dakar in support of the Free French, on which occasion she was hit by Shell fire. In May, 1942, she was engaged in the Battle of the Coral Sea and was at one time attacked by 19 Japanese heavy bombers.

Three months later she led the force escorting a convoy of nine transports and six store ships for the landing at Guadalcanal.

From December, 1943, she assisted in landing operations in many other parts of the South West Pacific and then, in October, 1944, helped in the bombardment of targets in Leyte Gulf. There she was damaged by a Japanese suicide aircraft which crashed into her foremast and caused damage and extensive fire. Among the casualties were Commodore J. A. Collins (now Vice Admiral Sir John Collins, K.B.E., C.B., First Naval Member and Chief of the Naval Staff) who was seriously wounded, and Captain E. V. Deschaineaux, D.S.C., R.A.N., who was killed.

She was sent to the American repair base of Espiritu Santo in the Solomons to be repaired as she was urgently required for subsequent operations. These repairs were completed in time for her to take part in the operations in the Lingayen Gulf. While engaged on these duties, she was hit by no less than five Kamikaze aircraft but continued to use her guns in support of the landings as long as she was required. This part of her history was an epic,

inasmuch as no ship had been hit as frequently and yet remained fighting.

After repairs to make her seaworthy had been effected in Sydney, the "Australia" left for England by way of the United States to undergo a major refit, leaving the Australian dockyard facilities available for the servicing of the British Pacific Fleet. The end of the war rendered the carrying out of this refit in England unnecessary and she returned to Sydney early in 1946. In May, 1947, she was recommissioned for duties in the Fleet and had remained on service ever since.

Mr. McMahon said that the name of the famous ship and the engagements in which she had figured would always form a glorious place in Australian history. They were in the highest traditions of naval warfare.



## Naval Escorts for Royal Tour

From 27th November to 10th December:

H.M.S. "Sheffield" (Commodore (2nd Class) K. McN. Campbell-Walter, R.N.) wearing the flag of Vice-Admiral J. F. Stevens, C.B., C.B.E., British Naval Commander-in-Chief, America and West Indies Station, escorted S.S. "Gothic" from Jamaica to the limits of the Station.

From 10th December to 31st January:

In the New Zealand Station, escort duty was provided by H. M. N. Z. S. ("Black Prince" (Captain J. F. Whitfield, D.S.C., R.N.)). From the 20th January to the 23rd January within this period this escort was augmented by three other H.M.N.Z. Ships.

From 1st February to 15th March:

While Her Majesty is onboard the "Gothic" in Australian waters, escort duty will be shared between H. M. A. S. "Australia" (Captain A. R. McNicol, G.M., R.A.N.) wearing the flag of Rear-Admiral R. R. Dowling, C.B.E., D.S.O., R.A.N., Flag Officer Commanding H.M. Australian Fleet; H.M.A.S. "Vengeance" (Captain H. M. Burrell, R.A.N.); H.M.A.S. "Anzac" (Captain J. S. Mesley, D.S.C., R.A.N.); and H.M.A.S. "Quadrant" (Captain S. H. Beattie, V.C., R.N.). The escort will be augmented by three Australian frigates at the approaches to Sydney. Escorts for the homeward journey at time of writing had not been announced.

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

H.M.A.S. "Australia" band and about 250 relatives and friends of crew members welcomed the frigate H.M.A.S. "Culgoa," when she tied up at the fitting-out wharf, Garden Island, Sydney, on the morning of December 7, after nine months service in Korean waters.

H.M.A.S. "Culgoa" was described as a "Santa Claus" ship by its happy crew members.

Most of the frigate's complement of 177 brought loads of toys and Christmas gifts from Hong Kong and Japan.

A Naval official said the men were paid £10,000 after withdrawing from service in operational waters, and a big part of it was spent in gifts for those at home.

Commander W. G. Wright, Commander of the Garden Island dockyard, officially welcomed the ship home.

Some of the disembarking crew members had their first glimpse of sons and daughters, born during their absence from Australia. Leading Stoker-Mechanic A. Lonsdale, of Merrylands, near Sydney, saw his eight-weeks-

old twins, Cherie and Steven, for the first time.

The Minister for the Navy, the Hon. William McMahon, sent a message to "Culgoa's" Captain, Lieutenant-Commander R. Clarke.

During its nine months tour of duty, H.M.A.S. "Culgoa" was engaged on patrol and bombarding duties off the East and West coasts of Korea.

On December 9 she sailed from Sydney for Melbourne, where she was subsequently paid off.



Happy father, Leading-Seaman Alan Lonsdale, saw his twin sons, Stephen and Keith, for the first time recently when he returned on the destroyer H.M.A.S. "Culgoa" from service in Korea.

## NEWS OF THE WORLD'S NAVIES

### COLLISION DURING EXERCISE "MARINER."

While taking part in the Exercise "Mariner" the cruiser "Swiftsure" (Captain T. L. Bratt, D.S.C., R.N.), and the "Daring" class ship "Diamond" (Captain R. I. A. Sarell, D.S.C., R.N.) were in collision off Iceland during the night of September 29. Reports indicate that fire occurred in the "Swiftsure," but that this was quickly brought under control. It was then found that there was some damage on the starboard side in the bridge structure, but that the ship was not damaged below the waterline. The "Diamond" was damaged forward. The "Swiftsure," wearing the flag of Rear-Admiral J. W. Cuthbert, C.B., C.B.E., Flag Officer Flotillas, British Home Fleet, was proceeding with H.M.S. "Diamond" to join up with the Striking Fleet taking part in the Exercise and to refuel in a position about 80 miles South of Iceland. After the accident, the "Swiftsure" with H.M.S. "Decoy" (Captain R. H. Maurice, D.S.O., D.S.C., R.N.) and H.M.S. "Crossbow" (Commander H. D. McL. Slater, R.N.) in company and the "Diamond" with H.M.S. "Battleaxe" (Captain E. C. Bayldon, D.S.C., R.N.) proceeded to Iceland to refuel from the R.F.A. "Wave Master" and were then ordered to return to the United Kingdom. Several men received minor injuries in the accident.

### NEW FLAGSHIP OF THE BRITISH RESERVE FLEET.

The cruiser "Cleopatra," who had been in reserve at Chatham, relieved the cruiser "Jamaica," the then flagship of the Flag Officer Commanding British Reserve Fleet (Vice-Admiral I. M. R. Campbell, C.B., D.S.O.), early in November. H.M.S. "Jamaica" is

undergoing a refit and will then relieve the cruiser "Swiftsure" in the British Home Fleet.

### U.S. BATTLESHIP TRAPPED IN PANAMA CANAL.

The 45,000-ton United States battleship, "New Jersey," was trapped for one hour in the Panama Canal on November 9. The giant warship was entering the Pedro Miguel lock when its bow became caught over the sill of the canal chamber. Water was pumped into the lock until the warship floated free, undamaged.

### H.M.S. "INDOMITABLE" TO RESERVE.

H.M.S. "Indomitable," fleet aircraft carrier, was towed late last year from Portsmouth to the Firth of Forth, Scotland, where she joined the British Reserve Fleet.

### BRITISH GUIANA ACTION.

During the recent action taken by the Governor of British Guiana, support was given to the Colonial authorities by the Royal Navy and the Army. H.M. Ships "Superb" (Commodore R. G. Tosswill, O.B.E., R.N.), wearing the flag of Vice-Admiral Sir William Andrewes, K.B.E., C.B., D.S.O., "Bigbury Bay" (Commander D. G. D. Hall-Wright, R.N.), and "Burghead Bay" (Commander J. Wilkinson, R.N.) undertook the movement of troops with the British West Indies. Reinforcements were brought to the area by H.M.S. "Implacable," fleet carrier of the British Home Fleet, ordered to make ready for the task immediately after completing her operations in Exercise "Mariner." She sailed from Devonport on October 10 with the 1st Battalion Argyll and Sutherland Highlanders embarked.

### H.M. MOTOR LAUNCH FIRED ON IN PEARL RIVER ESTUARY.

Casualties sustained by H.M. M.L.1323, fired on by a Chinese Communist vessel in the Pearl River Estuary recently, totalled six killed and five wounded. From the information at present available it is not possible to determine with exactitude the position of the motor launch at the time. The M.L., which was not in British territorial waters, was first fired on by small arms and later by a larger calibre gun. The craft sustained at least two hits, one in the wheelhouse and one in the gun room, which rendered her unmanoeuvrable and which accounted for most of the casualties. In the absence of the officer and senior ratings, all of whom were casualties, the launch was got under way and brought back to harbour by Leading Seaman Gordon R. Cleaver. The Commander-in-Chief Far East Station (Vice-Admiral Sir Charles E. Lambe, K.C.B., C.V.O.) flew from Singapore to Hong Kong to investigate. A member of the Royal Hong Kong Defence Force, a local part-time volunteer force, who was taking passage as a guest in the M.L., was among the casualties.

### ANOTHER "DARING" CLASS SHIP ACCEPTED FOR R.N.

H.M.S. "Delight" (Captain H. J. F. Lane, O.B.E., R.N.), a "Daring" class ship, has been accepted for the Royal Navy from her builders, the Fairfield Shipbuilding and Engineering Company Ltd., of Govan, Glasgow. It is intended that she should join the Mediterranean Fleet, and it is understood that she did so at the end of 1953. The "Delight" is the seventh of her class of eight to be accepted for the Royal Navy.

## H.M.S. "CHIVALROUS" FOR PAKISTAN NAVY.

The British Admiralty has announced that arrangements have been made to lend Her Majesty's Ship "Chivalrous" to the Pakistan Navy for a period of three years in the first instance, subject to extension by agreement, the vessel to be returned on request in an emergency. The ship will be refitted in a commercial yard on Merseyside at the expense of the Pakistan Government.

## ADMIRALS OF THE FLEET AT TRAFALGAR DINNER.

The most senior officers of the Royal Navy—the Admirals of the Fleet—dined at the Royal Naval Barracks, Portsmouth, on Trafalgar Day. At present there are fourteen Admirals of the Fleet, including H.R.H. The Duke of Edinburgh, who was the guest of honour, last year. Those present were: Lord Chatfield, the Earl of Cork and Orre-y, Sir Charles Forbes, Viscount Cun-

ningham, of Hyndhope, Lord Fraser, of North Cape, Sir Algeron Willis, and Sir Arthur Power. The Commander-in-Chief, Portsmouth (Admiral Sir John Edleston) was also present.

## H.M.S. "TYRIAN" AGROUND—BUT REFLOATED.

H.M.S. "Tyrian," a fast anti-submarine frigate, went aground on Haisbro' Sands, off the Norfolk coast on the night of September 29 while escorting a convoy in the Exercise "Mariner." She was refloated on the next tide.

## BRITAIN'S SMALL SHIPYARDS BUSY.

In "News from the Shipyards," Rear-Admiral G. P. Thomson, C.B., C.B.E., points out that Britain is fortunate in having, in addition to her well-known shipbuilding yards, a considerable number of small yards not swamped with orders for merchant ships which are able and anxious

to build small warships. There are no fewer than 30 of these firms engaged in building one or more coastal or inshore minesweepers or seaward defence vessels. Seventeen of the 47 coastal minesweepers and 20 of the 48 inshore minesweepers now being built have already been launched and follow-on orders have been given to several yards such as Cook, Weldon and Gemmell, of Beverley, Camper and Nicholson, of Southampton, and the Goole Shipbuilding and Repairing Company of Goole. These small yards are indeed likely to be fully occupied in building minesweepers for the next year or two as a result of the United States order for the construction in Britain of inshore minesweepers for the N. T.O. countries to the value of approximately £4,000,000.

## RUSSIAN NAVAL DISPOSITIONS IN THE WEST.

According to United States and Scandinavian Intelligence reports the main dispositions of Soviet naval forces in the West are as follow: Baltic: Two new and five reconstructed cruisers, plus aged battleships. Forty destroyers and anti-submarine ships. Not more than 100 operational submarines, most of them coastal type, 700 to 900 naval planes. Arctic: One new and two 1950 cruisers. Forty destroyers, a/s, and escort vessels. About 30 s/ms, mostly ocean-going but few newly built and none with Snorts.

## CORFU CHANNEL INCIDENT RECALLED.

Rear-Admiral W. H. Selby, D.S.C. (Head of the British Naval Mission to Greece), accompanied by Mrs. Selby, paid a semi-official visit to Corfu from October 16 to 19. The Admiral was Captain D.3, in H.M.S. "Saumarez" at the time of the Corfu Channel Incident, and was able to renew acquaintance with several members of the community who gave as-

stance at that time. On October 17, after a round of official calls, a short memorial service was held at the British Cemetery where ten ratings of H.M.S. "Saumarez" and two of H.M.S. "Volage" are buried. A Guard of Honour was paraded by the local Military Commander, Colonel Pappas, and a short service read by the Acting Bishop of Corfu, who had taken part in the original service. Wreaths were laid by Admiral Selby, the Deputy Mayor, and Mr. Vella (head of the Maltese community). The graves were in particularly good order. This corner of the British Cemetery is still remembered after seven years have elapsed.

## RUSSIA THREATENS U.S. NAVAL SUPREMACY.

Russia is determined to challenge United States naval supremacy, Admiral Robert Carney, Chief of U.S. Naval Operations, said in New York on December 11. He said that Russia was buying merchant ships from America's friends and allies, so that her own shipyards could concentrate on building warships. Admiral Carney is reported to have urged the [American] Navy League to head a nation-wide appeal for expanded naval building. He said that the Soviet Navy was a greater menace to United States security in the long run than either the Red Army or Red Air Force. He added that the United States Navy had not commissioned one aircraft-carrier since the war.

## SEAMAN LOST OVERBOARD FROM H.M.N.Z.S. "BLACK PRINCE."

When, on December 11, the Royal Liner "Gothic" was a few hundred miles north of Tahiti, bound for Suva, a sailor from the escorting cruiser "Black Prince," was lost overboard. Both ships immediately turned back at full speed. After eight hours, when all hope of the man's rescue was gone, the search was abandoned. All through the search the Queen

closely followed reports as they were flashed between the ships. Later Her Majesty sent this message to the "Black Prince": "I am very distressed to learn of the loss of one of your ship's company, and I offer you my sympathy." The sailor was Ordinary Seaman Peter Marryatt, 20, son of Mrs. E. R. Marryatt, of Ohope Beach, Whakatane, New Zealand. The Queen sent this message to the New Zealand Naval Board: "I am greatly distressed to learn of the loss of Ordinary Seaman Marryatt from H.M.N.Z.S. 'Black Prince' whilst escorting the 'Gothic'. Please convey to his relatives my heartfelt sympathy in their loss."

## FAREWELL BY ADMIRAL EATON.

A gay scene awaited the 200 guests at the farewell party given by Rear-Admiral Eaton and Mrs. Eaton on board H.M.A.S. "Australia" on the night of December 10. Flags decorated the quarter-

deck and a naval band played appropriate music on the famous old cruiser during the course of the function. The white uniforms of the Admiral, the Captain, and Officers of H.M.A.S. "Australia" made a contrast with the dark suits worn by men guests, who included Rear-Admiral H. A. Showers, Lt.-General F. H. Berryman, and members of the Diplomatic and Consular Corps.

## RESERVES DRAWN ON FOR EXERCISE "MARINER"

For the recent Exercise "Mariner" it was necessary for the British Admiralty to provide some 360 additional Naval officers and 1,900 additional ratings to man up to wartime strength the various maritime headquarters, the shipping control and seaward defence organisations, and, within these, to meet the extra communications needs. They were largely drawn from the R.N.R., the R.N.V.R., the R.N.V. (S)R., and the W.R.N.S.

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# ROYAL AUSTRALIAN NAVAL PROMOTIONS

The following R.A.N. promotions were announced in Canberra and Melbourne by the Minister for the Navy on January 1.

## Royal Australian Navy.

Commander to Captain: Victor Alfred Smith, D.S.C., of Victoria.

Lieutenant-Commander to Commander: Robin Angus Harvey Miller, of Victoria; Anthony Hawtrey Cooper, of Greenwich Point, N.S.W.; Ian Hepburn-Scott Cartwright (Acting Commander), of Flinders Naval Depot, Vic.

Lieutenant-Commander (E) to Commander (E): Geoffrey Preston Hood (Acting Commander (E), of Wollstonecraft, N.S.W.

Lieutenant-Commander (L) to Commander (L): George Vernon Dunk (Acting Commander (L)), of Fivedock, N.S.W.; Richard Rex Wells Humbley (Acting

Commander (L)), of Nowra, N.S.W.

Instructor Lieutenant-Commander to Instructor Commander: Neville James Gaven (Acting Instructor-Commander), of Belfield, N.S.W.

Surgeon Lieutenant-Commander to Surgeon Commander: Robert Michael Coplands (Acting Surgeon-Commander), of Jervis, N.S.W.

Commander (S) to Captain (S): Eric Douglas Creal, of Warrawee, N.S.W.

Lieutenant-Commander (S) to Commander (S): John Irvin Moore (Acting Commander (S), of Woollahra, N.S.W.; Allan Donald Lochland (Acting Commander (S)), of Kingsford, N.S.W.

Royal Australian Naval Reserve.

Lieutenant to Lieutenant-Commander: Alfred Charles Pearson,

of W.A.; Cecil Leslie Crook, D.S.C., of Avalon Beach, N.S.W.; William Henry Reid, of Tasmania; John Ferguson Bottomley, of Woollahra, N.S.W.; Ray Forrest Williams, D.S.C., of Roseville, N.S.W.; Ian Hamilton Wrigley, of Vaucluse, N.S.W.

Surgeon Lieutenant-Commander to Surgeon Commander: Harry Douglas Raffan, of Sydney, N.S.W.

Lieutenant (Sp. Br.) to Lieutenant-Commander (Sp. Br.): Adrian Aston Stock, of S.A.

## R.A.N. Volunteer Reserve.

Lieutenant to Lieutenant-Commander: Brisbane Stuart Hughes, of Haberfeld, N.S.W.

Lieutenant (E) to Lieutenant-Commander (E): Albert Halewood Brew (Acting Lieutenant-Commander (E)), of Killara, N.S.W.

## U.S. DEFENCE PLAN.

A message from Washington said on December 15 that the new chairman of the U.S. Joint Chiefs of Staff, Admiral A. W. Radford, had stated that the United States "new look" defence plan would emphasise America's invincible air power and atomic weapons and reduce the total number of men under arms. Admiral Radford is reported to have outlined the four-year military plan in an address to the National Press Club. "The concept of the 'new look' is the development of an armed posture which can be supported, year in and year out, on a long-term basis; not just one year . . . but for 10 years, or even 20 years if necessary," he said. As a starter, the Joint Chiefs of Staff had picked a period through the fiscal year 1957. "Accordingly, we plan a force, the levels of which provide us (the U.S.) with mobile, versatile, combat forces in readiness, and an adequate mobilisation base.

## NEW SHIP ORDERED FOR AUSTRALIAN SERVICE.

A spokesman for the Australian Shipbuilding Board said on December 18 that the West Australian Shipping Service had placed an order with the board for a 2,500-ton deadweight vessel. It would be the largest passenger-cargo ship built in Australia and would be constructed at the N.S.W. State Dockyards at Newcastle, N.S.W. It is expected that the keel of the new ship will be laid early in 1954.

## AUSTRALIAN GOVERNMENT SELLS GOVERNMENT-OWNED SHIPS.

The Australian Minister for Territories, the Hon. Paul Hasluck, announced in Canberra on December 21 that the Australian Government had sold 11 small island trading vessels for £147,705. He said the vessels belonged to the Government Inter-Island Shipping Service of the Territory of Papua and New Guinea.

THE NAVY



## "MARIPOSA" NOW ON ATLANTIC RUN.

The London "Times" stated recently that the Home Line, of Newcastle-on-Tyne, England, has bought the Matson liner "Mariposa," which for many years ran the Pacific crossing from San Francisco to Sydney. The liner is to be re-named the "Homeric" and will sail between Britain and Canada.

## "MOOLTAN" SAILS ON HER LAST VOYAGE.

The P. & O. liner, "Mooltan," pulled away from No. 13 wharf, Pyrmont, Sydney Harbour, on November 24 on her last voyage on the England-Australia run. The veteran 21,000-ton liner, which was built in 1923, will be sold or broken up when she arrives in England.

## TWO R.A.N. SHIPS TO SURVEY BASS STRAIT AREAS.

The Royal Australian Navy frigates "Warrego" and "Barcoo" left Sydney on Thursday, November 26 to continue surveys of waters in Bass Strait. The "Warrego" was to survey the area bounded by lines drawn between Cape Otway, Cape Schanck and King Island, and the "Barcoo" the area between Cape Schanck and Wilson's Promontory. It is expected that the surveys will be completed about the middle of March. "Warrego" returned to Sydney for Christmas

# MARITIME NEWS OF THE

# WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

and remained there from December 24 until December 29. The "Barcoo," which was accompanied by the tender "Jabiru," berthed at Port Melbourne during the Christmas leave period. The Minister for the Navy (the Hon. William McMahon) said on November 27 that the surveys were considered necessary to enable the R.A.N. Hydrographic Service in Sydney to produce up-to-date charts of the areas.

## RUSSIA PRESENTS WARSHIPS TO COMMUNIST CHINA.

Soviet Russia has presented to Communist China six warships as part of the programme to build up the Red Chinese Navy, the Chinese Nationalist News Agency in Formosa said on December 23.

## U.S. NAVY LOANS 17 FRIGATES TO JAPAN.

The United States Navy on December 15 handed to the Japanese Defence Force the last of the 17 American frigates being loaned on four Japanese ships South-signed by the two countries in 1952. Japan has also received 50 landing craft on loan from the United States.

## JAPANESE ARM PATROL BOATS.

Japan will send out 50 armed patrol boats in future to counter the outbreak of attacks by Communist Chinese vessels on Japanese fishing craft in the East China

Sea. A spokesman for the Japanese Maritime Safety Board said on December 15 that the patrol boats would be armed with three-inch guns and machine guns of 20 and 40 millimetre calibre, leased from the United States. The boats were not previously armed, except for pistols carried by members of the crews. The Maritime Safety Board said that a fleet of Chinese Communist gunboats fired on four Japanese ships South-West of Korea on December 14 and captured one trawler.

## WOMAN'S LONE VOYAGE.

A message from San Pedro, California, said on November 24 that Mrs. Veed Rideout, a 42-years-old American divorcee, planned to leave last month (December, 1953) on a solo seven-years-long voyage around the world in a 25-foot ketch.

## TWENTY DIE IN BIG DOCK EXPLOSION.

A message from Lisbon, capital of Portugal, on November 25 said that a munitions factory explosion on November 24 killed at least 20 people and injured 220. The explosion, which rocked the Lisbon dock area, demolished one large building and stripped roofs within 200 yards. People in nearby streets panicked and rushed for cover, their cries mingling with the screams of the wounded and trapped. First reports said that the explosion occurred in a building where 87 men were test-

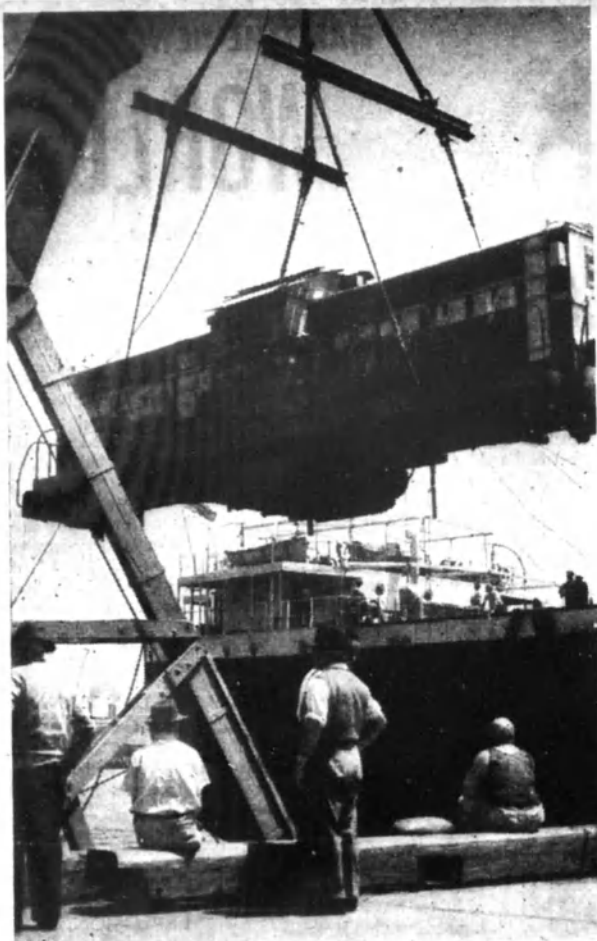
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A new diesel locomotive for the N.S.W. Railways recently being lifted from the deck of the freighter "Carronpark" at Darling Harbour. Two locomotives, each weighing 50 tons, were brought from England as deck cargo.

ing mines. Police held back weeping women from the wrecked factory as hand grenades continued to explode after the main blast. An eye-witness said that the rear end of a passing tram was torn off by the explosion. A man's body was found on the roof of a building adjoining the factory. The injured included children who

were badly cut by flying glass and masonry.

#### NEW R.A.N. FIRING RANGE.

The Minister for the Navy (the Hon. William McMahon, M.P.) announced on November 26 that a Naval Firing Range is being constructed on West Head at the

entrance to Westernport, 18½ miles from Flinders Naval Depot where the R.A.N. Gunnery School is established. It is expected that this Range, which has been projected for some time, will be completed by the end of March, 1954, and all full calibre firings will then take place in Bass Strait instead of Port Phillip Bay. In the meantime, no full calibre firings are due to be carried out in the Bay before the Range is available. Port Phillip will in future be used only for sub-calibre firings and small calibre anti-aircraft practices.

#### U.K. BUILDING SHIPS FOR RUSSIA.

The British Government has granted two British ship-building firms permission to build about 30 trawlers for Soviet Russia. The First Lord of the British Admiralty, Mr. J. P. L. Thomas, M.P., told the House of Commons that the Government was still considering the question of building dredges for Russia. He said the Government is not prepared to issue licences for building dredges for Soviet Russia while the United Nations' ban on the export of strategic materials to the Soviet satellite countries is in force. Last August a British Board of Trade spokesman announced that it was considering the applications by two British firms for permission to build trawlers for Russia "because it is always feasible that fishing trawlers could be converted to minesweepers."

#### SWEDISH FREIGHTER LOST: EVERYONE SAVED.

A United States Navy supply ship and a Finnish freighter on December 27 rescued 42 men and one woman from four lifeboats during a raging gale in the North Atlantic. The rescued persons comprised the total crew of the Swedish freighter "Oklahoma" (5,914 tons), which broke in two about 360 miles North-East of Argentina, Newfoundland, on December 26, and had been in the

boats for 12 hours. There were no passengers.

#### U.S. CUTS COAST GUARD SERVICES.

The United States Coast Guard has decided as from the beginning of this year to eliminate two of its five ocean weather, navigation and rescue stations in the North Pacific and relocate a third. Ocean stations provide facilities for weather observation, serve as navigation check points and offer rescue facilities for both aircraft and ships. The two floating stations being eliminated are "Sugar" and "Uncle" both established in September, 1950. "Sugar" is about half-way between Japan and Adak in the Kurile Islands. "Uncle" is on the flight routes to Honolulu, about 1,300 miles from San Francisco. Station "Nan" will be relocated to a position about midway between San Francisco and Honolulu. A Coast Guard spokesman said elimination of two stations will free five destroyer escorts, 306-foot-long ships especially manned and equipped for ocean station duty. They are on loan from the United States Navy.

#### "GOTHIC" STRUCK BY LIGHTNING.

During the "Gothic's" crossing of the Atlantic from the United Kingdom to Jamaica, on her way to embark the Royal party at Kingston, at the beginning of the Royal tour of New Zealand and Australia, the mainmast of the liner was struck by lightning at the height of a tropical storm as she approached the Caribbean Sea. The lookout in the crow's nest was shocked, but otherwise neither the ship nor her personnel suffered any injury. The stately and steady vessel, in her dazzling coat of white, embarked the Queen and Duke on Friday, 27th November.

#### STOWAWAY LIVES ON COGNAC.

Lajos Rozsa, 28, a Hungarian stowaway, hid in the hold of a

Dutch ship at Hamburg and lived for 12 days on a bottle of cognac, immigration said on November 30 when the ship arrived at Montreal, Canada.

#### BIG LINER LOSES RUDDER IN GALE.

A message from Oslo, Norway, on December 10 reported that a Norwegian liner had lost her rudder in a full gale off Newfoundland. Sixty-four passengers were on board the liner, the "Stavanger Fjord." The captain of the liner radioed: "Everything aboard is all right. The ship is manoeuvring by her twin screws." The freighter "Lyngen Fjord" raced to the "Stavanger Fjord's" assistance.

#### SMUT-PREVENTING FUNNEL FOR NEW P. & O. "ARCADIA."

A giant crane swung a section of the funnel of the new P. & O. liner "Arcadia" into position recently at the shipbuilders, John Brown and Company, Clydebank, Scotland. The funnel, which will weigh 85 tons when completed, has been designed to prevent smuts falling on the long sports deck. The "Arcadia" leaves London on her maiden voyage to Sydney on February 22.

#### KOREAN FERRY BOAT SINKS.

A Korean ferry boat sank immediately in a collision with an American Army fire-boat in Pusan harbour on December 12. The United States Army headquarters announced that five passengers were missing. The other thirty-nine persons on board were picked up and treated for shock and exposure.

#### JAP. FISHING BOATS ATTACKED.

Three Japanese fishing boats were attacked by Communist Chinese warships in the East China Sea, a message from Tokyo announced on December 14. One of the Japanese boats is said to have been hit 25 times

#### CANBERRA JETS SETS NEW AIR RECORD.

An R.A.F. Canberra jet bomber on December 17 smashed the London to Capetown air record by more than nine hours. The Canberra flew the 6,000 miles in 12 hours 25 minutes. The flight was timed to coincide with the 50th anniversary of powered controlled flight, made on December 17, 1903, by Orville and Wilbur Wright at Kitty Hawk, North Carolina, U.S.A.

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## PERSONAL PARAGRAPHS

### ADMIRAL COLLINS ATTENDS PEARL HARBOUR NAVAL TALKS.

The Chief of the Australian Naval Staff (Vice-Admiral Sir John Collins, K.B.E., C.B.), the Chief of the New Zealand Naval Staff (Commodore Sir Charles Madden) and the Commander-in-Chief of the United States Pacific Fleet (Admiral Felix B. Stump) met at Pearl Harbour recently for conversations which covered matters related to the naval defence of the United States, Australia, and New Zealand. Announcing this prior to the Admiral's departure, the Minister for the Navy (the Hon. William McMahon) said that the discussions would be a continuation of those held at Pearl Harbour in 1951 with Admiral A. W. Radford, who was Admiral Stump's predecessor. They would provide the first opportunity for personal contact between the United States, Australian and New Zealand commanders at present concerned. Admiral Collins left Sydney by air for Pearl Harbour on Wednesday morning, December 9. After spending two days there he flew to New Zealand with Commodore Madden, arriving at Wellington on December 14 for discussions with the New Zealand Naval Board.

### C-IN-C., MEDITERRANEAN VISITS CYPRUS AND ETHIOPEA.

H.M.S. "Surprise," wearing the flag of the British Commander-in-Chief, Mediterranean (Admiral The Earl Mountbatten of Burma, K.G., etc.) left Malta on October 20 to visit Famagusta and Masawa, and was due to return to Malta on November 20. During this cruise the Commander-in-Chief paid official calls on the Governor of Cyprus and the Emperor of Ethiopia. H.M.S. "Glasgow" left Malta on October 24 and was in company with the

"Surprise" for the greater part of the C-in-C.'s cruise, returning to Malta on November 16.

### G.G. VISITS R.A. NAVAL DOCKYARD.

On December 15 the Governor-General of Australia, His Excellency Field Marshal Sir William Slim, attended by Commander J. Griffin, Comptroller, visited the Royal Australian Naval Dockyard at Garden Island, Sydney.

### PROMOTION TO ADMIRAL.

Vice-Admiral Sir Guy Grantham, K.C.B., C.B.E., D.S.O., has been promoted to Admiral in Her Majesty's Fleet in the vacancy created by the recent promotion to Admiral of the Fleet of Admiral Sir Roderick R. McGrigor, G.C.B., D.S.O.

### NEW LORD COMMISSIONER AND VICE-CHIEF NAVAL STAFF.

Vice-Admiral W. W. Davis, C.B., D.S.O. and Bar, has been appointed Lord Commissioner of the British Admiralty and Vice Chief of the Naval Staff in succession to Admiral Sir Guy Grantham, K.C.B., C.B.E., D.S.O., the appointment to take effect in April, 1954.

### RETIREMENT.

The British Admiralty has announced that Vice-Admiral Sir Henry W. U. McCall, K.C.V.O., K.B.E., C.B., D.S.O., has been placed on the Retired List and promoted to the rank of Admiral.

### ON THE RETIRED LIST.

The British Admiralty has announced that Rear-Admiral C. R. L. Parry, C.B., D.S.O., has been placed on the Retired List.

### DUKE ACCEPTS PRESIDENCY, R.A.F. ASSOCIATION.

The Duke of Edinburgh next June will become president of the Royal Air Force Association.

The Association has about 250,000 members of the R.A.F. and Commonwealth air forces, both men and women. The Duke accepted the appointment in a letter to the current president, Marshal of the R.A.F., Lord Tedder.

### ADMIRAL SCOTT- MONCRIEFF PROMOTED.

In a recent notification of some changes in the Flag List, the British Admiralty announced that Rear-Admiral A. K. Scott-Moncrieff, C.B., C.B.E., D.S.O., has been promoted to Vice-Admiral in Her Majesty's Fleet.

### NEW FLAG OFFICER (AIR), MEDITERRANEAN.

The British Admiralty has announced the appointment of Rear-Admiral J. P. L. Reid, C.B., C.V.O., as Flag Officer (Air) Mediterranean and Flag Officer Second in Command Mediterranean Station in succession to Vice-Admiral W. W. Davis, C.B., D.S.O. and Bar, the appointment to take effect in February, 1954. Rear-Admiral Reid is granted the acting rank of Vice-Admiral while holding this appointment.

### U.S. ADMIRAL DIES.

Rear-Admiral William Parsons, of the United States Navy, who made the final adjustments to the atom bomb which was dropped on Hiroshima, died of a heart attack on December 5. Admiral Parsons was Deputy Chief of the United States Naval Ordnance Bureau. He was 52.

### SENIOR BRITISH OFFICERS VISIT U.S.

Lieutenant-General J. C. Westall, C.B., C.B.E., Commandant General, Royal Marines, recently visited the United States at the invitation of General Lemuel C. Shepherd, Commandant of the United States Marine Corps. He sailed in the liner "Queen Elizabeth" on October 22. While in the United States, General Westall will carry out a tour of

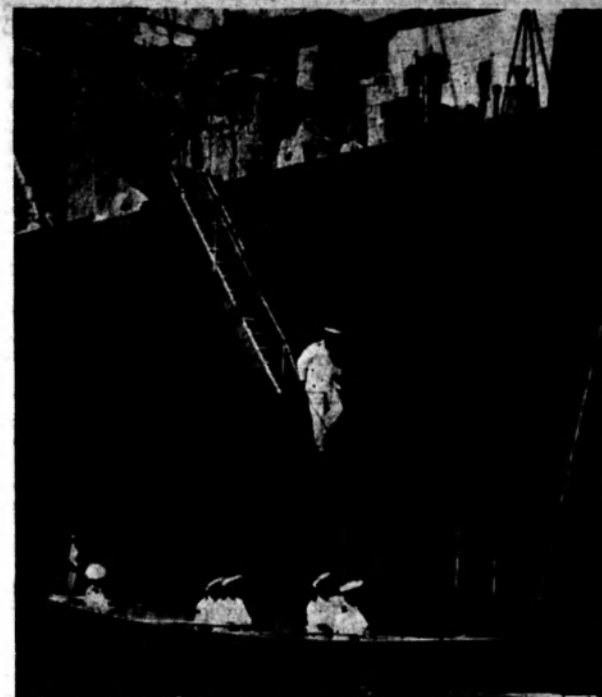
the United States Marine Corps Establishments.

Rear-Admiral G. Barnard, C.B., C.B.E., D.S.O. and Bar, the Deputy Chief of the British Naval Staff, also went to the United States in the "Queen Elizabeth." He has had discussions with the U.S. Naval authorities and later, it is understood, proceeded to Canada for similar talks with the Canadian Naval authorities.

Vice-Admiral A. Day, C.B., C.B.E., D.S.O., the Hydrographer of the Royal Navy, left London by air at the end of October to visit the United States Navy at the invitation of the U.S. Chief of Naval Operations. While there he discussed matters of mutual interest with the U.S. authorities concerning the production of charts and hydrographic publications.

### FAST SHIPBUILDING AT N.S.W. STATE DOCKYARD.

The 3,000-ton d.w. ship, "Wangara" was commissioned on December 21 after being built at the Newcastle State Dockyards in the fast time of 8½ months. A spokesman for the Australian Shipbuilding Board said on December 18 the building time was a record for Australia and an effort probably unequalled overseas. "The usual time for building a ship of the size of the 'Wangara' is about two years," the spokesman said. "This remarkable effort proves that the Australian shipbuilding industry today cannot be surpassed anywhere in the world. The reason for the 'Wangara's' speedy completion was because all steel and other materials were available throughout her construction period. Two hundred men were employed on the construction of the 'Wangara.' In the United Kingdom up to three years were needed to day to build a 2,000-ton or 3,000-deadweight vessel because of the delays in steel supplies.



Rear-Admiral J. D. Eaton leaving the flagship H.M.A.S. "Australia" at Garden Island to be rowed ashore by his senior officers. Rear-Admiral Eaton had just handed over his position of Flag Officer.

## New Fleet Flag Officer Assumes Command

Rear-Admiral R. R. Dowling, C.B.E., D.S.O., of the Royal Australian Navy, who was appointed Flag Officer Commanding the Australian Fleet in October, assumed his new appointment on Thursday, December 17th, when his flag was hoisted in H.M.A.S. "Australia" at Sydney.

Rear-Admiral Dowling, who succeeds Rear-Admiral J. W. M. Eaton, C.B., D.S.O., D.S.C., of the Royal Navy, reached Sydney by air on December 16 from England, where he had been attending the Imperial Defence College. Rear-Admiral Eaton left Sydney on December 19 on his return to the United Kingdom.

In announcing this, the Minister for the Navy (the Hon. William McMahon) added that Rear-Admiral Dowling, who is a graduate of the Royal Australian Naval College, was Second Naval Member of the Australian Commonwealth Naval Board from 1950 until 1952 with the rank of Commodore (First Class). He was promoted Rear-Admiral last July.

Before he became Second Naval Member he was commanding officer of the R.A.N.'s first aircraft carrier, H.M.A.S. "Sydney," which he commissioned in England in 1948 and brought to Australia the following year.

## SEA-ODDITIES

As if in full and loyal appreciation of Royal patronage and protection, there were three additions to the official passenger list of the "Gothic" in its passage across the Atlantic and Pacific Oceans. They were identified by crew members as black-bellied storm-petrels, more generally known to sailors as "Mother Carey's Chickens" but which are listed in the Ornithological List of Australia as Gould's Storm-petrels. The first addition, soon named "Flossie"—although its sex is not definitely known—was found on the poop-deck the morning after the "Gothic" passed the Azores. "Flossie" had a damaged wing and leg and was cared for in the ship's hospital. When the injuries healed, "Flossie" flew away during the day but always returned to the ship at night. After leaving Panama, two more of the same species joined "Flossie." They were all accommodated at night in a linen basket in the hospital. Gould's Storm-petrels are similar in habits and economy to the other Storm-petrels, of which there are several species. They breed in colonies, nesting in crevices among the rocks, on Tristan da Cunha, the South Shetlands, South Orkneys, Falkland Islands, South Georgia, and Kerquelen, the Crozet, St. Paul, Amsterdam, and Bounty Islands. The birds' bodies are slightly larger than a sparrow's, but with a wingspread of about nine inches, which make them capable of flying long distances.

Dairy farmers of the N.S.W. Couth Coast village of Nelligen were disturbed recently at the failure of their herds to maintain full milk production, but could not find out the reason for the decrease. Then a farmer saw what he at first took to be a wild pig nosing among the herd. But the supposed pig had flippers. It was a cow-scaring sea-lion—out of his

depth in Nelligen meadow grass. Farmers worked it out that the milk scarcity was because of the jolt the cows suffered on sighting the sea-lion, which was enjoying a holiday from sea life up the Clyde about 15 miles from the river's mouth. The farmers did their best to shoo the creature back to its proper haunting grounds, but the boys of the village lavished tit-bits on it, so it took its time in making itself scarce. On its retreat, however, Nelligen's milk production went up again.

A fisherman of Tully, on the Queensland coast, is reported to have caught a "barramundi," the Queensland giant perch, with two heads while fishing at the mouth of the Tully River recently. The two heads were similar in detail and merged into one body, but the upper head was smaller. The eyes and mouth in both heads apparently functioned normally.

Much has been written at various times concerning the Krakatoa, the volcanic islands in Indonesia which exploded devastatingly late in the last century, and is said to be again in active operation. The volcanic dust from the eruption of some 60 years ago is said to have drifted high in the air around the world and coloured the sunsets of Europe. The catastrophe caused an appalling loss of human life not only directly under the effect of the explosion, but also by a tidal wave that swept for a far distance around. It also destroyed everything on the islands from mammal to microbe. It is devoutly to be hoped that history is not about to repeat itself.

Is there anything more droll yet at the same time more fascinating than the penguin? Although the penguin is a figure of fun on land, and cannot fly

through the air, it is the slickest sea-bird under water there is. Indeed, under water the penguin literally flies; its mode of progression is not paddling or just diving. The padded body of the penguin is streamlined for speed, the hard and firm wings beat against the water as the wings of an aerial bird beats the air, the feathers of the bird are modified to make a dry, insulating coat. Below the surface the bird is as fitted to its environment as any porpoise or fish—a lithe, darting underwater flyer with eyes, though of poor vision on land, well suited to seeing through water. Only its fast flips to the surface to get air give it away, and even then its coming to the surface is as brief as a fish jumping. Even the cormorants, the darters, or the gannets cannot equal the penguin in underwater evolutions. Once in the water, penguins progress by porpoising, travelling below the surface for ten to thirty yards and then shooting up to the surface in an arc of seven or eight feet, to vanish once more below with hardly a ripple. They feed largely on what the whales feed on, the krill, and like it so much that they will gobble until distended; after which they will vomit and start the process all over again.

The history of man has been mainly a record of journeys of one kind or another, and this has been as true of the Polynesians as of any other race. Indeed, the Polynesians have been among the great voyagers of all times. The last of the great Polynesian voyagers—the true Vikings of the Sunrise—are thought to have left the Society Islands about 1350, and sailed for New Zealand. As A. J. Berrill says in his new and fascinating book "Journeys into Wonders": "The great expedition that put the Maoris into New Zealand was a deliberate follow-

up of earlier accidental visits made by canoes containing only men, one or more of which succeeded in returning with the news of discovery. A fleet of great canoes finally landed, the leaders settling on various sections of the coast in a regular settlement scheme, bringing with them the full culture, food-plants, and animals of their tropical homeland, although coconut, breadfruit and banana failed to grow in the greater cold. Full-blooded or mixed, the Maoris remain a vigorous, intelligent, and healthy people, citizens of our own modern world, personified by Te Rangī Hiroa.

Details of a 4,000-mile flight by an albatross were recently received in Sydney by experts of the Royal Australasian Ornithologists' Union. Mr. Max Downes, of Melbourne, has reported to them that he has fixed a leg ring on a black-browed albatross while it was a chick on the nest on

Heard Island, in the far Antarctic seas. That was on February 22, 1951, when Mr. Downes was a member of the staff at the Australian research station at Heard Island. A month or two ago, the same bird (now full grown) became entangled in a fishing line five miles off Broughton Island, which is some distance north of Newcastle, on the New South Wales coast. After the ring was taken off the bird's leg, the albatross was released, and the ring sent on to the ornithological experts.

### NEW TASMAN RECORD.

An R.A.A.F. Canberra jet bomber, carrying pictures of the arrival of the Queen at Auckland, arrived in Sydney on December 23 after a record flight of 2 hours 49 minutes. The Canberra, commanded by Squadron Leader P. Raw, came second in the recent London-Christchurch air race.

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# SPEAKING OF SHIPS

One of the world's leading oceanographers, Professor Hans Pettersson, of Sweden, who led the famous "Albatross" oceanographic expedition around the world in 1948, arrived in Sydney from Manila, Philippines, on November 25. He is looking for a site for a research centre in deep-sea investigations, mainly from a point of view of fishing.

Britain is considering expanding her trade in non-strategic goods with Communist China, including antibiotic drugs, the President of the British Board of Trade, Mr. Peter Thorneycroft, told a questioner in the House of Commons on November 20. "We are considering this matter in consultation with other Governments," he said.

The Canadian Government is preparing to make an entirely new survey of the port of Vancouver, preparatory to its complete modernisation.

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

The Japanese Government's plan to build fifty 10,000-ton (d.w.) ore carriers is being strenuously opposed by Japan's private shipowners.

Indian shipowning companies appear to have made such good profits recently that the authorities are doubtful about the necessity for the generous State aid which is being demanded.

The Egyptian Minister of Commerce and Industry, Dr. Helmy Bahgat Badawy, in Cairo on November 30 issued an order restricting Egyptian trade with British forces in the Suez Canal Zone. The transport of food and raw

materials to the Canal Zone is banned except with permission of the Ministry.

The Australian Stevedoring Industry Board reported on December 2 that there had been a striking improvement in shipping turn-round in the year just ended, i.e., 1953. Ships were now spending approximately half the time spent in port in 1951.

India and Soviet Russia signed a trade agreement in New Delhi on December 2. An Indian announcement said that the five-year agreement provides for every possible development and strengthening of trade relations between both countries on the principles of equality and mutual benefit. Exports from Russia will include wheat, barley, petroleum and petroleum products, iron and steel, tractors and agricultural machinery.

Consolidated net profit of Whale Industries Ltd. rose 84 per cent. for the year ended October 31 last, and dividend was raised from 6 to 10 per cent. Profit at £128,172 of this Australian company pumped by £58,741, after tax £36,000 (down £17,650) and depreciation £50,000 (up £30,000).

Soviet Russia and Finland on November 25 signed a new trade agreement in Moscow. Under the agreement, Finland will supply ships, floating cranes, equipment for the timber industry, and other goods. In return, Russia will supply Finland with oil products, rolled steel, grain, sugar, cotton, motor cars, and various items of industrial equipment.

The Australian National Antarctic Research Expedition which left Melbourne for the Far South in the motorship "Kista Dan" on January 9, is the best-equipped expedition ever to leave Australia

for the Antarctic. Besides a modern polar ship there are two aircraft, the latest snow vehicles, and up-to-date medical aids including an X-ray plant.

One of the most important objects of the Australian National Antarctic Research Expedition, following the primary one of establishing Australia's first permanent base on the Antarctic Continent, is the accurate mapping of Australia's vast Antarctic territory, with the aid of aerial surveys, and, among other things, uranium will be searched for and new sources of marine food studied.

An American Merchant Navy captain, John Gordon James, 46, master of the United States freighter "Pioneer Star," was fined in a Melbourne court on November 18 for the unlawful importation of cigarettes.

The West Australian Government on December 9 announced plans for the control of future oil search in that State. Under the provisions of the plans, any areas which might warrant exploration must be examined by competent authorities.

A message from Tokyo on December 10 reported that two Indonesian officials reached Tokyo that day to sign an agreement permitting Japan to salvage ships sunk in Indonesian waters during the war.

Australasian Petroleum Co. Pty. Ltd. and Island Exploration Co. Pty. Ltd. plan to expand oil exploration activities in Papua in 1954. Oil Search Ltd., which holds £1,144,000 of A.P.C. capital of £8,500,000, states this in its annual report. Three separate geological parties will work in the zone between Omati and the Dutch border.



"Murray Walkabout," by Archer Russell (Melbourne University Press).

The lower Murray Valley with its barren plains, sandhills, clay pans and marshes, where few travellers choose to wander, becomes an intriguing place of unforgettable surprises when seen through the eyes of a naturalist and bush lover.

In this out-of-the-way corner, little frequented by men, there are glimpses of the wealth of wild life which peopled the native scrub a century ago, before Sturt in his whaleboat and the overland explorers opened the way for the white invasion.

Archer Russell tells a leisurely story of his wanderings, on foot, by car and canoe, which ranged from the river's mouth to Kosciusko. Oddly perhaps it is not the alps with their majestic peaks, the great Hume reservoir, or the the evergreen orange groves which excite most interest, but the quiet billabongs and backwaters out from Renmark and Wentworth, the desolate Coorong and the lonely sand ridges of the Mallee Sunset country.

There is an authentic atmosphere of the outback in Mr. Russell's story. Sundowners drop in for a yarn, or a loan to tide them over until the next mythical pob. Drovers of the vanishing race who could ride 100 miles a day non-stop appear out of nowhere in the lonely semi-desert.

In the changing history of the river the paddle-wheel cargo steamers have almost disappeared and with them the busy river ports where a hundred boats once called with wool and other cargo from faraway stations.

The ruins of old mail-change inns recall the old coaches which ran the six stages over the red

the red gum, the pine, mallee and sandalwood.

As an outstanding example of adaptation to the environment, Mr. Russell points to the amazing salt bush, which, he says, is so typical of the inland pastoral country, and so invaluable as to become almost its national emblem.

He believes the survival of Australia as a great pastoral land could depend upon study of the saltbush and application of the lessons to the problem country of the inland.

In search of the "dead and dying yesterday," Mr. Russell rambled among the scrub and waterways of the Darling Junction and the Rufus River, where the early days seemed not so far away. Older men remembered aborigines' camps, had seen the blacks poling their canoes on fishing trips on the river, and one had watched a corroboree by the firelight.

Only 50 years ago the survivors of the ancient tribes were mustered and taken to reserves.

In the river wilderness the ashes of dead fires, the relics of old camps and the littered bones of massacres are the aborigines' tragic memorials.

In his wanderings, forty years ago, Mr. Russell saw the Zambezi thundering hundreds of feet into its chasm at Victoria Falls; he saw the Nile, the Indus and the great rivers of Europe; but, he says: "Never have I seen a sunnier or more appealing run of waters than the Murray in every phase and mood."

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# THE ROYAL LINER "GOTHIC"

## GENERAL ARRANGEMENT ONBOARD FOR ROYAL TOUR.

In 1951, the "Gothic" was converted by Messrs. Cammell Lairds' Birkenhead Yard for the Royal Commonwealth Tour to be undertaken by Their Majesties The King and The Queen and Her Royal Highness Princess Margaret. Slight modifications were subsequently made when it was decided that because of the poor state of the King's health, this tour would be undertaken by Their Royal Highnesses The Princess Elizabeth and the Duke of Edinburgh.

The S.S. "Gothic" sailed for the Tour and arrived at Mombassa, where Their Royal Highnesses were to embark on February 7, 1952. Before this event, however, the Tour was cancelled in consequence of the death of His Majesty King George VI., and the "Gothic" proceeded on a routine voyage to New Zealand and Australia to discharge the cargo she was carrying for these countries.

On her return to the United Kingdom, the "Gothic" was partly re-converted to enable her to continue her normal trade. As it was probable that the Royal Commonwealth Tour would take place at a later date, however, the Royal apartments were not included in the re-conversion except for the removal of the furniture and fittings.

Under the direction of the British Admiralty, Messrs. Cammell Laird were then commissioned to prepare the ship for the present Royal Commonwealth Tour. She completed her trials, and after a "shake down" voyage from Liverpool, arrived in London on the 29th October to embark cargo and to complete arrangements. Except for a few points of detail she is now precisely as she was when she sailed for the cancelled tour, the original furniture and fittings having been re-installed.

The personal accommodation for Her Majesty and The Duke of Edinburgh is on the Boat Deck aft, the original cabins and bathrooms having been altered for this purpose. On the same deck forward, the space formerly used as a Children's Room is now occupied by work rooms for the staff accompanying Her Majesty and His Royal Highness. The extension to the superstructure on this deck, carried out prior to the previous tour, provides space for additional radio and naval communication equipment, offices and cabins.

On the Promenade Deck aft, immediately below the Royal Sleeping Cabins, the former Smoking Room is sub-divided to provide for Her Majesty's Day Cabin starboard, The Duke of Edinburgh's Day Cabin port, and a centre vestibule with a cloak room and pantry.

In the lobby forward of the vestibule is an illuminated map display which has been presented to Her Majesty. On this display the route of the Tour is traced in light and by an arrangement of switches the position of the ship on any day can be shown.

The existing Verandah Cafe, immediately abaft the Day Cabins, will be used as a verandah by Her Majesty and The Duke of Edinburgh. A small sitting room for the ladies-in-waiting and a smoking room for the gentlemen of the Household are also provided on this deck.

The members of the Royal Staff, the Press, B.B.C. and the Naval Officers are accommodated in existing cabins on the Boat Deck and on the Promenade Deck aft.

On the Saloon Deck, the existing Dining Saloon has been sub-divided and now consists of the Royal Dining Cabin on the starboard side and a mess for the Royal Staff, Ship's Officers, Press and the B.B.C. on the port side.

The existing Lounge has similarly been sub-divided.

A portable cinema has been provided for the Royal Anteroom.

For the use of the Royal Staff, Naval Staff and ship's Officers, Press and the B.B.C., a Smoking Room and a Reading Room have been provided on the Shelter Deck port side immediately below their mess.

Royal Naval ratings are accommodated in their own messes on the starboard side of the Shelter Deck. There are 15 Royal Naval ratings embarked for communications duties; the Royal Marine bank numbers 30, and included among the 16 other Royal Naval ratings engaged on various services are 9 ratings who will man the Royal Barges.

Additional Merchant Navy crew are embarked for the Tour and have been provided with accommodation on the upper deck aft.

Air-conditioning has been fitted in the Royal Cabins, the Royal Dining Cabin and Ante-Room, and in the Reading and Smoking Room.

The 45ft. Royal Barge which was used by the late King George VI. during his tour to South Africa in 1947, and later by Their Royal Highnesses The Princess Elizabeth and the Duke of Edinburgh during their visit to the Channel Islands in 1949, is embarked. This barge, together with a 35ft. Admiral's Barge, are stowed in the After Well, and the ship's derricks are used for hoisting and lowering them.

A high-powered wireless transmitter is fitted in the Shelter Deck aft. This transmitter is operated by R.N. personnel and is also used for B.B.C. broadcasts. A B.B.C. recording space has also been provided. A radio picture transmitting apparatus has been installed for the use of the Press.

the Newspaper Proprietors' Association having agreed to meet the cost of this installation.

A telephone exchange, with shore connections for use in harbour, has been provided. Provision has also been made for Radio telephony.

A laundry, complete with washing machine, hydro extractor, drying tumbler, and presses, has been provided.

With the exception of a green boot topping at the waterline, the hull and the superstructure of the ship have been painted white with the colour of the Shaw Savill Line on the funnel (buff with black top).

### Naval Personnel.

The Naval personnel embarked on the "Gothic" for the Royal Tour is as follows:

As Flag Officer Royal Yachts, Vice-Admiral E. M. C. Abel Smith, C.B., C.V.O., will be flying his flag in the "Gothic" during the tour. His Staff Officer is Commander C. D. Madden, D.S.C. and Bar, R.N., and his Staff Communications Officer is Commander R. R. B. Mackenzie, M.B.E., R.N. The Medical Officer in attendance on Her Majesty The Queen is Surgeon-Commander D. D. Steele-Perkins, F.R.A.C.S., D.L.O., R.N. The Director of Music is Major F. V. Dunn, M.V.O., F.R.A.M., R.M. The Royal Cypher Staff consists of Lieutenant-Commander N. E. F. Dalrymple-Hamilton, D.S.C., R.N., Second Officer J. P. L. Bevan, W.R.N.S., Third Officer E. D. Wilson, W.R.N.S., and Third Officer S. M. Rigby, W.R.N.S.

### Biographies of Naval Personnel.

Vice-Admiral E. M. C. Abel Smith, C.B., C.V.O.

Vice-Admiral Edward Michael Conolly Abel Smith was born in December, 1899, and he entered the Royal Navy in 1912. Prior to his taking up his appointment as Flag Officer Royal Yachts he was Vice Controller (Air) and

Chief of Naval Air Equipment, which appointment he took up in February, 1950.

In World War I. Admiral Abel Smith served as a Midshipman in H.M.S. "Princess Royal." He is a qualified air pilot and much of his service has been in aircraft carriers.

When World War II. broke out he was Commander (Flying) in H.M.S. "Courageous." Later, in October, 1939, he was appointed to the command of a Fleet Air Arm Fighter School, and the following year he was promoted Captain. In 1943 he commanded the aircraft carrier "Biter," which played an important part in Atlantic anti-submarine operations, and in the "Torch" operations where he was Mentioned in Despatches.

In 1944 Admiral Abel Smith became Naval and Naval Air Attache at the British Embassy, Washington. Later he served as Flag Captain and Chief Staff Officer to the Flag Officer (Air) and Second in Command, Mediterranean Station. During that appointment he commanded H.M.S. "Triumph."

He is married and has one son and one daughter; he lives near Galashields, Selkirkshire, that county of Scotland which is so rich in architectural antiquities.

Commander C. D. Madden, D.S.C. and Bar, R.N.

While his father was serving as Her Britannic Majesty's Consul at Bilbao, Commander Colin Duncan Madden was born in Spain in 1915. He joined the Royal Navy as a Dartmouth Cadet in 1929.

In 1940 as a Lieutenant he took part in the evacuation and blocking of Ijmuiden Harbour and was responsible for the sinking of a 10,000-ton liner across the entrance. This ship remained there throughout the war, and for this service he was awarded the D.S.C.

On specialising in navigation, he served for a year in minesweep-

ers and then became Navigating Officer of H.M.S. "Arethusa," in the British Home Fleet. He was Squadron Navigating Officer engaged on the Lofoten Raid, for which service he was Mentioned in Despatches. He was in H.M.S. "Arethusa" when she was badly damaged in the Eastern Mediterranean.

As a Staff Officer Operations and Squadron Navigating Officer of an Assault Group in the invasion of Normandy he was sunk in H.M.S. "Lawford" by a rocket from an enemy fighter. After this he became Navigating Officer in H.M.S. "Norfolk" and was engaged in attacks off the Norwegian Coast, for which he was awarded a Bar to his D.S.C.

He became Captain of H.M.S. "Crossbow," a Home Fleet destroyer, in 1952.

Commander R. R. B. Mackenzie, M.B.E., R.N.:

Commander Robert Ronald Beveridge Mackenzie was born in 1920 and he joined the Royal Navy as a Special Entry Cadet from Marlborough College.

After training in H.M.S. "Erebus" and H.M.S. "Vindictive," he served in H.M.S. "Hood," leaving that ship ten days before she was sunk. He saw service on the Far Eastern Station in H.M.S. "Quality," where he was awarded the M.B.E.

He specialised in communications in 1944, and in 1950 he was appointed to H.M.S. "Implacable" as Flag Lieutenant to the Commander-in-Chief, British Home Fleet and remained in that appointment when the Flag was transferred to H.M.S. "Vanguard." More recently he has served on the Staff of the Flag Officer Scotland.

He is married, has two children, and his home is near Winchester, Hampshire, England.

Surgeon Commander D. D. Steele-Perkins, F.R.A.C.S., D.L.O., R.N.:

Surgeon Commander Derek Duncombe Steele-Perkins was



born in 1908 and he entered the Royal Navy in 1933.

At the end of World War II, he was serving in Australia at the Royal Naval Auxiliary Hospital, Sydney, as ear, nose, and throat specialist. He was specialist in surgery at the Royal Naval Hospital, Malta, in 1947, and held an appointment at the Royal Naval College, Greenwich, prior to his appointment to the Staff of Flag Officer Royal Yachts in November, 1951.

He is married and lives at Poole, Dorset, England.

Major Francis Vivian Dunn, M.V.O., F.R.A.M., Royal Marines:

Born in 1908 Major Dunn became an Assistant Director of Music Royal Marines with the rank of Lieutenant in 1931. In that year he was appointed Director of Music, Royal Marines, Portsmouth. At this time he was only 23, the youngest age for such an appointment. He is now Director of Music, Royal Marines at the R.M. School of Music, Deal.

He studied at the Royal Acad-

emy of Music and was a pupil of Sir Henry Wood. As a violinist he was one of the original members of the B.B.C. Symphony Orchestra when it was formed in 1930.

He has served as Director of Music to the Royal Yachts in four reigns.

Major Dunn was appointed M.V.O. 5th Class in 1938 and promoted to the 4th Class after he had served in H.M.S. "Vanguard" during the Royal Tour to South Africa in 1947.

He is married and lives at Deal, Kent, England.

Lieutenant-Commander N. E. F. Dalrymple-Hamilton, D.S.C., R.N.

Born in 1922 Lieutenant-Commander Dalrymple-Hamilton entered the Royal Navy as a Special Entry in January, 1940. He was awarded the D.S.C. in 1944 for his services in H.M.S. "Faulkner" engaged in running supplies to the Aegean Islands of Cos and Leros.

In 1946 he was appointed Flag Communications Officer on the

Staff of the Commander-in-Chief, East Indies, and in 1951 he joined the Third Training Flotilla to assist in communications training. In May, 1952, he was appointed to H.M.S. "Birmingham."

Second Officer J. L. P. Bevan, D.R.N.S.

Second Officer Bevan joined the W.R.N.S. as a rating in 1940 and was promoted to Third Officer for cypher duties in 1943. During World War II, she served in Hong Kong and Australia and was promoted to Second Officer in 1946. After completing a signals course in 1948 she served for two years in the Suez Canal Zone. Since 1951 she has been on the Staff of the Royal Naval Signal School.

Her home town is Newcastle-on-Tyne, England.

Third Officer E. D. Wilson, W.R.N.S.:

Third Officer Wilson entered the W.R.N.S. as a Telegraphist in 1948 and was appointed to a Royal Naval Air Station. She was promoted to Third Officer in 1950 and for 14 months served in a Naval Training Establishment and in a Royal Naval Air Station as Junior Administrative Officer. After completing a signals course in 1952 she served on the Staff of the Commander-in-Chief, Portsmouth.

Her home is at Whitby, Yorkshire, England.

Third Officer S. M. Rigby, W.R.N.S.:

Third Officer Rigby entered the W.R.N.S. as a Telegraphist in 1951 and was appointed to a Royal Naval Air Station. In 1952 she was promoted to Third Officer and completed a signals course during the following year. For three months she served at the Royal Naval Signal School.

Third Officer Rigby is a keen rifle shot and has been a member of the W.R.N.S. Inter-Service Rifle Team.

Her home town is Frinton-on-Sea, Essex, England.

# EX-NAVAL MEN'S Association of Australia



Patron-in-Chief: Her Majesty The Queen.

## FEDERAL COUNCIL.

The Federal Executive has received advice that both German and Austrian War Veterans' representatives were present at the Fourth General Assembly of the World Veterans' Federation, which was held at The Hague in November last. This was the first time that German and Austrian veterans were allowed to be present at the world parliament of ex-servicemen. It is significant that the German group (the VdK) is not only the largest body of ex-servicemen in Germany (its membership figures total a million and a half) but is one which has concentrated its post-war efforts mainly upon rehabilitation questions without it becoming involved in political issues. This is in keeping with the aim of the W.V.F. which stands for the principles of the United Nations and for the rehabilitation of all war victims and the furtherance of world peace with freedom.

Official opening of the Eleventh Biennial Federal Conference of the Ex-Naval Men's Association of Australia will be performed by His Excellency the State Governor of Victoria, at the C.T.A. Building, Flinders St., Melbourne, on Monday, 18th January. The actual conference of delegates will be resumed later on in the Naval Centre, 383 Flinders Lane.

Names of recently admitted members are as follows: Messrs. C. M. Brakewell, A. F. Cullen, M. O. Jesse, E. H. Lock, R. M. McPaul, and F. W. Walker, for Melbourne Sub-Section; W. H. Harris, G. Boyington, R. A. McWilliams, and B. L. Sobey, for

Heidelberg S.S.; J. H. Anderson, F. J. Batten, G. W. Evans, W. T. Fitzgerald, R. E. Eaton, F. A. Lamb, T. Learoyd, H. J. Neilson, and R. O. Poole, for Queensland Section; J. Barrett, F. E. Miller, R. F. Osborne, and J. Powell for Port Adelaide S.S.; S. Robson for Port Pirie S.S.; M. P. Trembah for Port Lincoln S.S.; G. L. Barlow for Canterbury-Bankstown S.S.

N.S.W. State Council reports to the Federal Executive of the successful inauguration of the Penrith and District Sub-Section on Tuesday, 8th December.

In future, items of interest published in "The Navy" will be compiled by the incoming Executive which is to be elected at Melbourne this month, but it is doubtful if the result of the Association election will be in time for the February issue; if not,

watch for the lists in the subsequent publication.

G.W.S.

## LAST VOYAGE OF HISTORIC SHIP.

A message from Singapore on December 18 said that the 5,952-ton Burns Philp liner "Merkur," well-known to servicemen as the 'beef and beer' ship which followed the Australian troops in their advance in the Pacific theatre of war in World War II, discharged its final cargo in that port that day. The ship is to be taken over by a Japanese crew, with Australian officers, and steamed to Japan for breaking up. The "Merkur" was built in Kiel (Germany) in 1924, and was claimed to be the first vessel to be fitted with diesel engines. Burns Philp bought it in 1933 and placed it on the Australia-Malaya run.

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## GLASGOW AND THE FAMOUS CLYDEBANK.

Few newcomers to—and probably many residents of—Glasgow and the Clydebank realise that the commercial and shipbuilding history of those places, regarded from old-world standards, is of relatively recent origin.

About a century and a half ago the Clyde was practically un-navigable, and its potentialities were not realised until the growth of its inland coal-fed industries demanded an ocean outlet to the West and an inlet for the raw materials of the New World, then beginning to pour into the Old.

The first ships Glasgow built were ships of sail. But she was as quick as the Tyne to realise the advantages of steam, and as she had the coal and iron she built steamships herself.

Indeed, as Leo Walmsley points out in his chapter on "British Ports and Harbours" in "The Englishman's Country," "the first real steamship, the 'Charlotte Dundas,' was built at Glasgow, and so was the first ocean-going steamship, the 'Comet'; here, too, the first steamship dockyard was built by Napier, and thus were laid the foundations of an industry which at Clydebank had its culmination in the building of the world's two largest passenger ships, 'Queen Mary' and 'Queen Elizabeth,' and the successful launching of them into a waterway which originally had been little more than a shallow muddy creek."

## STANDARD RIFLE FOR MAIN ALLIED COUNTRIES.

The Reuters Correspondent in Paris said on December 15 that Britain, France, the United States, Belgium, and Canada have agreed to adopt a .3 calibre rifle as their standard small arms weapon. He said that officials believe the rifle to be adopted is a Belgian model on which extensive tests have recently been made.

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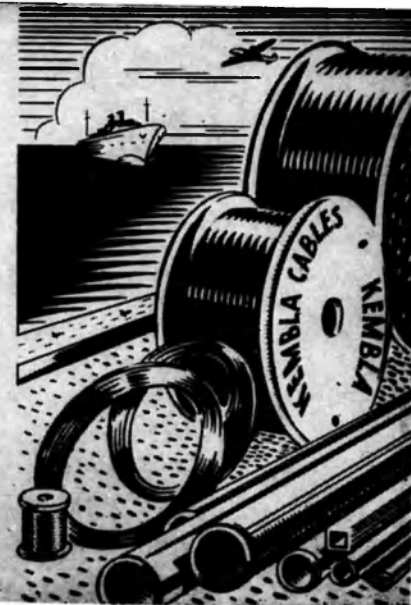
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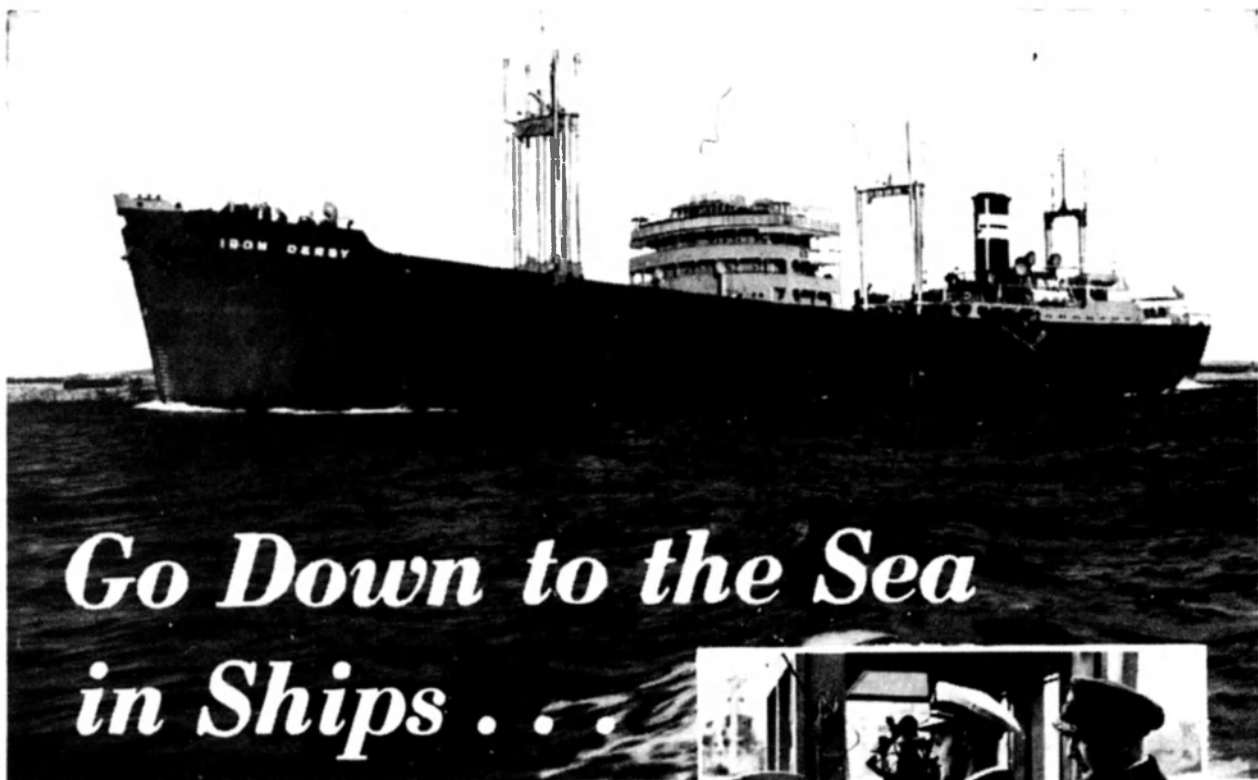
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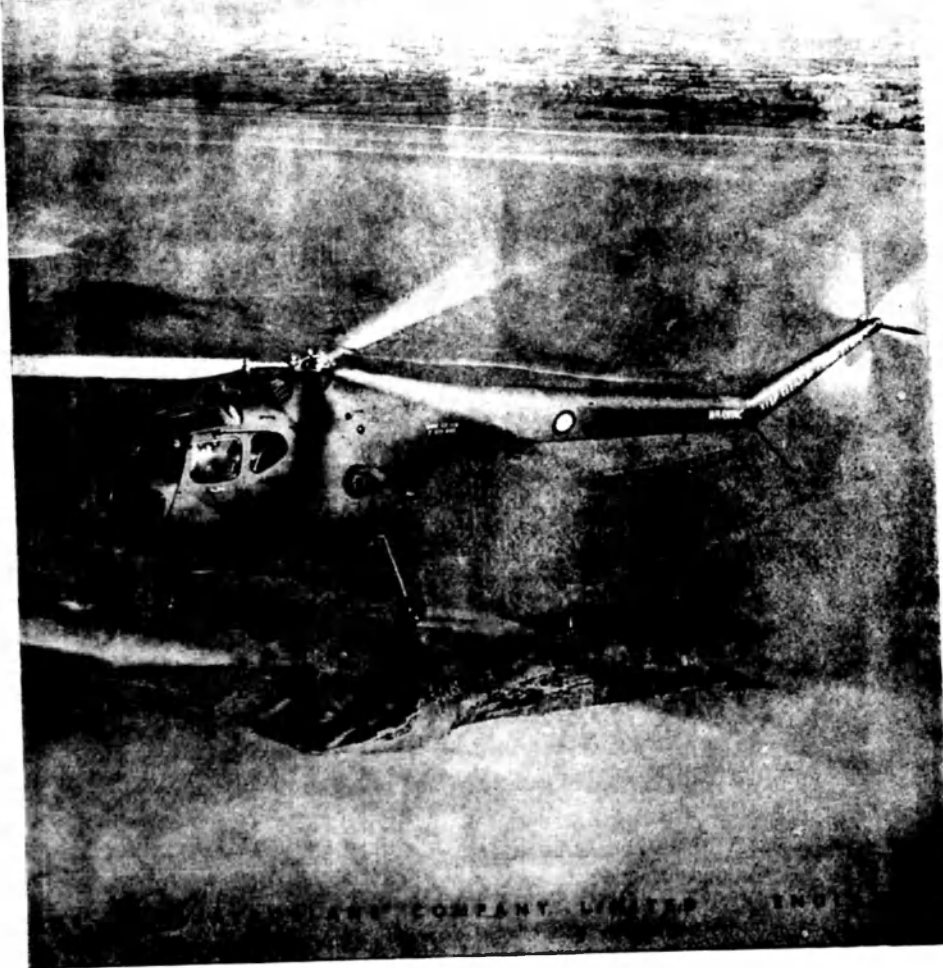
# *THE* NAVY





## SYCAMORES ON ACTIVE SERVICE . . .

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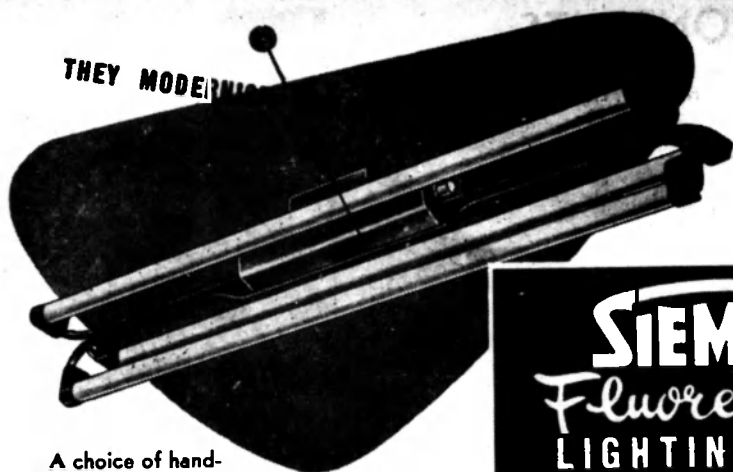
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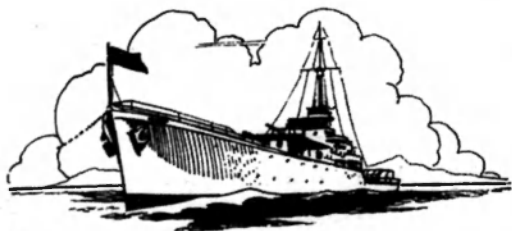
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## THE QUEEN Australia's Maritime Jewel

Vol. 17. FEBRUARY, 1954. No. 2.

### A HUMAN QUEEN.

Our Queen Elizabeth the Second is a remarkable person, and it can with safety be prophesied that not many years will pass before we discover that she is one of the most distinguished Sovereigns ever to have sat on the British Throne.

To say this is not fulsome word-making: it comes from Her Majesty's subjects' personal knowledge of a gay and happy young wife and mother who combines dedication to her onerous and difficult task of reigning over the British Commonwealth of Nations as it is constituted today with a sound knowledge of what is expected of her. And she has outstandingly that gracious and real quality to excite loyalty and enthusiasm.

To repeat the words of a correspondent who was present when she married the Duke of Edinburgh in Westminster Abbey in November, 1947: "She carried herself with composure and dignity in circumstances which would have had the average young bride in a complete flap. A few weeks later I was on the same dance floor in the Savoy Hotel, London, with the Royal party, who were paying an incognito visit. It was entirely an unofficial occasion, and we were expected to behave as though she were not there. Did Princess Elizabeth

enjoy dancing to the music of a couple of good bands? I'll say."

All who have seen the films of the Coronation ceremony will agree that her comportment on that solemn occasion could not have been bettered. She was the central figure in a particularly long, trying and exhausting day, yet that evening, between appearances on Buckingham Palace balcony, she had Cecil Beaton along to the Palace for official photographs of her in her Coronation regalia.

A few days later, an exhausted Cabinet Minister who had been kept up until 3 a.m. at a function also attended by the Queen, arrived at the Palace at 9 a.m. to find that the Queen was already up and riding a horse in the Palace grounds.

These facts are not related to make much of the personal side of the Queen's life, but to indicate part of the mental, oral and physical fibre of our Sovereign. We shall be able to depend on her. Can she depend on us?

There cannot, there must not, be any doubt about that.

The assertion by Bosley Crowther, film critic of the New York Times, that Queen Elizabeth the Second should have received the 1953 "Oscar" for the best film performance by a star for the year brings an interesting series of ideas in its train.

Bosley Crowther was criticising the award by

the New York film critics of the "best actress" of the year to Audrey Hepburn, the delightful Anglo-Dutch star of "Roman Holiday." He said that, while not detracting from Miss Hepburn's performance (she is extremely good—Ed.) the award should have gone to the Queen because of the film of the Coronation—"A Queen is Crowned."

It is easy to understand Crowther's preference, and also his sympathy, but is wrong in two important things. The first is that the Queen was not "acting" during the Coronation. She meant every word and action of that historic ceremony with a sincerity that few of us recognise. When she told her hundreds of millions of subjects that she would dedicate her life to their service she was speaking from the heart. The second thing was that we members of the British Commonwealth of Nations regard our Queen as a symbol to revere, and not to be included in a competition with people who act in the films for profit. The Queen is above films, and in any case the film "A Queen is Crowned" is only one facet of an occasion which had its effect on the whole world.

Those of us, and I take it that that means you and me, who saw the Coronation films (there were several of them) and heard the broadcasts, will agree that Queen Elizabeth performed her duties in a magnificent manner, and that she has fulfilled everything required of her in the arduous world tour on which she is now engaged. But it would be a sorrowful affair if we regarded her as a showpiece, a "film star." She is much more: than that. She is tackling an enormous task which will mean a great deal, not only to our own future, but to that of our children.

### COMMONWEALTH'S DIVERSE UNITY.

The travels of Queen Elizabeth the Second in parts of the great British Commonwealth of Nations over which she reigns and does not rule has directed attention to the peculiarly diverse but at the same time united nature of that Commonwealth.

The point is that different parts of the Commonwealth have grown in different ways, and the policy has been free growth rather than uniformity. Compare the situation with that of the most primitive form of life, the protozoa, with mankind. The protozoa is uniform and simple; mankind exists in infinite variety, mentally, morally and physically.

As a consequence, we in Australia are a federation of six States, each of which retains sovereign powers, while in Canada there is what is called a quasi-federation, in which the central power can invade the rights of the provincial governments. In the Union of South Africa the subordinate legislatures exist only by the consent of the Union

Parliament, which can abolish them simply by passing an act. New Zealand and Ceylon are known as unitary kingdoms, but while the former is predominantly British in thought and character the latter has an age-old Asian culture on to which British political institutions have been grafted.

The new "realm," the Federation of Rhodesia and Nyasaland, sometimes called the Central African Federation, presents yet another variety of statehood. While Southern Rhodesia is a self-governing and independent part of the Commonwealth, Northern Rhodesia and Nyasaland are still supervised by the Colonial Office in Whitehall, London.

And then there is the new "realm" that may eventually be born in the colonies in the Caribbean Sea. This will be a federation, the component parts of which are separated by hundreds of miles of sea.

The variety goes on and on, but Her Majesty the Queen is the symbol that unites them all.

### £9,000 SALVAGE AWARDS.

Two awards totalling nearly £9,000 have recently been announced in messages to the British Fleet and in the "London Gazette."

A sum of £5,000 is available for distribution as a result of a recent settlement in respect of the wartime salvage of the cargo of the Ellerman Line S.S. "City of Marseilles," but, owing to the long standing and complex nature of the case and the meagre information now available as to the men who carried out the work, the Admiralty are unable at present to make personal awards. They are also unable finally to close the voluminous file which has for ten years contained the story of one of the most arduous operations in the history of marine salvage.

The "City of Marseilles," 8,317 tons, went ashore on the East coast of Ceylon on January 22, 1943, with a cargo at one time estimated to be worth three-quarters of a million pounds. She became stranded on the rocks off Batticaloa Lighthouse with her bottom torn out, and later she broke her back.

On the day after the ship went ashore the Salvage Officer of the Eastern Fleet, Lt. Cdr. A. R. T. Kirby, O.B.E., R.N.R., of St. Austell, Cornwall, inspected the vessel and organised salvage operations, bringing extra pumps to the ship and taking steps to control flooding and the discharge of cargo—a task which was to continue for thirteen weeks with intermittent bad weather causing prodigious difficulties.

Men who were present and assisted in the salvage operations should apply to the British Admiralty (G.F. Branch 11) for their share in the award in recognition of this outstanding salvage operation.

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FOR THE NEXT ISSUE OF

**The Navy**

# AFTERTHOUGHTS ON THE KOREAN WAR

By Lieutenant-Commander Nowell Hall, D.S.C., R.N.V.R.

When the records of events in the uneasy 1950's are put down for posterity it may well be that the concerted naval effort off Korea will be regarded as a turning point of history.

For the first time in a localised conflict—fortunately for us all it remained "local," despite the intervention of China which was fraught with so many sinister possibilities—the United Nations acted together to demonstrate that naked aggression no longer pays dividends. The would-be aggressors, who expected to use overwhelming strength to smash their way to victory, found themselves opposed by a powerful combination of peace-loving nations determined that they should not prevail. The Communists were halted. The Korean war ended in something of a stalemate, but the vital principle that Freedom is only possible by concerted defensive effort had been established.

The war began on June 25, 1950, when the North Koreans attacked the South. What the aggressors undoubtedly expected to be a brief campaign lasted just over three years, the armistice being signed on July 27 last. In that time sea power of all the United Nations, steadily and relentlessly exerted off the Korean coasts, was conclusive. In the end it brought the efforts of the aggressors to a standstill, wholly restricting their movements by sea and cutting off their supplies.

At one time or another during the war naval forces of nine countries were involved. Ships were contributed by the Republic of Korea, the United States, who directed the whole defensive effort, Britain, Canada, Australia, New Zealand, France, the Netherlands and Thailand. Units of the United States Seventh Fleet worked chiefly off the East Coast of Korea. Though ships of the Royal Navy were also sometimes in that area, they mostly operated

off the West Coast with vessels of other United Nations navies.

How well the navies combined despite their traditional differences in training and method is shown in a final statistical summary just issued by the British Admiralty. The statement says "Tactical co-operation when mixed national forces were employed was excellent and effective throughout."

What a wealth of achievement those simple words conveyed! Here was a truly international fleet, working under a unified command, applying the lessons learned in all the combined exercises carried out by the N.A.T.O. and other allied navies since 1945. To this fleet the Commonwealth contributed 76 ships, of which 34 were from the Royal Navy, 18 from the Royal Fleet Auxiliary, responsible for Fleet supplies, and some 23 ships of Canadian, Australian and New Zealand navies. Special mention should be made here of the Royal Navy's hospital ship "Maine." At the outbreak of war she was the only hospital ship in the area; indeed, this was so for some time afterwards. The "Maine," converted ex-Italian liner, was not suitable for the task, principally because her engine rooms and boiler rooms were amidships and the general ventilation in the wards is inadequate for hot climates. Nevertheless she did yeoman service. During the war 2,902 persons were treated on board, 2,115 of them being United States officers and men. Of the total, 1,105 were wounded in action. Most of these cases received attention in the ship's operating theatre.

The long Admiralty summary is packed with statistics, with records of ships' performances such as enormous distances steamed and great quantities of oil fuel expended. The greatest distance was covered by the British destroyer "Comus"—123,400 miles.

Of Australia's warships the Tribal class destroyer "Warramunga" comes first with 68,000 miles, of New Zealand's the frigate "Taupo" with 58,200 miles. Canada's eight ships steamed 723,886 miles between them.

New Zealand's effort was outstanding. From her small navy she maintained two frigates in the area all the time. This effort involved all six of her frigates and about half of her average manpower strength.

But the figures of operational achievements tell only half the story. They do not reveal the high degree of training, skill and perseverance required in carrying out "routine" patrols off the west coast of Korea—the area now under view as that in which the United Nations' ships other than those of the United States made their maximum effort.

The East Coast of Korea is a navigator's nightmare. It has a much-broken seaboard, abounding in dangerous shoals, inlets and reefs and other hazards. The navigator is not helped by parts of it being poorly charted or uncharted altogether, or by the bad weather and wretched visibility often encountered there. Yet ships of the Royal Navy and other Commonwealth navies faced all these risks cheerfully in the line of duty, patrolling close inshore and even entering unbuoyed estuaries and rivers by day and night. Such work, demanding seamanship of the highest order, excited little notice among those who did not appreciate the difficulties.

As the summary says, the spearhead of the Commonwealth naval forces in Korean waters was the striking power of the air squadrons in aircraft carriers. Five of these—the British "Triumph," "Theseus," "Glory," "Ocean" and Australia's "Sydney"—did tours of duty each lasting about six months.



## H.M.C.S. "ONTARIO"

H.M.C.S. "Ontario," one of the most powerful units of the Royal Canadian Navy, is the flagship of the R.C.N.'s Pacific Command. Based at Esquimalt, British Columbia, she is among the most widely travelled warships of the Canadian fleet.

The big cruiser was laid down in the famous Harland and Wolff shipyards at Belfast in 1941 as a unit of the Royal Navy. Two years later, however, it was agreed to transfer her to the Royal Canadian Navy, and her original name—H.M.S. "Minotaur"—was changed.

Known as "the Big C" to those who sail in her, the "Ontario" was commissioned in April, 1945, under the command of Captain (later Vice-Admiral) H. T. W. Grant, C.B.E., D.S.O., R.C.N.

Two months after her commissioning, the "Ontario" left for the Far East. And although the Second World War ended before her guns fired a single shot in anger, the cruiser was able to take part in escorting occupation forces to

Hong Kong.

The warship was originally designed for 8,000 tons displacement, but improvements and modifications resulted in her displacement being boosted to more than 9,000 tons.

She carries nine six-inch guns in three triple turrets; 10 four-inch guns in five twin mountings, and bristles with a large number of close range weapons. In addition, the cruiser carries six 21-inch torpedo tubes.

Four propellers, driven by engines developing some 80,000 horsepower, enable the ship to reach speeds well in excess of 30 knots. She has two separate power units, one forward and one aft. She carries 1,800 tons of fuel in 34 separate tanks, and has a cruising speed range of 6,000 miles. The ship is 555 feet in length, has a beam of 63 feet, and a 21-foot draught.

The "Ontario" underwent an extensive refit in 1946-47, following which she carried out a number of training cruises to Ha-

wai, the United States and Central American ports. Early in 1951, as already stated elsewhere in this issue, she conducted a three-and-a-half month, 20,000-mile cruise to Australia and New Zealand. During her stay in Australian waters, the "Ontario" participated in extensive exercises with a combined Commonwealth fleet.

In the Fall of 1951 the cruiser left her Pacific coast base for Halifax, proceeding via the Panama Canal. After visits to Canadian east coast and St. Lawrence River ports, the cruiser embarked the then Princess Elizabeth and the Duke of Edinburgh at Charlottetown, Prince Edward Island, for a trip to Sydney, Nova Scotia, and thence to St. John's, Newfoundland, during the closing phases of the Royal Couple's tour of Canada. Later, with the destroyer H.M.C.S. "Micmas," the "Ontario" escorted the liner "Empress of Scotland" out of Canadian territorial waters as it returned the Royal Visitors to England.

The "Ontario" then returned to her Pacific Coast base.

Late in 1952 the "Ontario" conducted a three-month training cruise in which she circumnavigated South America, returning to Esquimalt just before Christmas.

The cruiser was one of six Royal Canadian Navy ships which formed the Canadian Coronation Squadron and took part in the Coronation Naval Review at Spithead in June, 1953. She sailed from England late last July and arrived at Esquimalt about a month later.

Since then the "Ontario" has continued in her role as the R.C.N.'s West Coast training cruiser.

When speaking of the visit to Sydney the Canadian High Commissioner said: "After visiting Melbourne from Feb. 6 to 10, the "Ontario" will proceed to Hobart where she will remain from



The New Guinea Naval Contingent rehearsed their parade drill at H.M.A.S. "Penguin," Balmoral, training for their part in the Queen's visit to Canberra. The contingent, which arrived in Sydney last month, is based on Manus Island.

February 11 to 23. Her crew will line part of the route of the Queen's procession through Hobart on February 20 and will take part in functions held during the Royal Visit."

When she leaves Hobart, the "Ontario" will travel to New Zealand where she will visit Milford Sound (February 25), Dunedin (February 27 to March 1), and Wellington (March 2 to 6).

Returning to Australia, the "Ontario" will remain in Sydney from March 9 to 13, and in Brisbane from March 15 to 19. She will arrive back at her base at Esquimalt on April 15.

This will be the "Ontario's" second visit to Australia. During the Jubilee celebrations in 1951,

she conducted a three-and-a-half months 20,000 mile cruise to Australia and New Zealand. While in Australian waters, the "Ontario" participated in extensive exercises with a combined Commonwealth fleet.

### U.S. FORCES IN JAPAN.

A Press message from Tokio on January 11 reports the Japanese Prime Minister (Mr. Shigeru Yoshida) as saying that the United States is planning to reduce her security forces in Japan in the near future.

### MORE POWERFUL ATOM SMASHER PROJECTED.

The United States is said to be planning to build a new atom

smasher ten times more powerful than any in existence and costing about seven million pounds sterling. Driving protons at energies up to 25,000 million electron volts are expected to be achieved within five or six years.

### SPACE SHIP FORECAST.

A message from New York on January 4 said that interplanetary space ships, carrying about 2,500 passengers and crew, would be built within 20 years, according to U.S. aviation expert Captain Eddie Rickenbacker. Captain Rickenbacker, chairman of Eastern Airlines, speaking on January 3, said that air travel would make more progress in the next 20 years than since its inception.

### CAPTAIN DUNCAN L. RAYMOND, C.D., R.C.N.

Commanding Officer, H.M.C.S. "Ontario"

Formerly a Royal Navy officer, Captain Duncan Lindsay Raymond, 49, came to Canada on loan to the Royal Canadian Navy in April of 1944. (He had joined the Royal Navy as a cadet when he was 14 years old.)

Earlier in the Second World War he had served in the Royal Navy cruiser H.M.S. "Southampton," which landed the first Allied troops in Norway in 1940 and evacuated the last.

In January, 1941, he was among those rescued when the "Southampton" was attacked and sunk by dive bombers while on convoy escort duty in the Mediterranean.

On coming to Canada, he was appointed to Naval Headquarters as Deputy Director of Warfare

and Training; he became director in December, 1944. The title was later changed to Director of Weapons and Tactics. Captain Raymond served in this capacity until March, 1949, when he became executive officer of H.M.C.S. "Ontario." He then held the rank of Commander. In July, 1949, he transferred to the Royal Canadian Navy.

He was appointed commanding officer of H.M.C.S. "Shearwater," the Royal Canadian Navy's Air Station at Dartmouth, Nova Scotia, on June 29, 1951, and a short time later received his promotion to his present rank.

Captain Raymond held that appointment until March 4, 1953, when he became commanding officer of H.M.C.S. "Ontario."

## H.M.S. "HARDY" LIVES AGAIN

Mrs. A. Sutherland, wife of Lieutenant-Colonel Arthur Sutherland and formerly Mrs. Warburton-Lee, wife of Captain B. A. W. Warburton-Lee, C., R.N., who lost his life while commanding H.M.S. "Hardy" at the first Battle of Narvik in April, 1940, performed the naming ceremony of H.M.S. "Hardy," an anti-submarine frigate launched at the yard of Messrs. Yarrow and Co. Ltd., of Glasgow, on November 5.

Captain Warburton-Lee was the first Naval officer to be awarded the Victoria Cross during World War II. He was in command of the Second Destroyer Flotilla, consisting of the "Hardy," "Hotspur," "Hostile," "Havoc," and "Hunter." On April 9, 1940, the Flotilla, which had been patrolling off the mainland of Norway, received information that Narvik was strongly held by the enemy and that there were in Ofot Fjord at least six German destroyers larger and more powerful than the "Hardy" and her consorts. This intelligence was communicated to the Admiralty. The Admiralty

thought an attack on Narvik by the Flotilla in face of this strong German force so hazardous that at 1 a.m. on 10th April Captain Warburton-Lee was told that he must be the sole judge of whether to attack or not. The Admiralty would support him whatever happened. He replied that he intended to attack at dawn.

In a heavy snowstorm the Flotilla, led by Captain Warburton-Lee in the "Hardy," proceeded into the narrow channels leading into the Fjord and at 4.30 a.m. stood off Narvik. The "Hardy" fired torpedoes at numerous enemy supply ships and at two enemy destroyers, one of which blew up. The other destroyers of the Flotilla joined the "Hardy" in the action and great havoc was done to the supply ships and transports, while the German destroyers were repeatedly hit by gunfire. H.M.S. "Hardy" later engaged three large destroyers. Her bridge was hit and Captain Warburton-Lee was mortally wounded.

The frigate in which the name of "Hardy" lives again has an extreme length of 310 ft. (300 ft.

between perpendiculars) and a beam of 33 ft. She is powered by geared steam turbines built by Messrs. Yarrow and Co. Ltd., to a design by the English Electric Co. Ltd. The "Hardy" is armed with three Bofors guns and two three-barrelled anti-submarine mortars. These are of the same design as those fitted in H.M.S. "Rocket." Each can fire a pattern of large projectiles with great accuracy, and the projectiles can be set to explode at a pre-determined depth. These weapons can be trained over a wider arc than previous types of anti-submarine mortars.

### SUBMARINE VISITS TASMANIA AND S.A.

The Royal Navy submarine "Telemachus," which is one of three submarines based on Sydney to enable ships of the Royal Australian and Royal New Zealand Navies to exercise with them, visited Hobart from December 31 until January 5 and then went to Port Lincoln (South Australia).

She stayed there from January 8 until January 12 and afterwards called at Port Adelaide, where she remained from January 13 until January 17. She arrived back at Sydney four days later.

The Minister for the Navy (the Hon. William McMahon) said on December 17 that, before the "Telemachus" left Sydney and after her return she would engage in anti-submarine exercises with ships of the Australian Fleet off the New South Wales coast. The ships of the Fleet were constantly exercising with one or more of the submarines, and the experience that officers and men gained in the methods of hunting and destroying submarines was of the utmost value to them.

If war broke out again in the foreseeable future, fast, long-range submarines, which could remain submerged for lengthy periods, would be one of the greatest menaces.

## 600 N.N. SERVICEMEN CALLED UP IN JANUARY

Six hundred naval national service trainees from all parts of Australia began their 154 days' obligatory training at naval training establishments in New South Wales, Victoria, and Western Australia, respectively, on January 4.

They will be known as members of the Hume call-up, in conformity with the practice in the Royal Australian Navy of naming each national service call-up after an historical Australian figure.

About 200 of them went to H.M.A.S. "Penguin" at Balmoral (New South Wales), 300 to Flinders Naval Depot at Crib Point (Victoria), and 100 to H.M.A.S. "Leeuwin" at Fremantle (Western Australia).

Four hundred and forty of the men will complete their training in the one year. The other 160, who are University and Technical schools students, will do 77 days training in the first year and the remaining 77 in the second. This arrangement has been made so that their studies will not be

unduly interfered with.

The men who finish their training in one year, except 50 who will serve in the Fleet Air Arm, will first do six weeks' basic training ashore and then eight weeks' shore-based technical training, which will be followed by eight weeks' technical, or branch, training in sea-going ships.

Fleet Air Arm trainees will do six weeks' training at H.M.A.S. "Penguin" and about three weeks in the aircraft carrier "Vengeance." Half of them will then go to the R.A.N. air station at Nowra (N.S.W.) and half to the other R.A.N. air station at Schofields (N.S.W.).

Students, in their first year, will do six weeks' basic training, which will be followed by three weeks' sea-going training and two weeks' technical training ashore. Their second year's training will be entirely technical.

The Minister for the Navy (the Hon. William McMahon) said on December 18 that the call-up in January would be the first made

under the new scheme approved by the Federal Government last September. Originally national servicemen were to have done 124 days' continuous training in the first year and 13 days' part-time training in each of the four subsequent years, making a total of 176 days.

Later, it was decided that the continuous training in the first year would be increased to 154 days to enable trainees to attain a higher standard and a more specialised knowledge, especially in gunnery and technical subjects and that part-time training in subsequent years would be abolished.

Mr. McMahon added that men in the Hargraves call-up, who began training last July and finished 154 days' continuous training on December 13, would be exempt from further training. But students in the Forrest call-up of January, 1953, who had done only 75 days' training, would have to do 79 days more between January 4 and March 21 next year.

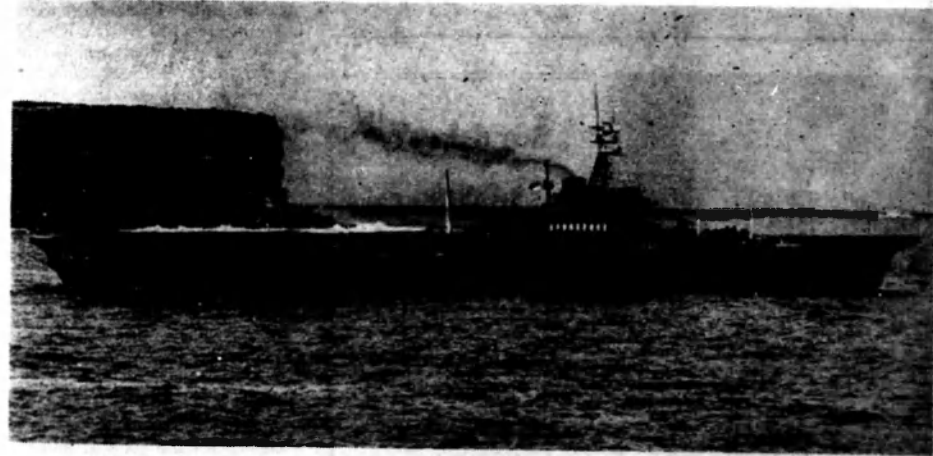
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The aircraft-carrier H.M.A.S. "Vengeance" steaming through the Heads on her way to meet the Royal yacht "Gothic" in the mid-Tasman Sea and escort her to Sydney.

February, 1954.

## Australian Warships Take Over The "Gothic" in Tasman

Spectacular ceremonial marked the taking over of the Royal liner "Gothic" by four ships of the R.A.N. when she entered the Australian Station on her way to Sydney from Bluff (New Zealand) on February 1. She was handed over by the Royal New Zealand Navy and the Royal New Zealand Air Force.

The point of entry to the Australian Station was about 720 miles east of the Australian coast, approximately a third of the way across the Tasman.

The Australian warships were the cruiser "Australia," wearing the flag of the Flag Officer Commanding the Australian Fleet (Rear Admiral R. R. Dowling, C.B.E., D.S.O., the aircraft carrier "Vengeance," the Battle class destroyer "Anzac," and the fast anti-submarine frigate "Quadrant." They left Sydney on January 29 to make their rendezvous with the "Gothic."

Immediately after the ships were in station, the "Australia" and the "Vengeance" each fired a Royal salute of 21 guns.

The "Gothic" and her escort reached Sydney Heads at 8 a.m. on February 3, but two hours

previously to that they were joined by the Royal Australian Navy frigates "Shoalhaven" and "Condamine." All the ships were formed into column astern of the "Gothic" before she arrived at the Heads and followed her into harbour. Six R.A.A.F. Mustangs and six Vampires were added to the escort at 0745.

The "Gothic" picked up the pilot four miles east of Cape Banks at 0650 and at 0700 ships dressed overall and all ships formed up in column astern. Ships followed the "Gothic" through the Heads in the following order: "Australia," "Quadrant," "Anzac," "Vengeance," "Shoalhaven" and "Condamine." They were stationed half a mile apart.

Before "Gothic" and the escort entered the Heads, the New Zealand Frigate "Hawea" steamed past and cheered ship.

Her Majesty and His Royal Highness landed at Farm Cove at 10.30 a.m. Ships paraded guards and bands and their companies manned ships.

Between 8 p.m. and 9.16 p.m. a fireworks display was given in the Harbour by the "Australia," the "Anzac," the "Quadrant," the

"Shoalhaven," the "Condamine," the "Wagga," the "Cootamundra," and H.M.S. "Telemachus." H.M.A.S. "Vengeance" was illuminated.

While the Queen and the Duke of Edinburgh were fulfilling engagements, some of the ships remained at buoys in the Harbour from February 4 until February 18, when Her Majesty and His Royal Highness left in the "Gothic" for Hobart. During the time that they were in harbour, the ships were, when possible, illuminated between 8 o'clock and 10 o'clock each night. The superstructures of the other ships were floodlit.

### R.A.N. AUSTER AIRCRAFT USED FOR DESCRIBING ROYAL LINER'S ARRIVAL.

An Auster aircraft belonging to the Royal Australian Navy was lent to the Australian Broadcasting Commission instead of a naval helicopter for describing the entry of the Royal liner "Gothic" and her escort into Sydney Harbour on the morning of February 3. The Minister for the Navy (the Hon. William McMahon) said on January 29 that the three helicopters owned by the R.A.N. had been grounded temporarily on the advice of the manufacturers in Britain and the British authorities. They would remain grounded until an investigation had been carried out on the tail rotor shaft at present fitted to them. Mr. McMahon added that the Auster aircraft was suitable for the task for which it was required by the A.B.C. because of its ability to fly slowly and general good manoeuvrability.

"The present-day challenge to science is whether scientific research is to be used for evil things or for the good of humanity." — Jawaharlal Nehru, Prime Minister of India.

### FREAK GALES IN U.K.

Heavy gales caused severe damage during a day of freak weather in Britain and on the Continent on January 15. While winds of up to 100 m.p.h. buffeted coastlines, London's temperature rose to 58 degrees, the highest January figure since records began in 1871. The gales drove shipping to shelter along the German North Sea coast and cancelled most air services in Scotland. The storm was the worst for 60 years in Ireland. A lifeboat from Scarborough in Yorkshire saved four crew members of a fishing boat as it sank in heavy seas. The gales slackened by the following day after causing four deaths and scores of injuries to people in Britain.

### LOSS OF COMET JET AIR LINER NEAR ROME.

British and Italian experts on board the Italian Navy corvette "Pomono" said on January 13 that they believed they had found the exact position of the Comet jet air liner which, with a loss of 35 lives, crashed into the sea off the Mediterranean island of Elba on Sunday, 10th January. Italian naval charts shows the sea depth at this point to be 450 feet. In the interim, the British Admiralty is reported to have offered the salvage ship "Reclaim," with its unique underwater television equipment, to help locate the Comet. Meantime, according to the London "Express," Professor Antonio Fornari, of Pisa University, who conducted the autopsies on the recovered bodies of the victims, said on January 13 that decompression could have occurred when an explosion fractured the Comet's pressurised cabin. Professor Fornari added that none of the victims examined had died by burning or drowning. The injuries were consistent with a bomb explosion in the plane. As a sequel to the disaster, the British Overseas Airways Corporation on January 12 temporarily grounded all of their Comet jet air liners, pending the result of an enquiry.

## New "Daring" Class Ship To Be Launched For R.A.N.

The "Daring" class ship "Vendetta", the second of three vessels of that class being built for the Royal Australian Navy, will be launched at the Naval Dockyard, Williamstown, Victoria, by Mrs. Nancy Waller, widow of Captain H. M. L. Waller, D.S.C. and Bar, R.A.N., on March 19.

Captain Waller was commanding officer of the R.A.N. destroyer "Stuart" and Captain (D) of the 10th Destroyer Flotilla, which became famous as the "Scrap Iron Flotilla" in the Mediterranean in the Second World War. Later in the war he became commanding officer of the cruiser "Perth," in which he, and most of his officers and men, lost their lives when the "Perth" and the United States cruiser "Houston" were sunk by a Japanese force of eight cruisers and between 15 and 20 destroyers off the Java coast on the night of March 1, 1942.

By permission of the late King George VI., the "Daring" class ships will be named "Voyager," "Vendetta" and "Vampire", respectively, after ships of the "Scrap Iron Flotilla," of which the "Stuart" was leader.

The first of the three vessels, H.M.A.S. "Voyager," was launched at the Cockatoo Island Dockyard, Sydney, by Dame Pattie Menzies, wife of the Prime Minister (the Right Hon. R. G. Menzies) on March 1, 1952.

The Minister for the Navy

(the Hon. William McMahon) said that R.A.N. "Daring" class ships, like similar-class ships of the Royal Navy, were of all-welded construction but were modified to suit Australian conditions. They were called "Daring" class, instead of being placed in any particular category, because they could be used either as destroyers or light cruisers.

Each ship had a displacement of 2610 tons, which would be increased to 3,500 tons under full load. It had a length of 390 feet and a beam of 45 feet. It carried six 4.5-inch guns, six 40-millimetre anti-aircraft guns and 10, 21-inch torpedo tubes.

All-welded ships differed from rivetted ships inasmuch as the plates of their hulls and other parts were joined together by electric-arc welding, instead of being joined by rivets.

This gave numerous advantages. One of them was that welded joints, which developed the full strength of the steel plates on each side of them, were much less likely to part under stress, impact or explosion than rivetted plates were. Another was that weight was saved when welding was used instead of rivets.

Still another important advantage, and one that might become of supreme importance in wartime, was that welded ships could be produced faster than rivetted ships.

## Bardsley's

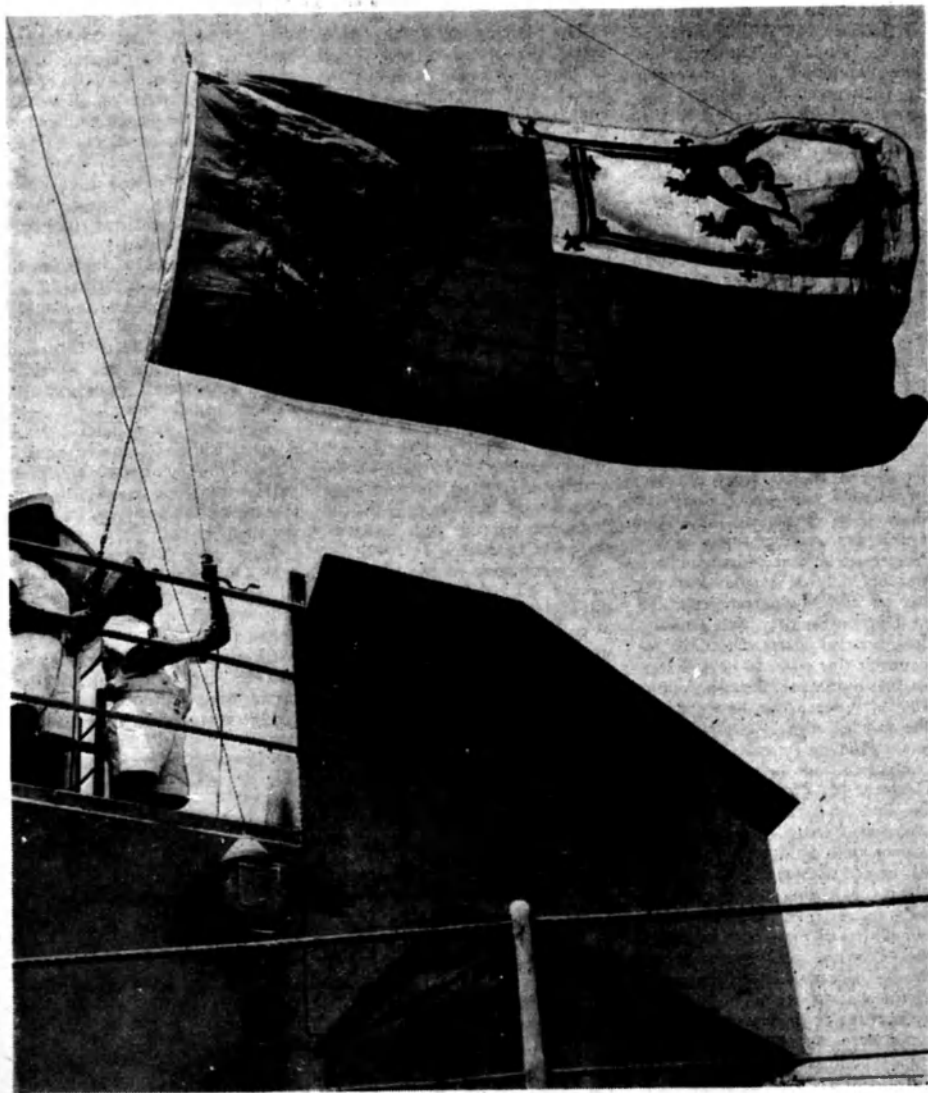
### SHAVING CREAM

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Chief Yeoman of Signals L. Ashford and Ordinary Signaller S. F. Williams hoist the Royal Standard on the mainmast of H.M.A.S. "Australia." Escorting the Royal liner "Gothic" into Sydney was one of the last operations to be undertaken by the "Australia" before she is scrapped.

## NEWS OF THE WORLD'S NAVIES

### ROYAL YACHT "BRITANNIA" UNDERGOES SEA TRIALS.

The Royal Yacht "Britannia," launched by Her Majesty The Queen on April 10, 1953, left the builders' yard (Messrs. John Brown) and proceeded down the Clyde to Tail of the Bank early in November to carry out preliminary trials. She did speed runs for a measured mile off the North coast of the Isle of Arran and further trials in the Atlantic. Dockyard tradesmen and technicians were on board in addition to a steaming crew. The ship was at sea about 10 days.

### ANNUAL TARANTO DINNER.

Air Chief Marshal Sir Basil Embry, K.C.B., K.B.E., D.S.O., D.F.C., A.F.C., Air Officer Commanding-in-Chief Allied Air Forces Central Europe, was the principal guest at the annual dinner held at the R.N. Barracks, Lee-on-Solent, to mark the anniversary of the Fleet Air Arm's famous raid 13 years ago on the Italian Fleet in Taranto Harbour. Nine of the pilots and observers who took part in the attack, which left three of the most powerful units of the Italian battle fleet sinking, and others badly damaged, were among those present. The guests also included Admiral Sir Denis Boyd, K.C.B., C.B.E., D.S.O., who commanded the aircraft "Illustrious," from which the force of attacking Swordfish aircraft took off for Taranto; and the Commander-in-Chief, Portsmouth, Admiral Sir John Edleston, G.C.B., G.C.V.O., C.B.

### H.M.S. "UNICORN" RETURNS HOME.

More than three years after first receiving orders to return to the United Kingdom after ser-

vice in Far Eastern waters, H.M.S. "Unicorn" (Captain R. R. S. Pennefather, R.N.) arrived back in her home port of Plymouth late last year. The "Unicorn," a ferry carrier and former aircraft maintenance carrier, was to have come home in the autumn of 1950, but the outbreak of the Korean War resulted in her departure being cancelled at short notice and her retention on the Far East Station. There she spent the entire period of hostilities—the largest ship of the Royal Navy to do so. It was the "Unicorn" that transported from Hong Kong the Middlesex Regiment, first British troops to go to Korea. In addition to affording repair and alternative flying facilities for the operational carriers "Triumph," "Theseus," "Glory," "Sydney," "Glory" (second tour), "Ocean," "Glory" (third tour) and "Ocean" (second tour), which succeeded each other in the war zone, the "Unicorn" was employed in moving vital troops and equipment and on one voyage alone sailed with more than two hundred tons of stores piled on her flight deck. In the course of her duties during the Korean War, she steamed 110,000 miles.

### R.N. TORPEDO SCHOOL TO CLOSE.

H.M.S. "Defiance," the Torpedo School at Devonport, which includes the old wooden ships "Andromeda," "Inconstant" and "Vulcan," is to close when the British Admiralty make arrangements for the school to be transferred elsewhere.

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

The British Admiralty Tug "Superman" was launched on 23rd November, 1953, at the Aberdeen (Scotland) yard of Messrs

Alexander Hall & Co. Ltd., who are also responsible for her main machinery. The naming ceremony was performed by Mrs. Bertram W. Tawse, wife of one of the directors of the firm. The "Superman" is a vessel of 180 feet in length and 37 feet beam.

### "DRAKE" STIRS CHRISTMAS PUDDING.

Wearing a replica of the uniform of Sir Francis Drake, including light blue stockings, velvet pantaloons, a beige-coloured doublet and a blue silk coat, Lieutenant-Commander W. P. McLoughlin, R.N., officiated at the ceremonial stirring of the Christmas pudding in H.M.S. "Drake," the Royal Naval Barracks at Devonport, England. The youngest rating and a member of the W.R. N.S. at the Barracks helped in the stirring, at which the Commodore of the Barracks, Commodore —J. E. H. McBeath, D.S.O., D.S.C., R.N., was present.

### U.S. NAVY RESCUES R.N. FLYING-BOAT CREW.

A message from Tokyo on December 28 said that a United States Navy task force on December 27 rescued 11 crew members of a Royal Navy Sunderland flying-boat which crash-landed near an island in the Straits of Korea. Six of the airmen were lifted from the Sunderland by helicopters. Two others paddled ashore in a rubber raft. The remainder stayed aboard the flying-boat to direct salvage operations.

### SABOTAGE REPORTED ON BRITISH CARRIER.

A Press report from London on January 1 said that Naval security officers boarded the British aircraft-carrier "Indefatigable" (26,000 tons) at Portland, U.K., on December 31 to investigate three cases of sabotage. Telephone cables, it is said, were cut,



an electric cable was damaged slightly, and 1,500 gallons of oil flooded the lower deck. A British Admiralty spokesman is reported to have said that the cutting of the cable was believed to have been done maliciously. There have been two previous incidents of alleged sabotage on the "Indefatigable." The second, in September last, involved the cutting of electric supply leads. The "Indefatigable" is now a training ship.

#### NEW BRITISH NAVAL AIRCRAFT.

Folland Aircraft are building prototypes of a light-weight fighter known as the Gnat and designing a carrier-borne aircraft of advanced design, the Society of British Aircraft Constructors has announced. Both aircraft are private ventures and have been designed by a team led by Mr. W. E. W. Petter, who was responsible for the Canberra twin-jet bomber. Details of the new naval aircraft are still secret. The Gnat is believed to meet a N.A.T.O. requirement for a lightweight

fighter. Although a conventional high performance swept-wing fighter, it is claimed it can be produced at lower cost and in fewer man-hours than standard types. The first prototype, which is due to start its flight trials late next (English) summer, will be powered by a small Armstrong Siddeley Viper turbo-jet engine, but the Company expects a new and more powerful jet engine will be available later.

#### R.N. SUBMARINE AT TRIPOLI.

Five submarines of the First Submarine Squadron, British Mediterranean Fleet, accompanied by the depot ship "Forth" (Captain E. F. Pizey, D.S.C., R.N.), arrived at Tripoli for a courtesy visit in November. Captain Pizey paid an official call on the Governor of Tripoli.

#### SCOTT'S "DISCOVERY" MAY BE R.N.V.R. DRILL SHIP.

The Royal Research Ship "Discovery," of Captain Scott fame and now owned by the Boy

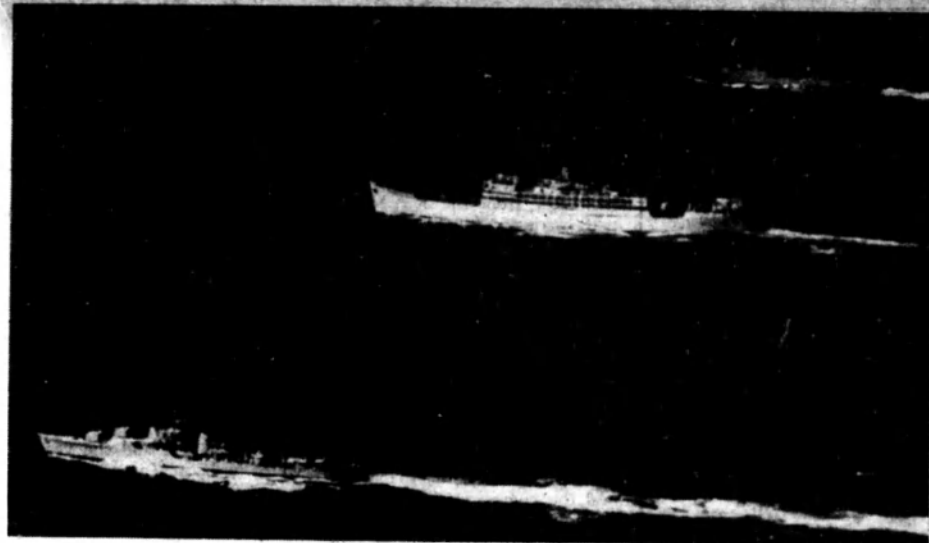
Scouts' Association in Britain, has been towed down the Thames from the Victoria Embankment to the London Graving Dock, where she is being surveyed. If the results of the survey are satisfactory, it is expected that the Board of the British Admiralty will consider taking her over for use as an additional drill ship for the London Division of the Royal Naval Volunteer Reserve. The Division at present has two ships berthed off the Victoria Embankment, H.M.S. "President" and H.M.S. "Chrysanthemum." If she becomes the third training ship of the London Division, the "Discovery" will probably also be berthed in the same reach of the river.

#### H.M.S. "EURYALUS" AT AFRICAN GOLD COAST.

During a cruise on the West Coast of Africa the cruiser "Euryalus" (Captain G. H. Peters, D.S.C., R.N.) anchored off the Gold Coast and fired a salute to the Governor, which was returned from the shore. Twenty-five distinguished guests, including the Prime Minister of the Gold Coast and the Ministers of Defence, Health, Commerce, Works and Labour faced the hazard of surf, which is customary off this coast, to go on board the cruiser to lunch with the Commander-in-Chief, South Atlantic Station (Vice-Admiral Sir Peveril B. R. W. William-Powlett, K.C.B., C.B.E., D.S.O.), who is flying his flag in the ship. While on board, the party toured the "Euryalus," and anti-aircraft armament was fired to simulate the ship's defence against an air attack.

#### MORE THAN 2 MILLION MILES STEAMED.

During the course of the Korean war, 33 British warships steamed a total of 2,100,500 miles on operations, the seven "C" class destroyers themselves registering a total of 765,200 miles. The "Charity," a little ship of 1,710 tons, holds the Fleet record, having steamed 126,000 miles and consumed 29,000 tons of fuel.



An aerial photograph from an R.A.A.F. Lincoln bomber of the Royal yacht "Gothic" being escorted by the destroyer H.M.A.S. "Anzac" (nearest camera) and the frigate H.M.A.S. "Quadrant" in the Tasman Sea.

#### NEW DRY DOCK FOR SINGAPORE.

The contract to build a new dry dock for Singapore at a cost of 5,500,000 Malayan dollars has been awarded to the firm of Gammon (Malaya) Ltd. The new dock, designed by the staff of the Singapore Harbour Board, will be 621 feet long—capable of extension to 659 feet—and 102 feet wide, and will provide a water depth of 34 feet 6 inches. When completed it will take ships of up to 26,000 tons. Two pumps will empty the dock in an hour.

#### R.N. HELICOPTER SQUADRON IN MALAYA.

Helicopters of No. 848 Fleet Air Arm of Skorsky S.55s (Lieutenant-Commander S. H. Suthers, D.S.C., R.N.) have flown more than 3,000 hours since they arrived in Malaya in January of last year. They have lifted nearly 9,000 troops and 170,000 lb of freight and have evacuated 229 sick and injured soldiers from the jungle. The Squadron has also

lowered tracker dogs used by troops in Malaya in rounding up bandits, has dropped leaflets, and has carried out low reconnaissance of jungle clearings where bandits have been suspected of operating.

#### LAUNCH OF U.S. CARRIER "FORRESTAL" DELAYED.

A message from New York on January 8 said that the United States Navy had announced on January 7 that the launching of the aircraft-carrier "Forrestal" will be delayed for about six months, because of the late delivery of the main engines and other major equipment. The U.S. Navy Department will not now get delivery of the "Forrestal" until 1955.

#### UNITED STATES FLEET VISITS SPAIN.

Thirty-five warships of the United States Sixth Fleet entered various Spanish ports on January 9. Their entry inaugurated a six-day official visit to Spain.

#### RED NAVY'S FORMIDABLE STRENGTH.

A Press report from Paris on January 11 said that the Russian Navy now totalled about 700,000 men with about 3,500 aircraft of all types, according to the French yearly publication "Flottes de Combat." The publication estimated that Russia would have a total of 300 operational submarines by the year 1956.

#### NORWEGIAN CORVETTE ARRESTS RUSSIAN FISHING VESSEL.

The Oslo (Norway) correspondent of Reuters said on January 11 that the Norwegian corvette "Soerøey" fired warning shots and then arrested a Russian trawler, prior to escorting it to the port of Vardoe on the Arctic coast. The Norwegian Radio reported that the corvette alleged that the trawler was fishing within Norwegian territorial waters. The trawler was registered at Murmansk. The "Soerøey" escorted the trawler into Vardoe

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early on the morning of January 11 with a boarding party aboard it.

### HELICOPTER FROM "SYDNEY" CRASHES.

A Press report from Hong Kong on January 5 said that a police launch rescued the pilot and observer uninjured when a helicopter from the R.A.N. aircraft-carrier "Sydney" (19,550 tons) crashed into Kowloon Bay, near Kaitak airport, on the afternoon of that day.

### ATOM BOMBS WITH U.S. SEVENTH FLEET.

The United States Seventh Fleet stationed in the Mediterranean has on board a supply of atom bombs, Admiral Fechteler, N.A.T.O. commander, said on January 13. In an interview with a Turin (Italy) newspaper he said the bombs do not constitute a danger to Naples where the fleet is stationed, because the components of the bombs are stored separately and would be put together only in case of emergency.

### R.N. OFFICER KILLED ON "SYDNEY"

A Press report from London on January 16 said that the British Admiralty had announced that a British Naval officer, Sub-Lieutenant J. H. McClinton, was fatally injured on board the Australian aircraft-carrier H.M.A.S. "Sydney" on January 15. Apparently the accident happened at sea while the "Sydney" was off Hong Kong. The Admiralty said he was hit by a propeller on the flight deck, presumably when an engine was being warmed up.

### R.A.N. PILOTS' NIGHT-FIGHTER COURSES IN U.K.

Two pilots of the Royal Australian Navy's Fleet Air Arm left for the United Kingdom in January to undertake the jet night-fighter training course as a first step towards the R.A.N.'s operation of Sea Venom all-weather jet fighter aircraft.

They are Lieutenant M. McC. Jude, of Mentone (Victoria), and

Lieutenant P. W. Seed, of Sydney, who are at present members of No. 723 Squadron, based at the R.A.N. Air Station at Nowra (N.S.W.).

Both of them have served on operational duty in the Korean areas. They were in No. 805 Squadron, which was embarked in the aircraft carrier "Sydney" when she was there on her first tour of duty from August, 1951, until February, 1952. Lieutenant Jude was temporarily in command of the squadron in January of the latter year.

He and Lieutenant Seed joined the R.A.N. as pilots in January, 1948. He had been in the R.A. A.F. until 1945, when he transferred to the R.A.N.V.R. Between that year and the year in which he became an officer of the R.A.N. he attended the Mildura extension of the Melbourne University.

Before Lieutenant Seed joined the R.A.N. he was a pilot in the Royal New Zealand Naval Volunteer Reserve, serving in the Royal Navy Fleet Air Arm.

He and Lieutenant Jude did refresher courses in the United Kingdom early in 1948.

### AIR GUIDE FOR AUSTRALIAN ANTARCTIC PARTY.

Two Royal Australian Air Force pilots and a ground staff man will fly and service two Auster aircraft as aids to next year's Australian Antarctic Expedition. In announcing this at Canberra recently the Minister for the Navy and the Air (the Hon. William McMahon), said that Flight-Lieutenant D. W. Leckie, of Melbourne, would lead the R.A.A.F. party. Mr. McMahon added that the Auster aircraft, using both floats and skis, would guide the expedition's ship, "Kiata Dan" (1,500 tons), through the ice to the Antarctic Continent. They would make reconnaissances of the coast to help find a suitable site for the Antarctic mainland base.



### AUSTRALIAN ANTARCTIC EXPEDITION SAILS.

The small Danish ship "Kiata Dan," under charter to the Australian External Affairs Department, sailed from Melbourne on January 4 to set up a permanent Australian base in the Antarctic. She carried the most modern sub-zero equipped exploration expedition yet known to science and Antarctic exploration. The expedition's jobs include charting, geological surveys, and radioing weather information. Aboard the "Kiata Dan" are two Auster aircraft and included among the expedition's complement of 24 are four aviation pilots who will fly the Austers about on reconnaissance, spying out ice packs and photographing the terrain. Fourteen members of the party will land at Heard Island, where the ship will pick up 30 sledge dogs, and ten members, headed by Mr. Bob Dovers, will go on to Antarctica. The expedition is led by Mr. P. G. Law, director of the Antarctic Division of the Australian External Affairs Department.

### ORIENT LINER "ORONSAY" SAILS ON PACIFIC RUN.

The Orient liner "Oronsay" (28,000 tons) sailed from Sydney on January 1 on the first trip in the company's new Pacific service to San Francisco and Vancouver. It is the first all-passenger service across the Pacific since the "Aorangi" retired from the run last June. The "Oronsay" sailed

from No. 13 Wharf, Pyrmont, at 5 p.m. and was soon clear of the Heads. Five thousand persons saw the liner back into midstream through a curtain of coloured streamers. More than 1,200 passengers were aboard.

### "MALOJA" SAILS ON FINAL AUSTRALIAN- U.K. RUN.

The P. & O. liner "Maloja" (21,036 tons), Captain J. M. Peter, sailed from Sydney on January 2 on her final Australia-United Kingdom run. Tugs and small craft whistled a noisy farewell when the "Maloja" headed down the harbour at noon. Since her first voyage in 1923 the liner has carried a total of about 70,000 passengers on her 80 voyages between England and Australia.

### DROP IN UNITED KINGDOM SHIPBUILDING.

A report from London on January 1 said that new orders with British shipyards for merchant ships fell sharply in 1953. The president of the Shipbuilding Conference, Mr. J. W. Elliott, said that the gross tonnage totalled 500,000—one-third of the tonnage ordered in 1952 and only one-eighth of the 1951 figures.

### SHIP LAUNCHED IN HALVES.

Half a ship—the bow—was launched at Sunderland, England, on January 5. The 18,250-ton

vessel, ordered by a Norwegian shipowner, was too big to be built all at once at the yards. The two sections will be joined in dry-dock.

### EASTERN & AUSTRALIAN LAUNCH NEW CARGO LINER.

A new 8,000-ton cargo liner for the Eastern and Australian Steamship Company was successfully launched at Glasgow on December 21, a spokesman for the ship's agents, Messrs. Macdonald, Hamilton and Company, announced on January 5. The spokesman said the vessel, which was named "Arafura," would be engaged in the Australia-Far East service, calling at Borneo, Manila, Hong Kong, and Japanese ports.

### FRENCH PORT ROCKED BY EXPLODING METEORITE.

French astronomers said on January 8 that they believed a meteorite striking the earth's atmosphere caused the explosion which rocked the French port of Dieppe on January 7. The blast, which shattered windows and doors in the early hours of morning, was preceded by a blinding flash first white, then orange, which lit up the sky over the whole town. One eye-witness said that for about two seconds night was turned into day. The ground trembled and people living in the dock area poured out of their houses in pyjamas and nightdresses. The flash was seen

# MARITIME NEWS OF THE WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

60 miles from Dieppe. The captain of a fishing boat 25 miles out at sea said he saw "an enormous bowl of fire streaking across the sky towards the port, leaving a trail of sparks."

#### FREIGHTER SUFFERS ENGINE TROUBLE.

The 8,000-ton freighter "City of Capetown," which left Sydney Harbour at 6 p.m. on January 8 for Geelong, Victoria, returned temporarily to port some hours later with engine trouble. The vessel had just cleared the Heads when the trouble developed and immediately signalled that she was returning to the Harbour Bank anchorage for inspection. She sailed again for Geelong on January 11.

#### BRITISH TRAWLER ABANDONED ON NORWEGIAN COAST.

A message from London on January 11 said that the crew of the British trawler "Kingston Aquamarine" abandoned ship early that morning after the trawler had run aground on Senta Island, 25 miles North-East of Andenes on the North Norwegian coast. A report from the Harstad Coastal Radio said later that water had entered the ship's engine-room. A Norwegian fishing ves-

sel took the crew ashore. A salvage steamer left Harstad almost immediately for the scene of the wreck.

#### ITALIAN LINER "AUSTRALIA" ARRIVES.

The Lloyd Triestino liner "Australia," which docked in Sydney on January 10, had 849 passengers aboard when she arrived at Fremantle, West Australia, the first port of call on the Australian coast, on her Genoa-Australia run. Many of her passengers, among whom were nearly 300 children, were migrants.

#### NEARBY FIRE THREATENS GIANT LINER.

Southampton (England) police on January 9 called in an arson expert from Scotland Yard to help them investigate a fire which broke out only 300 yards from the dry dock where the giant transatlantic liner "Queen Elizabeth" is having an annual overhaul. The fire caused damage estimated at several thousands pounds to stores owned by a motor company's subsidiary.

#### FIRE IN FRENCH TRANSATLANTIC LINER.

A fire broke out on the morning of January 13 on the 51,839-ton French transatlantic liner

"Liberte" which was in dock for repairs at Le Havre. Three fire engines fought the outbreak which was on the lower deck near the funnels. It was controlled in 25 minutes. Only slight damage was done. There were no passengers on board at the time.

#### A SYDNEY SHIPPING COMPANY BUYS N.Z. STEAMER.

A report from Wellington, N.Z., on January 15 said that the Sydney shipping company of Messrs. R. W. Miller and Co. recently purchased from the Union Steamship Company of New Zealand, the 2,591-ton single screw steamer "Kaimiro." The governing director of Messrs. R. W. Miller and Co., Mr. R. W. Miller, said in Sydney on the same day that his company had bought the "Kaimiro" to use as a collier on the Sydney-Newcastle coal run.

#### JOINT GERMAN-CHILEAN SERVICE TO SOUTH AMERICA.

The Hamburg-American and North German Lloyd last year established a joint service to the West Coast of South America in conjunction with the Chilean Sud Americana Company, outside the Shipping Conference.

#### DUG-OUT CANOE'S DEEP-SEA VOYAGE.

Four New Australians recently set out in a 30-foot dug-out canoe on a 1,500-mile voyage from Cooktown (North Queensland) to Sydney. The voyage is an experiment to see how the men and their stone-age craft, fitted with outrigger, will stand up to the ordeal. They completed the first 150-mile stage of their journey on January 13, when they arrived at Cairns.

#### DANISH TANKER HITS DRIFTING MINE.

Denmark's largest and newest merchant ship, the 19,000-ton motor tanker "Brigit Maersk," struck a drifting mine in the North Sea

on a voyage, the London "Daily Telegraph's" Copenhagen correspondent reported on January 18. The tanker, which was on a voyage to Mexico, was expected to reach port under tow with her bottom plates and engines damaged severely.

#### DEATH OF "GOTHIC'S" CHIEF STEWARD.

Mr. W. A. Ray, chief steward of the Royal Liner "Gothic," died in Dunedin, New Zealand, on January 27. He was flown to Dunedin from Auckland on January 5, after becoming ill with cerebral haemorrhage. The late Mr. Ray was 43.

#### FIFTIETH ANNIVERSARY OF POWERED CONTROLLED FLIGHT.

In Washington on the night of December 17 President Eisenhower joined 1,200 men and women in honouring the memory of the two Wright brothers—Orville and Wilbur—at a banquet. It marked the 50th anniversary of the first powered controlled flight. It was on December 17, 1903, that the two Wright brothers first flew at Kitty Hawk, North Carolina. Celebrations at Kitty Hawk included the re-enactment of history by a flimsy bi-plane, built in 1914, which flew over the same 120 feet of sand across which the Wrights' "Flyer" made its famous flight.

#### AUSTRALIAN-BUILT HELICOPTER.

The first helicopter designed in Australia is being built at Melbourne airport. Its designer is Mr. G. C. Molyneux, a 35-year-old consulting engineer. He said the machine would be ready to fly in March or April next year. The designer has been working on the helicopter prototype for three years, mostly in his spare time. In the last 18 months he and his staff of six have concentrated on its production. Mr. Molyneux is a graduate of Sydney University and an Associate Fellow of the Royal Aeronautical Society.



The wardroom and cabins of the destroyer H.M.A.S. "Amazac" have been refitted and redecorated for the Royal Tour. The "Amazac" will be used to carry the Queen and Duke in Queensland waters. (Top) A section of the captain's cabin, where the Queen and the Duke will dine. (Above) Another view of the captain's cabin.

The Egyptian Government planned to establish an oil refinery near Cairo linked to Suez by a 90-mile heavy oil pipeline estimated to cost £3,075,000, the

head of the Industrial Credit Bank, Dr. Rashed el-Barawi, said in Cairo on November 8. A second pipeline, 136 miles long would link Cairo and Alexandria.

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## PERSONAL PARAGRAPHS

### NEW FOURTH SEA LORD.

The British Admiralty has announced that Her Majesty The Queen has been graciously pleased to approve the appointment of Vice-Admiral F. R. Parham, C.B., C.B.E., D.S.O., as a Lord Commissioner of the Admiralty Fourth Sea Lord and Chief of Supplies and Transport, in succession to Vice-Admiral S. M. Raw, C.B., C.B.E., the appointment to take effect in March of this year. Incidentally, in December, 1952, Admiral Parham was appointed Second Sea Lord and Chief of Naval Personnel but owing to ill-health this appointment was subsequently cancelled.

### DEATH OF BRITISH ADMIRAL.

Admiral Sir Guy Charles Cecil Royle, Chief of the British Naval Air Services for the first two years of World War II, and a First Naval Member of the Australian Naval Board from 1941 to 1945, died on the night of January 4 at Wimborne, Dorset. He collapsed while helping the local fire brigade to fight a fire on the common land near his home. Admiral Hoyle, after his retirement in 1946, became Yeoman Usher of the Black Rod, a traditional official of the House of Lords, which allowed him to live in the Palace of Westminster. He recently retired from this post and went to live at Wimborne. Admiral Royle was 68.

### PROMOTIONS TO VICE-ADMIRAL.

The following promotions are announced by the British Admiralty to date October 22, 1953: Rear-Admiral (Temporary Vice-Admiral) P. G. L. Gazelet, C.B., D.S.O. and Bar, D.S.C., to be promoted to Vice-Admiral in Her Majesty's Fleet; Rear-Admiral C. F. W. Norris, C.B., to be promoted to Vice-Admiral in Her Majesty's Fleet.

### NEW ADMIRAL SUPERINTENDENT, H.M. DOCKYARD, DEVONPORT.

The appointment of Rear-Admiral L. N. Brownfield, C.B.E., to be Admiral Superintendent, H.M. Dockyard, Devonport, in succession to Admiral Sir Philip K. Enright, K.B.E., C.B., the appointment to take effect in February or March, 1954, has been announced by the British Admiralty.

### R.N. LIAISON OFFICER, MELBOURNE.

Captain J. Smallwood, R.N., has been appointed by the British Admiralty to the post in the rank of Captain of R.N. Liaison Officer, Melbourne.

### NEW NEW ZEALAND MANAGER OF PORT LINE.

The Sydney manager for the Port Line, Mr. J. H. Cook, who has been appointed company manager for New Zealand, left Sydney on the liner "Monowai" for Wellington on December 31. He is succeeded in Sydney by Mr. P. J. Fuller, from London.

### WELL-KNOWN SEA CAPTAIN DIES.

Captain Frank Roebuck, formerly of Cairns, Queensland, and for many years a captain of the American President Lines, died in San Francisco on January 7 following a heart attack. Captain Roebuck was 44.

### VISIT OF ADMIRAL W. M. FECHTELER, U.S.N. TO MALTA.

Admiral W. M. Fechteler, U.S.N., Commander-in-Chief Allied Forces Southern Europe, paid a formal visit to Admiral Mountbatten, Commander-in-Chief Allied Forces Mediterranean, at Malta, G.C., on November 26 and 27. Admiral Fechteler arrived by air at the R.N. Air Station, Halfar, where he was met by Admiral Mountbatten and some of his subordinate officers. Admiral

Fechteler, who was accompanied by Mrs. Fechteler and Miss Fechteler, stayed with Admiral and Lady Mountbatten at Admiralty House, Valetta. During the visit Admiral Fechteler had opportunities for informal discussion of the problems which face the two Commanders-in-Chief in their task of organising, under direction of Supreme Allied Commander Europe, the defence of their Southern Europe and Mediterranean Commands. Admiral Fechteler also paid courtesy calls on His Excellency the Governor of Malta, Sir Gerald Creasy, His Grace The Archbishop, Mgr. Sir Michael Gonzi and the Prime Minister, Dr. Borg Olivier, and he visited Admiral Mountbatten's two headquarters—the Headquarters Allied Forces Mediterranean at Floriana, and that of the British Mediterranean Fleet at Lascaris. In the former he met Senior Staff Officers of the six nations represented: France, Italy, Greece, Turkey, United States, and United Kingdom.

### MEDITERRANEAN C-IN-C's RED SEA VISIT.

Admiral the Earl Mountbatten of Burma, K.G., etc., Commander-in-Chief Mediterranean, has been paying visits during a cruise in the Red Sea. Early in November he visited Jordan and entertained King Hussein to luncheon on board the despatch vessel "Surprise," anchored off Aqaba. Later in his tour Admiral Mountbatten accompanied by Lady Mountbatten, visited Ethiopia and was received by the Emperor at the Royal Palace in Addis Ababa. The city was still decorated with flags which had been flown during celebrations of the twenty-third anniversary of the Emperor's coronation. During his visit, Lord Mountbatten laid wreaths at the foot of a cross in the British Military Cemetery in a Northern suburb of Addis Ababa in which members of the Forces who helped to liberate Ethiopia in 1941 are buried. Lord and Lady

Mountbatten stayed in the palace of the Duke of Harar, second son of the Emperor Haile Selassie, while in Ethiopia.

### BRITISH FIRST SEA LORD VISITS PERSIAN GULF, INDIA AND PAKISTAN.

The First Sea Lord (Admiral of the Fleet Sir Rhoderick McGrigor, G.C.B., D.S.O.) left London on November 4 to visit British ships and Naval establishments in the Persian Gulf and to pay official visits to India and Pakistan. He travelled by aircraft from London Airport.

On arrival at Bahrein, in the Persian Gulf, the First Sea Lord embarked in the cruiser "Newfoundland" (Captain M. G. Goodenough, C.B.E., D.S.O., R.N.) the flagship of Admiral Sir William Slayter, K.C.B., D.S.O., D.S.C., the Commander-in-Chief, East Indies Station, and he visited ships of the Persian Gulf Squadron, including the frigates "Loch Glendhu" (Commander R. S. Brookes, D.S.O., D.S.C., R.N.)

and "Wren" (Commander H. N. Custance, R.N.).

During his visit to Pakistan the First Sea Lord received official calls on board H.M.S. "Ceylon" (Captain J. C. Stopford, O.B.E., R.N.), which ship was berthed in the harbour of Karachi. He visited Pakistani ships and establishments and laid wreaths on the graves of Mr. Jinnah and Mr. Liaquat Ali Khan.

In India, Admiral McGrigor visited Naval establishments at Bombay, Cochin, and Vizagapatnam, the National Defence Academy at Poona, the Staff College at Wellington, and the Naval Headquarters at Delhi.

The First Sea Lord returned to London by air at the end of November.

### ADMIRAL CLIFFORD'S FAREWELL TOUR IN KOREA.

Rear-Admiral E. G. A. Clifford, C.B., C.B.E., flying his flag in H.M.S. "Newcastle" (Captain Sir St. John R. J. Tyrwhitt, Bt., D.S.

O., D.S.C. and Bar, R.N.), visited several ports and toured operational areas in Korea before being relieved in November as Flag Officer Second-in-Command, Far East Station, by Rear-Admiral G. V. Gladstone.

At Seoul, Admiral Clifford was received by the President of the Korean Republic (Dr. Syngman Rhee), who expressed his gratitude, of the Korean Republic, for services rendered by the Commonwealth Navies during the Korean War.

Admiral Clifford also paid farewell calls on the Chief of Naval Operations of the Republic of Korea Navy (Vice-Admiral Pak-ok-Kyu); the Korean Minister of Defence, and the Mayor of Pusan; the Commanding General Fifth United States Air Force (Lieutenant-General Anderson); the Commanding General United States Eighth Army (General Maxwell D. Taylor); and the British Minister in Korea (Mr. G. C. Graham, C.B.E.).

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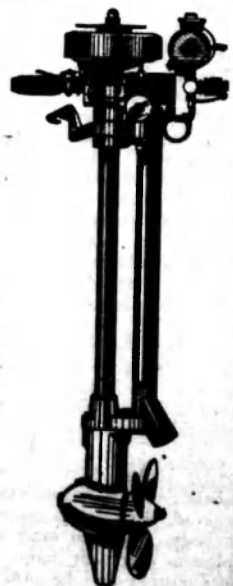
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## SEA-ODDITIES

Dr. Hans Hass, the famous Swiss underwater explorer, together with his attractive Viennese wife, Lotte, sailed from London recently in his yacht "Xarifa" on an expedition to the Caribbean. While he and his wife were in Sydney early last year, Dr. Hass claimed to be able to frighten off sharks by shouting to them underwater. But the equally-famous author and deep-sea diver, Captain J. Y. Cousteau, will have nothing of that. In his fascinating book, "The Silent World," he relates how, when he and his diving mate, Dumas, were on one occasion being encircled by sharks they ransacked their minds for means by which to frighten them off. One by one by remembered the pieces of advice they had heard and read. "Gesticulate wildly," said a lifeguard. We flailed our arms. The shark did not falter. "Give 'em a flood of bubbles," said a helmet diver. Dumas waited until the shark had reached his nearest point and released a heavy exhalation. The shark did not react. "Shout as loud as you can," said Hans Hass. We hooted until our voices cracked. The shark appeared deaf. "Cupric acetate fastened to leg and belt will keep sharks away if you go into the drink," said an Air Force briefing officer. Our friend swam through the copper-stained water without a wink. His cold, tranquil eye appraised us. He seemed to know what he wanted, and he was in no hurry! In the end, Cousteau and Dumas frustrated the sharks only by being hauled aboard a launch which had come to the divers' aid from the ship from which they were operating.

After seeing sharks swim on unshaken with harpoons through the head, deep spear gashes on the body, and even after sharp explosions near their brains, Captain Cousteau says he places no

reliance on knives as defensive arms against sharks. He believes better protection for a diver is offered by the use of what he calls "our shark billy," a stout wooden staff four feet long, studded with nail tips at the business end. This is employed, he explains, "rather like the lion-tamer's chair, by thrusting the studs into the hide of an approaching shark. The nails keep the 'billy' from sliding off the slippery kather, but do not penetrate far enough to irritate the animal. The diver may thus hold a shark at a proper distance. We carried shark bills on wrist thongs during hundreds of dives in the Red Sea, where sharks were commonplace. We have never had occasion to apply the billy," Cousteau is careful to explain, and adds that it may prove to be no more than "merely another theoretical defence against a creature which has eluded man's understanding." From the date of a case-book, covering over a hundred shark encounters, Cousteau offers two conclusions: "The better acquainted with sharks, the less we know them, and one can never tell what a shark is going to do."

Life in the sea is a continuous struggle for food and existence, in which speed, camouflage, intelligence and great muscular power are exercised. In the combination of intelligence and great muscular power the Conger-Eel has few equals. Its appetite is tremendous, and its growth is correspondingly rapid. Lurking by day in crevices in the reefs, it becomes active at the approach of night, scouring the sea-bottom for its prey. All kinds of fish appear equally welcome to the Conger, and nothing comes amiss, but perhaps the soft-fleshed, tasty octopus is its favourite sweetmeat, and a fight between the two is said to be as exciting as one between a mongoose and a snake, and invariably ends in the destruction and

disappearance of the octopus. Henry Williamson, in his book, "Salar the Salmon," relates an incident of a conger eel, which gives a vivid illustration of the power latent in its wiry body. A conger swallowed a large hook and was being pulled towards a boat. Passing some wreckage the conger made its tail fast round one of the timbers and pulled with all its might. Something had to go: it was the hook. When the fishermen hauled in their line they found that the quarter-inch thick soft steel hook had been straightened out, and wedged in its barb was a piece of gristle. Instances are known where a Conger Eel, having been thrown alive into a boat, has felt with the tip of its tail around until it touched the gunwale. Instantly a grip was taken, and in a moment the eel had hurled its body overboard.

The graceful flight of birds as, silhouetted against the blue sky, they wing their way over the sea, is a sight one may never grow tired of watching. The perfect formation and evolutions of their flight fills us with admiration. Take the Terns, for instance. The Terns feed on small fish which they search for as they fly and catch by diving, accomplished by closing their wings and splashing headlong into the sea, often from a height of sixty feet or more. In flight they are as graceful as the swallows and, in fact, are often referred to as "Sea Swallows." Terns are a good guide to the fisherman, often indicating where the shoals of fish are feeding. When you see the Terns hunting in a flock, screeching and diving excitedly, you may take it as a sure indication that they have found a school of small fish fleeing from a shoal of large fish. Yet, all in all, the Terns are gentle and attractive birds; not like the Gulls, which are greedy, one to another, and aggressive. The Terns are easily distinguished

from the Gulls by their longish, pointed bills, short neck, forked tail and long, slender wings. They are, too, much more graceful in the air.

Big-game fisherman Alf. Dean, of Melbourne, on December 21 at Streaky Bay, South Australia, added yet another world record shark catch by line to the three he already holds. He landed a 1,004 lb. female white pointer shark on a 15-thread, beating the previous record of 755½ lb. held by Mr. G. R. Cowell, of Balhannah, South Australia. Mr. Dean's other world records are: 39-thread, 2,333 lb.; 54-thread, 2,372 lb.; and the all-tackle with the 54-thread catch.

"It cannot be too strongly stressed that prosperity in Britain depends upon that of the overseas countries of the British Commonwealth."—Mr. R. A. Butler, British Chancellor of the Exchequer.

## World Veterans Observe United Nations Day

United Nations, New York (WVF)—Among the many messages of support received by the Secretary General of the United Nations on United Nations Day, October 24, was a cable from the World Veterans' Federation. The telegram, signed by Albert Morel, President, and Elliott Newcomb, Secretary General, said: "On the occasion of United Nations Day the World Veterans' Federation wishes to renew its pledge of support to the United Nations and to the charter under which it was created. Support of the United Nations was made the cornerstone of the World Veterans' Federation when veterans leaders from six nations drew up the constitution three years ago. Now more than sixteen million ex-servicemen in twenty nations are represented in this federation and they are increasingly aware that their past sacrifices must not be

rendered futile by a catastrophic war or by tyranny under dictatorship. We have agreed to fight now, as in war, for peace and for freedom. We have agreed that a strong United Nations is essential to the creation of a sane world in which these goals can be realised. We have agreed to work with the United Nations in order to bring understanding of its aims to all men. Finally we agree that when all peoples realize that the United Nations is their best guarantee of a peaceful, prosperous and free world, the World Veterans' Federation will have accomplished its most important task." The WVF is one of the four largest non-governmental organizations in the world. One hundred and six veterans associations from twenty countries, with a combined membership of 16,000,000 are affiliated with the World Veterans' Federation.

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## SPEAKING OF SHIPS

Cancelling a previous announcement that the "DeGrasse" (which for some time past had been in the West Indies service) would be placed on the North Atlantic run, the French Line has sold the ship to the Canadian Pacific Steamship Company.

Chile and Germany on December 12 signed a trade agreement involving goods worth about £31,250,000. Germany will buy Chilean copper and other minerals, farm products, timber, and wool.

Australian Associated Oilfields Ltd., of Melbourne, has applied for licences to prospect for oil a vast area on the South-West coast of the Northern Territory of Australia. The Port Keats, Daly River, and Fitzmaurice River districts are in the region, where experts have predicted that oil will be found.

"Empress of Australia" is the name selected by the Canadian-Pacific Steamship Company for the former French Line's "De Grasse." This selection conforms with Canadian-Pacific's Name-scheme for their vessels, under which passenger liners are "Empresses" and cargo boats have the prefix "Beaver" and "Maple."

Whale Industries Ltd. is asking the Federal Government for an increased whale quota for 1954 season. The catch in 1953 was 700 whales. A large parcel of the 1954 catch had been sold forward at a price higher than that for early sales last year, the chairman of the company, Mr. R. Orlinton-Brown, said at the annual meeting.

India expects to export about 13,400 tons of tea to Russia during the 1953-54 season, Calcutta trade circles reported on December 19.

The New Zealand Minister of

Import Licensing, Mr. J. Watts, said in Wellington on December 22 that his Government intends to give traders a chance to explore trade prospects with Russia, would consider granting licences to import from the Soviet limited quantities of goods ranging from binoculars and cameras to cigarettes and vodka.

Two hundred and eleven head of bloodstock cattle were loaded into the lower deck of the liner "Eastern Glory" at Pymont, Sydney, on December 22 for Port Moresby. The cattle were consigned to the Agriculture section of the Australian Department of Territories for distribution over various parts of New Guinea and Papua.

A message from Tokyo on December 22 said that the Japanese Government had announced that Britain and Japan have agreed to extend their 1951 sterling payment (which expired at the end of 1953) until January 31, 1954.

Britain's daily rate of exports in November, 1953, was the highest on record. From July, 1953, to November of the same year the average monthly value was £220.4 million, or 9 per cent. more than in the same period of 1952.

The Indian Government and the German combine of Krupps and Demag signed agreements in New Delhi on December 21 for setting up a £52 million steel plant in India. The plant will have an initial capacity of half a million tons a year, rising by stages to one million tons.

A report from New York says that the world's oil chiefs are said to have worked out a plan for an international oil company to market Persian oil. They are believed to have discussed the plan at secret talks in the Anglo-Iranian Oil Company's headquarters.

A message from Canberra on January 1 said that a Melbourne firm has concluded a contract with Russia to import £1,600,000 worth of tinned salmon and crabmeat for the Australian market this year. Australian trade officials are said to view the deal with favour because it will help to adjust the disbalance in trade between the two countries.

It is authoritatively reported that 40 British businessmen left for Moscow early in the New Year with the approval of the British Foreign Office and the Board of Trade with the object of improving trade relations between Britain and Russia.

Two new diesel locomotives for the New South Wales Railways were lifted from the deck of the freighter "Carropark" at Darling Harbour, Sydney, on December 1. The locomotives, each weighing 50 tons, were brought from the United Kingdom as deck cargo.

There was a truly international flavour about the arrival of the migrant ship "Fairsea" in Melbourne and Sydney at the end of October. The vessel brought to Australia some 1,450 migrant and displaced persons from various countries of Europe, and soon after she berthed in each of the two ports waterside workers began to load a return cargo which included clothing for victims of the Greek earthquake.

The appeal to the Privy Council in Britain against the condemnation of four partly-built ships taken in Germany in 1945 involved going back to prize law precedents in the 13th century.

During 1952 six vessels of 500 tons or over were lost or damaged by mines and two by the explosion of a torpedo dredged up in Boulogne Harbour.

The London County Council has taken a keen interest in the preservation of the famous clipper ship "Cutty Sark" and has promised a dry berth at Greenwich (on the Thames at London) to the West of the Royal Naval College.

A United Nations report on January 4 called for a revival of trade between Europe and Asia (including Communist China) in order to spur Asian development and help relieve Europe's economic difficulties. The report limited action to economic matters and avoided political implications. It urged strong financial outlay by European governments and private sources to boost trade with 19 Asian countries.

Her Majesty The Queen has granted her patronage to the Thames training ship H.M.S. "Worcester."

## Queen's Colour Transferred From The "Australia" To The "Vengeance"

A spectacular ceremony was conducted alongside the Captain Cook Dock at Garden Island, Sydney, on Thursday morning, February 4, when the Queen's Colour was transferred from H.M.A.S. "Australia" to H.M.A.S. "Vengeance."

The Queen's Colour was used when the Royal Guard and band of the Australian Fleet was paraded at Hobart when the Queen and the Duke of Edinburgh landed there on February 20. The final training of the guard and band for this duty took place in the "Vengeance" which reached Hobart on February 19.

The Fleet Guard of Honour and band were formed up at the entrance to the Captain Cook Dock at 9.25 a.m. on February 4 and shortly afterwards the Min-

ister of the Navy, Mr. McMahon, and the Flag Officer Commanding the Australian Fleet (Rear Admiral R. R. Dowling, C.B.E., D.S.O.) arrived at the dock by barge from Elizabeth Bay.

The Queen's Colour, uncased and bunched, was then brought down the gangway of the "Australia" by a colour party consisting of a chief petty officer and two petty officers and handed to a Colour officer.

After the Fleet Guard of Honour had given the Royal salute and the band had played six bars of the National Anthem, the Colour was marched into the guard. The guard and the band then escorted the Colour to the "Vengeance" where it was taken on board and cased again before being deposited in the ship.



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## More R.A.N. Ratings To Qualify For Commissions

The fact that ratings of the Royal Australian Navy are given frequent opportunities to rise from the lower deck to commissioned rank has been demonstrated again.

Two more ratings have been selected to do courses in England under the "upper yardmen" scheme, which, not only provides for the promotion of suitable men to officer-rank, but does so directly, without their having to pass through the various grades of rating-promotion.

Including these two, 12 R.A.N. ratings have been chosen for promotion under the upper yardman scheme in the last 24 months.

The latest are Leading Writer F. Young, aged 22, of Mount Morgan (Q'ld), and Writer L. K. Thomson, aged 23, of Mosman (N.S.W.). Writer Thomson joined the service as a steward, but, after he had been recommended for commissioned rank, was transferred to the rating of writer last year.

Following a short period in that capacity, he was further recommended for selection by his commanding officer.

Both he and Leading Writer Young are now travelling in the "Strathnaver" to the United Kingdom, where they will remain for about 18 months before they return to Australia as sub-lieutenants in the supply and secretariat branch.

Of the other 10 men, four have completed their courses. Two of them have become executive sub-lieutenants and two sub-lieutenants in the electrical branch. The remaining six will complete their courses during the next 18 months.

The Minister for the Navy (the Hon. William McMahon) said on December 11 that the upper yardmen scheme was established in the Royal Navy and the other British Commonwealth Navies after the Second World

War. The name "upper yardmen" derived from the days of sail in which only the most alert, most intelligent and most physically-fit ratings were allowed to man the upper yard arms—or yards—of ships. Their designation of upper yardmen, became synonymous with outstanding ability and various other commendable qualities.

Under the scheme, in all but a few branches, any ratings aged less than 23½ years, who had passed the Navy's higher educational test, which was the equivalent, in some subjects, of the intermediate examination, could ask to be considered as a prospective candidate for selection.

Mr. McMahon added that it was a tribute to the efficiency and high standards of the Royal Australian Navy that men could be found on its lower decks who could be trained to assume the responsibilities of officer-rank. It must also be a great encouragement and incentive to all ratings to know that opportunities to reach commissioned rank were open to them.

### NEW REFUELLING SYSTEM.

An underground hydrant refuelling system for airliners has recently been installed at Kingsford Smith Airport, Sydney. To operate the system the oil company's attendant merely opens a small trapdoor in the airport tarmac and couples the hydrant head to the pumping unit. He then places the refuelling hose in the aircraft's fuel tank and turns the valve. He checks the quantity of fuel delivered through a meter. The underground system loads up to 300 gallons a minute for aviation petrol and as much as 400 gallons a minute for jet fuels, or as fast as the tanks of the airliner can take it. With this new, faster system in general use the now familiar road tank wagon type of refueller will disappear from most airports.



**Jane's Fighting Ships.** Published by Sampson Low, Marston & Co. Ltd., London. (Price: Four guineas.)

The 1953-54 edition of this annual publication with its survey of the world's fighting navies, emphasises that no warship larger than a frigate is now on the stocks in a British shipyard. In a foreword it is maintained that, while it is not expected that any more battleships or conventional destroyers will be ordered, there seems to be a considerable future for aircraft-carriers and cruisers. Yet unless more of these craft are ordered at once the Royal Navy would by 1960, have only two fleet carriers and eight cruisers—three of which are still incomplete—of less than 18 years of age.

The increasing specialization in different classes of warship is also pointed out. It is now no longer possible to build general-purpose warships and each ship must be equipped to carry out one main task. There are, for example, four types of frigate on order for the Royal Navy, and in the United States Navy there are four distinct sub-classes of aircraft-carrier and four different types of submarine.

The section dealing with the Russian Navy seems more authoritative than it has been in recent years and speculation over the rumoured construction of battleships has been wisely omitted. A comparison of British and Russian Naval strength shows that the Royal Navy is the stronger of the two.

For the first time since the end of World War II, a German section is included. There are, in fact, two separate German navies, East and West, both of which are made up by numbers of patrol vessels, mine sweepers, and auxiliary craft.

The Japanese Navy—known officially as the Coastal Security Force, the Maritime Safety Agency, and the Coast Guard—is assuming substantial proportions and now includes 18 frigates and 54 gunboats acquired from the United States, in addition to very large numbers of smaller craft built in Japanese yards. Two five-year naval construction programmes, which have been drawn up, suggest the building of 10,000-ton aircraft carriers, cruisers, and large anti-submarine destroyers.

In the Italian Navy section a silhouette of a large destroyer of the new "Impetuoso" class shows her to have the same rakish lines as the last pre-war light cruisers.

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# EX-NAVAL MEN'S Association of Australia



Patron-in-Chief: Her Majesty The Queen.

## FEDERAL COUNCIL.

The following South Australian Officers were unanimously elected to the new Federal Executive, for a period of three years, by the interstate Conference, which was held at Melbourne, during last January:—Messrs. H. H. Hanby (Federal President); A. G. Sangster (Federal Vice-President); C. D. Amey (Hon. Federal Secretary); A. R. O'Brien (Hon. Organising Secretary); G. MacKenzie-Bennett (Hon. Federal Treasurer), and E. S. Johnson (Hon. Fed. Assist. Secretary).

Messrs. G. A. McKee, H. H. Hanby and A. F. White were elected as the Association's General Trustees and also as Trustees of the King George Fund for Sailors. Messrs. R. C. Marshall & Company, of Adelaide, were elected as Hon. Auditors to Federal Council. Official address of the Federal Council is now: Hon. Federal Secretary, (Mr. C. D.

Amey), c/- Naval Memorial House, 23 Peel St., Adelaide.

It was the unanimous decision of Federal Conference that the award of the Gold Badge of Life Membership shall be conferred upon His Royal Highness the Duke of Edinburgh, and to the undermentioned members of the Association, in recognition of their past services to ex-Naval personnel and the organisation in general: Messrs. G. A. McKee, of Port Adelaide Sub-Section, G. W. Scott, of Queensland Section and recently retired Hon. Federal Secretary, and M. G. Hudson, of St. George Sub-Section. Mr. J. J. Tanner, of Launceston, has been made a Life Member of the Tasmanian Association.

Conference sanctioned the increase of two shillings and six pence to the amount of Entrance Fees for new applicants to the Association, this makes the joining fee ten shillings with the sum of

fifteen shillings for annual subscriptions (payable in advance).

Queensland State Council has advised the Federal Executive that two new Sub-Sections have been inaugurated, one being established at Sandgate and the other at Nundah. During the past quarter the parent Section at Brisbane entered eighteen new members and there is great promise of further increases before the end of the first half of the current year. G.W.S.

## INTERNATIONAL BLOOD DONOR.

"The giving of blood is a personal responsibility," said Miss Winifred Cloudsdale, of Askam-on-Furness, Lancashire, England, when interviewed at the Red Cross Blood Transfusion Service, Sydney, last week. She had just given one pint of blood after having arrived in Sydney the day before from England. Since 1946 Miss Cloudsdale has been a nurse-stewardess and travelled the world. It is hard to find a country that she has not visited or to find someone who has given blood in so many ports. She has given blood ten times in Canada, eight times in England, twice in Burma, once in Brazil, and three times in Australia. During the war she served with the A.T.S. and says: "I have seen so many people in need of blood that I think every healthy person should be a Blood Donor. You never know the day when you are going to need it yourself." Her career as a sailor has come to an end as this time she arrived in Sydney as a passenger to marry Mr. George Samuel Price, a sheep-farmer from Glen Innes, N.S.W.

## THE QUEEN'S SHALLOP GOES TO GREENWICH.

On November 11, 1953, the famous Royal Barge, known as the "Queen's Shallop," which was built for Queen Mary II. by King William III., was taken by road from Her Majesty's Boat-house in Windsor Home Park to the yard of Messrs. William Cory & Son Ltd., at Charlton, where she is to be overhauled and repaired.

This elegant craft, with her beautifully carved and decorated adornments, is 41 ft. 6 in. long and 6 ft. 6 in. in beam, and was built in 1689. She is the last survivor of the old State Barges once used by Royalty on ceremonial journeys on the River Thames. She continued in use right into the present century, and carried Their Majesties King George V. and Queen Mary on no less than three occasions. First, when Their Majesties were rowed down the course at Henley on July 6, 1912; next at Eton on June 16, 1913; and finally on the occasion of the River Pageant on August 4, 1919.

On these occasions the Barge was rowed by eight of the King's Watermen in their splendid scarlet uniforms, and was steered by the King's Bargemaster, who stood abaft the gorgeous canopy under which sat the Royal passengers.

The Queen's Shallop was presented to the National Maritime Museum by His Majesty King George V in 1930, but the Museum has not hitherto been able to provide suitable quarters for the accommodation of the Barge. The craft is, however, in need of general overhaul and repairs, which cannot be longer deferred; and these are now being undertaken as a gift to the Museum by Messrs. William Cory & Son Ltd., at their Bargeryard at Charlton. They are doing this as a tribute to Sir James Caird, by whose munificent benefactions the National Maritime Museum was largely brought into existence, and who had been for many years a director of the firm.

## ROMAN NAVIGATION AND THE COMPASS

One of our readers has asked whether any navigator can explain how the Romans built their roads straight. So far, no-one has been able to give a complete answer. However, the Public Relations Officer of the British Road Federation has been kind enough to send us his own views.

He writes: "The Romans had considerable navigational ability at sea and knew the points of the compass although they were not referred to as such because a com-

pass had not been invented. They used the sun and the stars to determine position and direction. It seems possible, therefore, that after travelling from point A to point B they would know the direction in which each point lay in relation to the other. They would then be able to maintain an overall, approximate line of route in building their roads, which were, of course, not a dead straight line the whole way but only on stretches where it was expedient to maintain it."

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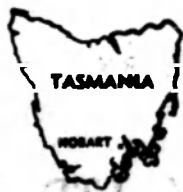
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## R.A.N. AIRCRAFT SALUTE THE QUEEN OVER SYDNEY.

Members of 808 Sea Fury Squadron and 817 Firefly Squadron from the aircraft carrier "Vengeance," flew over the Sydney metropolitan area in the formation of the letter E between 3 p.m. and 3.30 p.m. on Thursday, February 4. This was the squadron's Salute to the Queen, which was postponed because of rough weather on the previous morning, when ships of the Australian Fleet, including the "Vengeance", took the Royal liner "Gothic" over from the New Zealand cruiser "Black Prince" in the Tasman as she entered the Australia station. The "Vengeance" put to sea from Sydney Harbour so that the aircraft could be flown off. They flew by way of Manly, Terrey Hills, Hornsby, Hunters Hill and La Perouse. On completion of the flight over the metropolitan area they went on to the Royal Australian Naval air station at Nowra, where they landed.

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## RECRUITING FIGURES.

The Acting Deputy Director of Recruiting (Mr. P. J. Hynard) said on October 29 that 27,341 men had been enlisted in the permanent defence forces of Australia since the present recruiting campaign. Of these 5,976 had been accepted for the Navy, 15,792 for the Army, and 5,573 for the Air Force. More than 10,000 of the enlistments were in New South Wales.

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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.

That is why service as a Sailor, Soldier or Airman should be recognised by all Australians as the finest calling any man can choose, and why Australia to-day gives the Serviceman the highest pay, the best food, clothing, accommodation, training facilities, opportunities for advancement, amenities, medical and dental care, leave, pension and gratuity privileges ever offered to a recruit.

Each of the three fighting Services has openings for men from many different occupations and with varying levels of skill. There are jobs for unskilled men, for the semi-skilled, for recruits with aptitude for specialist training, and for the fully-qualified tradesman. All receive good pay in cash, supplemented by practically every living requirement, on a scale comparing most favourably with civilian standards. Pay is adjusted to the cost of living, and married men draw special extra allowances.

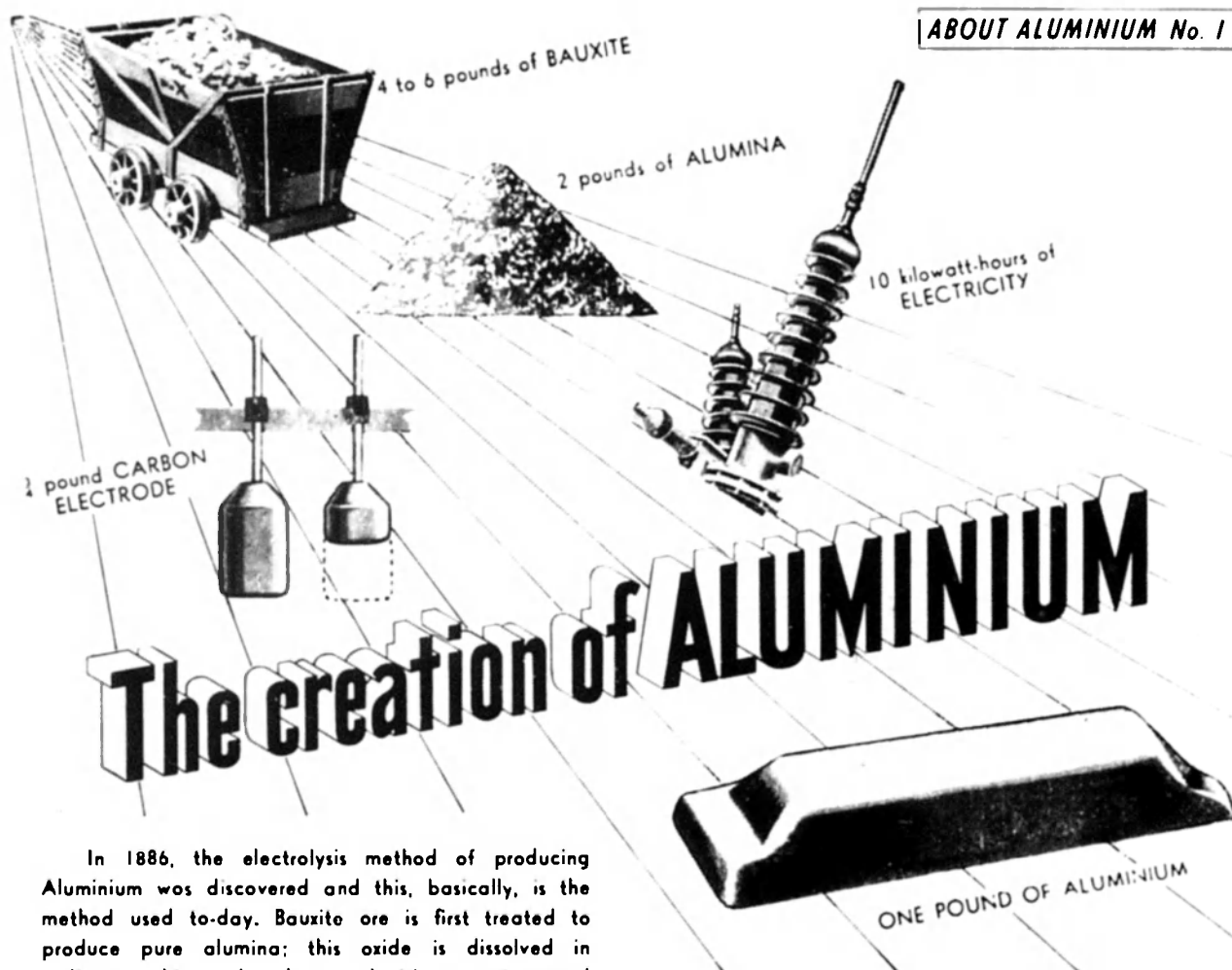
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AUSTRALIA'S MARITIME JOURNAL

MARCH 1984



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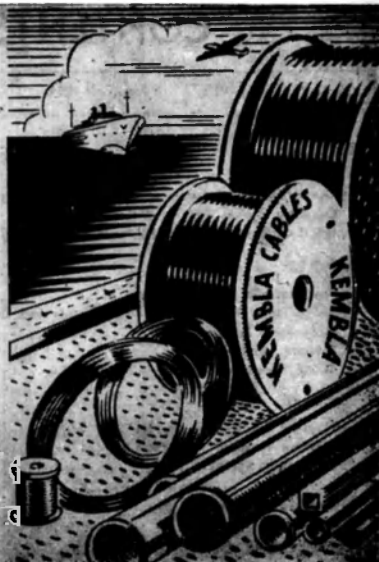
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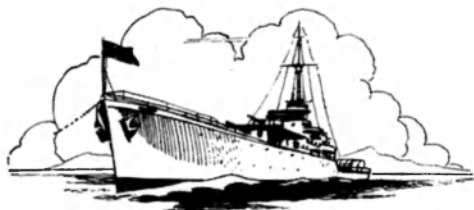
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Vol. 17. MARCH, 1954. No. 3.

### WHAT A SOVEREIGN, WHAT A SPIRITUAL ASSET!

What an asset is Queen Elizabeth the Second to the British Commonwealth of Nations! The warmth of her reception everywhere she has gone in her world tours, now, happily, including Australia, has proved that the British monarchy is now more firmly established than possibly any other form of government in the world.

And yet, not a century ago, there was quite a sizeable movement in favour of a republic in Britain. That was when Queen Victoria moved into strict seclusion after she had been widowed, and the monarchy became a more or less impersonal affair. Fortunately, the native good sense of the British put a rein on the republican movement and through the influence of Disraeli Queen Victoria emerged from her seclusion to show herself to her people again.

The situation, however, showed how great is the personal influence of a sovereign. Of the leadership of the great nations of the world today, the British form of monarchy is probably the most secure. In the United States, the quadrennial election of a President is a costly and inconvenient

business, thickly larded with intrigue and party politics. In Soviet Russia force determines the leadership. In France recently it required 13 elections to select an unknown named Coty to be President. (So little known was he that the Press had to explain that he was not one of the much better known Coty perfume people.)

But Queen Elizabeth needs no party politics, no force and no inconclusive polls to be the head of that extraordinary amalgam of races, creeds and cultures known as the British Commonwealth of Nations. She is incontestably its symbol of unity; in fact, she is the only concrete symbol of its unity. But what a symbol!

### QUEEN AND DUKE OF EDINBURGH VISIT H.M.A.S. "PENGUIN"

One of the engagements arranged for the Queen and the Duke of Edinburgh during their stay in New South Wales was a visit to the Royal Australian Naval Establishment, H.M.A.S. "Penguin," at Balmoral, near Sydney, on February 18.

The Minister for the Navy (the Hon. William McMahon) said on February 1 that Her Majesty and His Royal Highness would travel to Balmoral from Canberra, making the first part of the journey by air. They would arrive at the Kingsford

Smith aerodrome at 11.30 a.m. and be welcomed by the Premier of New South Wales (Mr. Cahill). They would then proceed from the aerodrome to Balmoral by car.

They reached H.M.A.S. "Penguin" as stated by the Minister at 12.20 p.m., and were received by Mr. McMahon, who presented the Chief of the Naval Staff (Vice-Admiral Sir John Collins, K.B.E., C.B.) and the Flag Officer-in-Charge, Eastern Area (Rear-Admiral H. A. Showers, C.B.E.), and were received by a Royal Guard of Honour.

After the Royal Salute had been given, the Queen, accompanied by the Duke of Edinburgh, with Rear-Admiral Showers, inspected the guard.

The Permanent Head of the Department of the Navy (Mr. T. J. Hawkins, B.A., LL.D.) and other members of the Australian Commonwealth Naval Board, the Flag Officer Commanding the Australian Fleet (Rear-Admiral R. R. Dowling, C.B.E., D.S.O.) and the Commanding Officer of H.M.A.S. "Penguin" (Captain C. H. Brooks, O.B.E., A.D.C.) and their wives were presented to Her Majesty and His Royal Highness.

After a march past of Naval officers and men, the Queen and the Duke were conducted by Mr. McMahon to the ward-room, in front of which they met patients from the Naval Hospital.

Mr. McMahon also presented officers of Captain's rank and their wives.

Later, Vice-Admiral Sir John Collins conducted Her Majesty and His Royal Highness to their car, in which they were driven to the landing jetty at H.M.A.S. "Penguin." There they were bidden farewell by Mr. McMahon and Captain Brooks and entered the Royal barge to begin their journey to Man o' War Steps. Rear-Admiral Showers accompanied them.

On arrival at Man o' War Steps at 1.25 p.m., Rear-Admiral Showers conducted them to their car, and they then left for State Government House.

### CANADIAN CRUISER REACHES MELBOURNE.

The Canadian cruiser "Ontario" arrived at Port Melbourne from Suva (Fiji) on Saturday, February 6, on her way to Hobart to attend Tasmania's sesquicentenary celebrations. She remained at Port Melbourne until Wednesday, February 10.

The "Ontario," the Royal Navy cruiser "Ceylon," and the New Zealand cruiser "Black Prince" were all present at the celebrations in Hobart, which coincided with the Royal visit, together with ships of the Royal Australian Navy. The Queen and the Duke of Edinburgh arrived there on February 20.

The "Ontario" was at Hobart from February 11 until February 23, the "Ceylon" from February 13

until February 23, and the "Black Prince" from February 13 until February 22. They made the visit primarily at the invitation of the Tasmanian Government issued through the Federal Government.

On her way to Hobart from the East Indies Station the "Ceylon" called at Fremantle on Monday, February 1, and stayed there until Wednesday, February 3. She reached Hobart on February 13 and remained there until February 23, then she left for Sydney. She stayed at Sydney from February 24 until March 6.

From Sydney she went to Melbourne and remained there from March 8 until March 16. She visited Adelaide from March 18 until March 24 and Fremantle from March 28 until April 1, on which latter date she left on return to her station as part of the escort to the Royal liner "Gothic" which would also consist of the R.A.N. aircraft carrier "Vengeance," the Battle class destroyer "Anzac" and the Tribal class destroyer "Bataan."

After "Ontario" left Hobart she visited New Zealand ports and then reached Sydney on March 9. Four days later she left for Brisbane and arrived there on March 15. She sailed on her return to Canada on March 19.

The "Black Prince" did not visit any Australian ports except Hobart.

Ships of the Royal Australian Navy which visited Hobart during the stay of the "Ontario," "Ceylon," and "Black Prince" were the frigates "Quadrant," "Shoalhaven," and "Condamine" from February 11 until February 17, the "Anzac" from February 20 until February 22, the "Vengeance" from February 19 until February 23, and the cruiser "Australia" from February 20 until February 23.

### U.S. LAUNCHES WORLD'S FIRST ATOMIC SUBMARINE.

The United States launched the world's first atomic-powered submarine on January 21, but the U.S. Navy Office has not yet said when it will be ready for service. The atomic engine has still to be completed, and the test runs to which the submarine is to be subjected are still five or six months off.

The rigorous tests of the "Nautilus," the name by which the submarine will be known, will include a two-months' submersion.

Present-day submarines can operate at full speed for less than an hour, then have to surface to recharge their batteries.

The atomic power engine of the "Nautilus" will require no oxygen, enabling the vessel to remain submerged, theoretically, as long as its crew can stand the strain.

Continued overleaf

The chairman of the U.S. Atomic Energy Commission, Mr. Lewis Strauss, said that the "Nautilus" typified the spirit of the United States "in this eleventh year of the atomic age."

"We are," he continued, "strong with the strength of atomic thunderbolts to resist aggression and to forestall tyranny, while at the same time we extend the olive branch of a worthy peace."

The Supreme Allied Commander of the North Atlantic, Admiral Robert Carney, said that the "Nautilus" marked the beginning of a new chapter in the history of sea power.

"Revolutionary thing that she is, the technicians and tacticians will strive to wring the greatest military advantage from this latest product of American genius. The fleet is hungry to put her to work.

As remarkable as this development seems to us now, Admiral Carney continued, "the 'Nautilus' will probably appear to our sons and grandsons a quaint old piece of machinery which introduced the transition to a new age of power."

Today, however, the atomic-powered submarine is a marvel of creative skill, a further example of the growing application of scientific knowledge to Naval construction and strategy. That it will have a revolutionary effect on underwater Naval operations, goes without saying.

Incidentally, Mrs. Eisenhower, wife of the United States President, launched the submarine "Nautilus" in the Thames River at Groton, Connecticut.

Whatever the changes at Dartmouth which result from the review of naval officer training methods now being made in Britain, the famous Naval College will continue to be known as

## THE CRADLE OF THE ROYAL NAVY

By Lieutenant-Commander Nowell Hall,

an officer of Britain's Royal Naval Volunteer Reserve who was awarded the Distinguished Service Cross for wartime service with the Royal Navy.

The Britannia Royal Naval College, the imposing building on that given at Dartmouth and other Royal Navy training establishments. The Australian College introduced, and still has, a 13-year-old entry similar to that which existed at Dartmouth until 1948. It also has a new 15-year-old entry, on the lines of the present 16-year-old entry at Dartmouth. The first cadets under this particular Australian scheme are now doing their initial sea cruises with ex-Dartmouth cadets in the Royal Navy's training carrier "Triumph."

Dartmouth, as it is universally known, exists first to give its boys a first-class education, second as a naval training establishment. It is a school for character-building: discipline there is necessarily strict but not harsh. The Dartmouth product is unmistakable, a young man dedicated to the ideal of Service, not Self, no matter in what navy he is destined to spend his career.

When I visited the College recently the naval cadets there included several sent by the Royal New Zealand Navy, the Royal Pakistan Navy, the Indian Navy and the Royal Ceylon Navy, though the greater number of them were, of course, from Britain's own Royal Navy.

Model for Commonwealth Navies.

For many years the influence of Dartmouth and, indeed, the whole of the Royal Navy's system of officer-training stemming from this famous College, has been strong throughout the Commonwealth.

Australia, for instance, owes much to Dartmouth. The Royal Australian Naval College at the Flinders Naval Depot, Victoria, was opened in 1913, some eight years after Dartmouth, and provides for Aus-

tralia's future naval officers training modelled on that given at Dartmouth and other Royal Navy training establishments.

The Australian College introduced, and still has, a 13-year-old entry similar to that which existed at Dartmouth until 1948. It also has a new 15-year-old entry, on the lines of the present 16-year-old entry at Dartmouth. The first cadets under this particular Australian scheme are now doing their initial sea cruises with ex-Dartmouth cadets in the Royal Navy's training carrier "Triumph."

Although cadets of the Royal Canadian Navy receive early training at Canada's own naval college at Royal Roads Esquimalt, Victoria, British Columbia, junior executive officers afterwards go to the Royal Naval College at Greenwich, London, for their sub-lieutenant's courses. The tiny African Navy also patterns its officer-training largely on Royal Navy methods, and exchanges information with Dartmouth.

Princes of many realms and boys from humble homes have studied together at Dartmouth, no distinction being made between them while they are there.

Dartmouth is more than a College. As Her Majesty's Ship "Dartmouth," it is a unit of the Royal Navy. Down to the smallest detail of its curriculum, it is run on the lines of ship routine.

In 1849 boys were first admitted to Britain's Royal Navy at the age of 13½ years; this entry was continued in 1905, when the College was opened as the educational and training establishment for the Navy's officers, and, as already mentioned, was ended a century after its inception.

Her Majesty's Ship "Dartmouth" replaced Her Majesty's Ship "Britannia," a "wooden wall" training ship which had been anchored in the river Dart ever since 1863. Until recently, boys entering at 13½ spent four years at the College, where they received a sound general education, with, of course, a bias towards a naval career. Boys now join as cadets at the age of 16, and spend two years there. There is another class, known as the Special Entry, for older boys whose general education has been completed. These cadets, who join at the age of 18, stay at Dartmouth for one term only before going on with other senior cadets to the training carrier "Triumph" for their sea training.

Wide Course of Studies.

Dartmouth differs from any other school in that it has both a naval and scholastic instructional staff. Like any other ship of the Royal Navy, it has a Commanding Officer; he is a Captain with recent sea experience. Under him is a staff of naval officers responsible for discipline and vocational training. Because Dartmouth is primarily a college, it has also a headmaster and a large staff of highly-qualified teachers.

The College is divided into Houses named after famous British admirals. Each of these Houses is supervised by a naval officer, assisted by cadet captains selected from the senior boys. Ship-wise, cadets attend "Divisions" and "Quarters," and, on entering the College, always salute the Quarterdeck. The games they play put emphasis on such pursuits as swimming and sailing and pulling in boats.

Continued on page 25

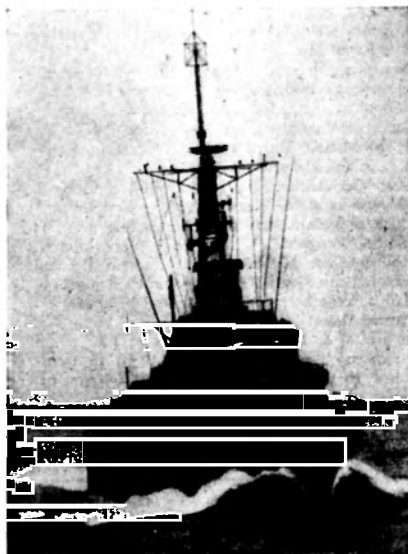
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## BRITISH NAVAL POWER

### —ITS TRADITIONAL PRIDE AND DUTIES

Speech Delivered by Admiral The Earl Mountbatten of Burma, K.G., etc., on the occasion of his receiving the Freedom of the City of Edinburgh on 18th January, 1954.

You may perhaps imagine how honoured any man might feel to receive the Freedom of the City of Edinburgh, or an Honorary Degree from Edinburgh University. But that both these distinctions should be conferred on one man, and this on the same day, surely constitutes a double event calculated to turn the head of any man. And as if to pile Pelion on Ossa, my wife—separately, and on her own account—is also here to-day to receive these double honours at the same time as myself. It is difficult for me to find words that would express to you our joint sense of pride and our deep appreciation, and we are particularly sensible of the fact that these dignities, valuable as they are in themselves, should be bestowed on us at the hands of such outstanding men as Sir James Miller and Sir Edward Appleton.

It is as a Naval Officer that I come here to-day and in receiving the honours you are bestowing on a life-long sailor, I would like to acknowledge the loyal and excellent service which it has been my pride and good fortune to receive from the officers and men I have commanded, particularly since I returned from India, more than five years ago, to resume my life's profession: service in the Royal Navy.

I do not know what proportion of the Navy are Scots; but those we have certainly seem to come to the top. Not only is the present First Sea Lord, Sir Rhoderick McGrigor, a Scotsman, but so were his three immediate predecessors. And for good measure we have yet another one, Sir John Lang, as Permanent Secretary of the Admiralty. What is more, you have chosen, as High Commissioner of the General Assembly of the Church of Scot-

land, our most distinguished Admiral of the Fleet, Lord Cunningham, whose banner hangs in the Thistle Chapel here. So it is beginning to look like the "closed shop."

The Navy is proud of its time honoured connection with your historic city, which is typified by the naval part of Sir Robert Lorimer's fine war memorial. Some of you may remember that when the Russians in the First World War re-named Petersburg, Petrograd, the Navy referred to Edinburgh for quite a long time—or even Grad, for short as a mark of affection.

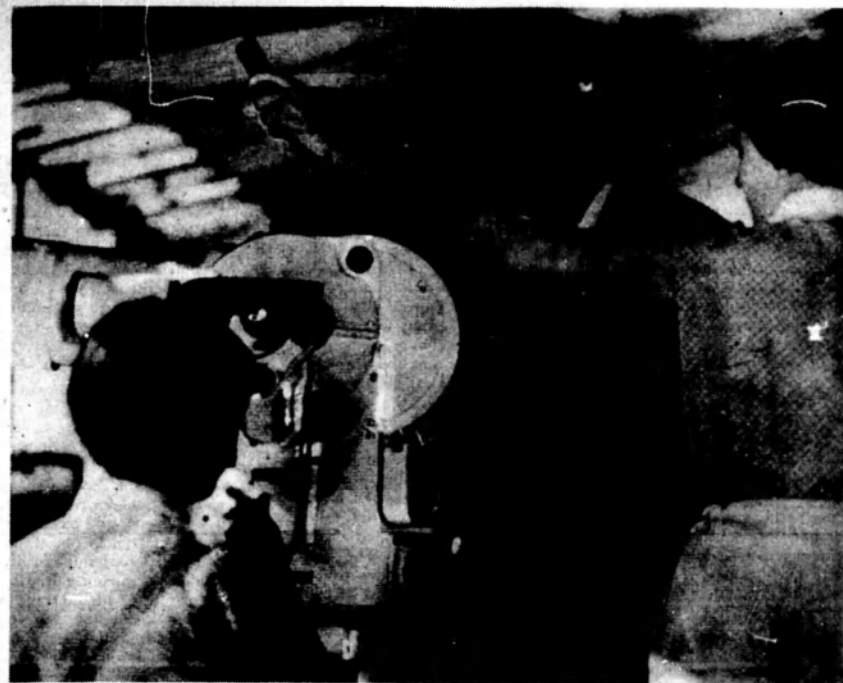
My own Service association with Edinburgh began as far back as 1916, when I joined the Battle Cruiser "Lion" in the Firth of Forth. I was just sixteen, and it was here that I experienced my first shore-leaves from a seagoing ship; for when we were not actually at sea or on duty and the Fleet was at four hours' notice, we were allowed to come here for the afternoon. On these visits I was able to form some impression of the friendliness your lovely city has to offer; and if I associate Edinburgh with some of my happiest days in the Service, this is not entirely because my wife and I spent two months here, very soon after our honeymoon, while my ship, the "Revenge", was refitting at Rosyth.

I want to speak to you to-day about the Navy, in whose life your city has so long played so great a part: not only because I believe the Service offers a fine career for an island people, and a fine all round upbringing for any man—but also because I feel that there are many of the Navy's functions and responsibilities that are hardly realised by people outside the Service. Our war-time

duties are well enough appreciated: I think indeed that few people underrate their importance, for they have been largely instrumental in saving the life of our country twice within living memory. For in both world wars we came within measurable distance of defeat by starvation: a fate only averted by getting through sufficient sea-borne supplies, amounting to about a million tons a month, whose protection is, of course, the Navy's responsibility in conjunction with Coastal Command.

It takes years to design and build a ship: so a great many ships are kept in the Reserve Fleet, "in mothball," as it were; though getting older all the time. But it also takes years to train a professional sailor, and provide him with adequate experience; and this experience cannot be got on land. No amount of classroom instruction in peace time will fit our officers and men to fight their ships in war and deal successfully with the menace of submarines and mines; so the more ships there are at sea the better trained will the regular sailors be. Unless enough experienced regular officers and petty officers are available to provide the expert nucleus for each ship, the civilians who gallantly go to sea in war and indeed provide the vast bulk of our ships' companies, could never be moulded into the competent sailors they became during the last war.

While its war-time potentialities are being "nursed," one of the routine functions of the Navy in peace-time is the development of weapons—electric and electronic apparatus and propulsive machinery. Great progress in the marine gas turbine, for instance, is due to all those, whether



The Duke of Edinburgh watches the flight of a test rocket through special field-glasses at Koolymilk, the headquarters of the long-distance range, during his visit to the Long-range Weapons Establishment at Woomera, South Australia, recently.

—“Sydney Morning Herald” photo.

ashore or afloat, who take their inspiration from and give their lives to the Royal Navy. The most significant advance in Diesel engines in recent years, the "Deltic," was sponsored by the Admiralty. Although I am sure everybody knows that the Royal Navy invented aircraft carriers, how many realise that we have retained the lead in devising means of operating the latest types of aircraft from them? For example, the Angled Deck—an entirely new scheme for landing the fastest jet aircraft slantwise on a flight deck, whilst retaining the "Deck Park" of aircraft on the forward end of the Flight

Deck; or the great steam catapult, which enables the most powerful aircraft to be launched from a carrier whose length of flight deck would otherwise be much too short. Thus the Navy can bring air power to its task of controlling sea communications in war in circumstances when only seaborne aircraft can operate effectively.

Other functions of the Navy in peace time, which one could class strictly as preparedness for war, cover the holding of exercises with Allied Fleets, so as to ensure our ability to work efficiently together. A valuable by-product is the forging of links of

friendship and understanding between them and ourselves. Then there is the help the Navy provided when the Atomic Research Organisation carried out their first tests in the Montebello Islands. For the Hydrographer of the Navy first selected the site from a study of the incomparable collection of original survey documents held in the Admiralty, dating back to Cook, and a Naval Surveyor went in the first reconnaissance party to confirm the choice. Subsequently we provided the floating laboratories and homes in which the scientists worked and lived, and we also actually carried the atom bomb out,

and made the necessary preparations for the explosion.

I said just now that these functions of the Navy are better known than those which it accomplishes in peacetime, which in themselves are of a purely peaceful nature. And it is really about the latter that I want to speak, for I do not think it is generally appreciated that they cover a very considerable field.

First of all we are the Queen's ships and it is our privilege and pride that ships of all the Commonwealth Navies should be providing the various naval escorts for Her Majesty and His Royal Highness The Duke, who is also Chancellor of Edinburgh University, and a Freeman of this city, on their voyage round the world.

Then there are our surveying ships, seven of which are at this moment engaged in survey work. They are constantly charting those parts of the ocean that have not been previously surveyed and bringing up to date old surveys—particularly where there are frequent changes in the shoals, as for instance in the tidal waters of the Thames Estuary. In more distant parts the growth of coral reefs or volcanic disturbances may

even change the coastline.

The insatiable curiosity of sailors over the centuries has brought into being the Admiralty's interest in expanding the horizon of human knowledge. Not only does the Hydrographer chart the seas, but the Navy's Astronomer Royal explores the heavens. For oceanographical research and arctic exploration the Admiralty sponsors the National Institute of Oceanography and has taken the lead in fathering the British North Greenland Expedition under Commander (L) Simpson which has just had its second Christmas in Greenland studying meteorological conditions and ice formations as well as physical geography.

Or let us take the fishing industry which is worth about £45,000,000 a year to the British Isles. Fishery Protection ships look after the fishing fleets and see to it that they are not molested, and that our coastal fishing grounds are not poached by foreign fishing vessels. The Royal Navy ensures this duty for the Sassenachs but Scotland provides her own fishery protection except for an ocean minesweeper which is borrowed from us.

The Royal Navy also police the

seas in a more general way; let me quote two instances which recently occurred on the boundaries of the Mediterranean Command. Some fifteen months ago H.M.S. "Alacrity" assisted in quelling a mutiny in a merchant ship off Gibraltar, and last month the frigate "Flamingo" arrived at Aden towing an Indian dhow which she had recaptured in the Red Sea from pirates in the good old story book manner. Cruisers are particularly suitable to afford protection to British lives in any part of the world at very short notice and can, moreover, often do so by their mere presence in an unprovocative way.

In places like Malta, Gibraltar, Singapore, and Hong Kong the Naval Dockyards frequently undertake repair work for merchant ships; while Royal Fleet Auxiliary tankers also undertake charters for carrying oil for commercial purposes at times; and naval tugs and salvage craft help out where necessary in cases of ships in distress. In the comparatively calm waters of the Mediterranean alone, during the last two years, the Fleet has helped three ships in distress and rescued the occupants of four aircraft who came down in the sea; not to mention the help being given by our warships in all other parts of the world.

The Navy is admirably equipped to undertake humane jobs of this kind literally at a moment's notice. Naval helicopters, for instance, have not only played an irreplaceable part in jungle operations in Malaya, but were able to give invaluable aid in the floods along the East Coast and in Holland last year, as well as during the terrible earthquakes in Cyprus, and in the Ionian Islands. Some of the ships that went from Malta to help in this last calamity could be equipped with special teams of doctors and medical units, and had special stores put on board before leaving Malta; but others like the cruiser "Gambia," which was on her way from

Port Said and was diverted without any warning, had on board enough of the right equipment, stores and personnel to enable her to help with first aid, medical attention, firefighting, clearing rubble from the streets, repairing power stations, and passing on news to the rest of the world outside the stricken area, besides providing large quantities of food.

If it surprises anyone that the "Gambia" should have been equipped for every emergency, as a routine matter, perhaps it is because he has not realised to what extent ships of any size today represent a microcosm of the civic structure that one finds on land. A destroyer has a complement of 250—about the size of a village; whilst a big fleet carrier has a ship's company up to ten times as big—about the size of a small market town. If we look more closely at the social structure of a fleet carrier, we will see that this floating market town contains a parallel to most of the institutions of its land-locked twin.

First of all we find the doctor; and as an example of the unexpected situations with which the Navy may have to deal, may I remind you that a baby was born on board H.M.S. "Eagle" during the Coronation Naval Review... but a suggestion that the "Eagle" should be re-named the "Stork" was not followed up!

Then there is the dentist. In 1947 a high official being taken in one of Her Majesty's ships to one of our dependencies in the Pacific, lost his dentures over the ship's side (when he was ridding himself of his breakfast one presumes!)—but was able to deliver a most impressive peroration on landing, next morning, for the dental officer and mechanic had made good the deficiency in the meanwhile. And incidentally, this same ship reported, when cruising in the Pacific Islands, that her dental services were in constant demand by traders, officials, and even missionaries who came from far and wide to have their

teeth seen to.

Next we have the schoolmaster, who, besides taking care of youth and adult education, runs a reference and a recreational library. There is also the parson, with his chapel; and the local cinema, with a really up-to-date programme twice weekly. There is the bakery, the butcher's shop, and the grocer's; there are tailors, boot-makers and barbers; a general store run by NAAFI; a cold storage; a laundry; a garage (for any vehicles that may be carried on board); a bookstall; a stationer's shop, and a post office. There is the police station (and the jail!); and a telephone exchange (with hundreds of numbers); as well as wireless transmitters and receivers; a printing press; and most likely a small local newspaper.

I must not forget to mention the fire brigade. I told you how they took part in fire-fighting in the earthquake zones; so I can tell you that they surpassed themselves at South Queensferry some years ago, when a fire broke out in the whisky distillery there—arriving on the scene before any of the local fire brigades, in the face of what I think may well have been fierce competition! I hope that virtue was not, on that occasion, its own reward.

The floating market town I have been describing also has things that market towns do not have. Its own airfield and its own aircraft, for example, its own meteorological station; and it has means of communicating with the outside world by radio-telephone.

We find it even has its own soldiers stationed on board—in the form of Royal Marines. The Marines have their band—now in their pre-war full dress again—and apart from playing in the local bandstands or concert halls at ports the ship may visit, it often carries out the colourful ceremony of "Beating Retreat" on shore, as a gesture of goodwill to the local population.

For an important part of the

peacetime activities of Her Majesty's ships consists in "showing the flag"—not only by visiting ports round the world, but even in one case by lending an aircraft carrier to be specially fitted as a mobile part of the Festival of Britain. In particular when our ships are abroad these typically British towns are bodily transported to some foreign port where local visitors, often in their thousands, are welcomed on board to see this sample of British life. Furthermore, it is possible for our libretymen, when they go ashore, to be Britain's best Ambassadors.

To end I should like to read to you the dictum of Lord Charles Beresford, who was Commander-in-Chief, Mediterranean a long fifty years ago

"It is contrary to common sense and practical experience to suppose that British naval power should be organized only for purposes of battle. The British fleet heretofore carried the British Flag and the British ideas of justice and good government to every corner of the globe, and the service rendered to the peace of the world by the British Navy is not to be reckoned in first class battleships, armoured cruisers and torpedo craft alone."

He went on to stress the Navy's great value:

"For kindly and often necessary ministrations of charity and consolation as well as for the courtesy and compliments which form no inconsiderable part of the complex duties of the British Fleet."

These words of my illustrious predecessor are as true today as they were forty or fifty years ago; ships and weapons may change, but these words express a perennial truth about our Navy. For the Navy is in many respects a microcosm of the people of these islands, with their qualities and their defects, but above all with their native adaptability, resource, and imagination developed to a high degree by the very nature

Continued on page 22

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## NEPTUNE'S WORLD BELOW

"Why in the world do you want to go down into the sea?" is the question often asked of Captain J. Y. Cousteau, author of that fascinating book "The Silent World," and probably the most famous of all deep-sea divers. "Because it is there," he might with some truth reply. Yet that's not all there is to it. Man is beginning systematically to explore the sea depths because he feels he must—because he wants to know all about them and because he realises that economically the day is fast approaching when he will have need of what their vast mineral and potential food resources can offer him.

So today man is feeling the call of the sea depths as never before. He is exploring them in aqualung and standard diving dress, with sounding line and in diving ball and bathyscope, with underwater film camera and still camera, and with television equipment and spear gun; as photographer, film producer, treasure-hunter, biologist, economist, physicist, salvor, and spear-fisher. The interest has become world-wide, and not least in Australia.

For instance, the career of Mr. Noel Monkman, 55-year-old movie-film cameraman and pro-

ducer, is a story in itself. Working on the Great Barrier Reef, Queensland, Monkman has produced underwater moving pictures that take rank among the finest yet of their kind. Breathing in the exquisite beauty and novelty of their life and setting, they show a world hitherto practically unrevealed and unimaginable. At least two of his Barrier Reef films have been televised in the United States and others have been shown at the Edinburgh (Scotland) Film Festival.

Thousands of Australians within the last year or two have taken to the sea depths, some for purposes of research, others for sport, the former as members of the deep-sea explorers' clubs and the latter as spear-gun fishermen. At the North Head of Sydney Harbour recently young Australian deep-sea explorers descended to a depth of 112 feet in what they believe was a record "skin-dive" for Australia, and a practically equivalent depth was attained by fellow enthusiasts in Westernport Bay in Victoria.

Hats off to them all! These men are the pioneers. They are "breaking the road" for the yet greater work that must inevitably follow.

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Members of the Underwater Explorers' Club check their gear after diving into a deep canyon in the sea floor off North Head a few weeks ago. They attained a depth of 112 feet, which they believe to be a record for a "skin dive."

—"Sydney Morning Herald" photo.



A Monkman picture of multi-coloured fish among coral in Barrier Reef waters (from the Academy Award documentary feature, "The Sea Around us," now being shown in Sydney).

# NEWS OF THE WORLD'S NAVIES

## FASTER ATOMIC SUBMARINE.

The United States Atomic Energy Commission on January 11 said that an atomic reactor capable of driving submarines at more than 30 m.p.h. is being developed. The speed of the recently launched atomic submarine "Nautilus" and that of the "Sea Wolf," whose keel was laid last September, is expected to be about 50 m.p.h. The Commission was making its semi-annual report to the United States Congress. It said that the United States invested more than 12,000 million dollars (£5,557,000,000) in atomic projects in the four years to June, 1955.

## ITALY BUILDS FIRST WARSHIP SINCE WAR.

The first vessel built for the Italian Navy since the war, a 160-ton gunboat, was launched on January 21 at Montalcone, a message from London said on January 22.

## FRENCH NAVY STANDS BY IN MOROCCAN WATERS

Units of the French Mediterranean Fleet, led by a cruiser and two aircraft-carriers, steamed into action stations off the Algerian port of Mers el Kebir during the meetings between the French and Spanish authorities in late January to discuss the unrest in Morocco. French troops manned posts along the boundary between the French and Spanish zones of Morocco.

## AMERICAN MARINES DROWNED.

A message from New York said that 28 American Marines are dead or presumed drowned as the result of a collision on January 21 between a United States Navy landing ship and a small Marine Corps assault boat in Inchon Har-

bour, Korea. The commanding general of Korean Communications Zone, Major-General William Lawton, said six bodies were that day recovered and that 22 other Marines were missing, presumed dead.

## ROCKET ENGINE FOR BRITISH SUBMARINES.

A message from London on January 23 said that the Services correspondent of the London "Daily Mail" reports that plans to build a British submarine around a rocket-boost type of engine are at an advanced stage. The engine is said to be a development of the principle of the German wartime V-bombs.

## BRITISH SUPERSONIC RESEARCH.

Considerable research into the problem of piloted supersonic flight is being undertaken, the British Minister of Supply, Mr. Duncan Sandys, told the House of Commons on February 1. He added that he could not give details, but different types of supersonic service aircraft were developing.

## R.N. FINDS PIECES OF CRASHED COMET.

A message from London on February 13 said that the Royal frigate "Wakeful" with her television camera on February 12 found on the sea-bed pieces of the Comet airliner which crashed off 81ha in January. Reuters' special correspondent aboard the warship said officers in the operation room identified the wreckage as part of a wing and engine cowings. The Royal Navy has been searching for the wreck-site of the Comet since it crashed on January 10, with the loss of 35 lives. It is hoped the wreckage will show what caused the disaster. The "Wakeful's" television camera is

built into the ship's Asdic (submarine detection) equipment. Searchers hope it will find the Comet's main hull, which is believed to contain 20 bodies.

## R.N. CANCELS SPANISH VISITS.

It was reported from London on January 29 that Britain has cancelled the intended visits by Royal Navy ships to Spain and Spanish Morocco because of recent anti-British feeling in Franco's Spain. The announcement was made by the British Admiralty on January 28. Ships of the British Home Fleet were due to make visits to Spanish ports in February and March. The British Admiralty now feels that the visits could not serve any useful purpose. British fleet visits to Spain were resumed only three years ago as Anglo-Spanish relations gradually improved after the war.

## G.-G. PRESENTS PRIZES AT R.A.N. COLLEGE.

His Excellency the Governor-General (Field Marshal Sir William Slim) took the salute and presented the prizes at the passing out of the cadet midshipmen of the 1952 intermediate entry at the Royal Australian Naval College at Crib Point (Victoria) on March 12. The Minister for the Navy, Mr. McMahon, explained that cadet midshipmen of the intermediate entry joined the College at the age of 15 and remained there for two years before they went to the United Kingdom for further training with the Royal Navy. Cadet midshipmen of the ordinary entry joined at the age of 13 and stayed at the College for your years before going abroad. The cadet-midshipmen who passed out on March 12 were given 14 days' leave before they

embarked for England in the "Orcaades", which sailed from Sydney on March 27.

## H.M.A.S. "ANZAC" TO DO THIRD TOUR IN KOREAN AREA.

The Tribal class destroyer "Aunta," which left Sydney for Korean waters on January 15, will be relieved in that area in September by the Battle class destroyer "Anzac." Announcing this on January 23 the Minister for the Navy (the Hon. William McMahon) said that that would be "Anzac's" third tour of duty in the Korean theatre. She had served there previously from July, 1951, until October, 1951, and from September, 1952, until June, 1953.

## MINISTER DENIES RUMOUR

The Minister for the Navy (the Hon. William McMahon) denied on January 15 that a corvette of the Royal Australian Navy had been sent to crayfishing grounds off the West Australian coast "to prevent bloodshed among rival Italian fishermen who were operating there" or for any other purpose. A report that a corvette was to be rushed to the area appeared in a section of the press during January. Mr. McMahon said that he had been informed that the reports of the seriousness of the dispute among the fishermen had been exaggerated. When the corvettes "Junee" and "Fremantle" were on training cruises, however, they might visit the area.

## R.A.N. ON DUTY IN BASS STRAIT DURING ROYAL AIR PASSAGE FROM LAUNCESTON.

While the Queen and the Duke of Edinburgh were flying from Launceston (Tasmania) to Essendon (Victoria) on the afternoon of February 24, the Royal Australian Navy cruiser "Australia," the aircraft carrier "Vengeance," and the Battle class destroyer "Anzac" were on duty in Bass Strait as safety-ships. The day

before the Queen and the Duke of Edinburgh left Launceston for Essendon the Royal liner "Gothic" sailed from Hobart for Melbourne unescorted. She arrived at Melbourne on February 24 and remained until she departed for Townsville (Queensland) on March 7. Her Majesty and His Royal Highness embarked in the "Gothic" at Townsville on March 12 and left in her for Cairns, North Queensland. Among the many engagements arranged for the Queen and the Duke of Edinburgh in Victoria was a visit by His Royal Highness to Flinders Naval Depot, Crib Point, on March 2.

## NEW ANTI-SUBMARINE FRIGATE JOINS BRITISH HOME FLEET.

One of the Royal Navy's newly-converted anti-submarine frigates, H.M.S. "Virago," will join the British Home Fleet at Gibraltar, after completing trials in February in Arctic waters, off Iceland, to test equipment in cold weather conditions.

## EIGHT YEARS' FOREIGN SERVICE.

After more than eight years' foreign service, the frigate "Loch Glendhu" (Commander R. S. Brookes, D.S.O., D.S.C., R.N.), returned to her home port of Portsmouth early in December. During her service overseas the ship completed several commissions on the East Indies Station, during which she took part in combined exercises with ships of the Royal Pakistan Navy, the Royal Ceylon Navy and the Indian Navy.

## PLYMOUTH NAVAL MEMORIAL.

The Plymouth (U.K.) Naval Memorial is to be unveiled by Princess Margaret on May 20. This is the last of three memorials constructed by the Imperial War Graves Commission to link at each manning port the commemoration of sailors of the names of the

Commonwealth who in two wars gave their lives and have no grave but the sea. The architect is Mr. Edward Maufe. Next-of-kin of all who are commemorated on the Plymouth memorial will receive invitations to attend the ceremony. They are requested to await the letter of invitation before communicating with the Commission.

## CHATHAM OFFICER GAINS CLARE D'OYLY PRIZE.

The Clare D'Oyly Memorial Prize awarded to the Sub-Lieutenant considered to possess the best officer-like qualities in the term completing the two-year basic course at the R.N. Engineering College, Manadon, Plymouth, has been won by Acting Sub-Lieutenant (E) John Leslie Mellow, R.N., whose home is at Chatham. Lieutenant Mellow entered the Royal Naval College, Dartmouth, in 1946 from the Gillingham County Grammar School. His father is a retired Senior Commissioned Bosun (P.T. & W.) R.N.

## FIRST SEA LORD AT CHELSEA.

The First Sea Lord (Admiral of the Fleet Sir Rhoderick R. McGrigor, G.C.B., D.S.O.) opened an Exhibition of Nautical Crafts and Christmas Fair of the Girls' Nautical Training Corps at the Chenil Galleries, Kings Road, Chelsea, London, on December 4. He was received by one of the Vice-Presidents, Rear-Admiral J. W. Cuthbert, who is Flag Officer (Flotillas) Home Fleet, and also the Director of the G.N.T.C., Countess Howe.

## MARRIED QUARTERS FOR R.N. NAVAL PERSONNEL.

A proposal to build 4,300 houses in the United Kingdom was linked with an announcement to the Fleet at home and abroad early in December that the Board of Admiralty have decided to extend their post-war scheme for the provision of Naval married



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In a foreword Air Chief Marshal Sir William Elliot describes "Cover of Darkness" as "essentially a book about the air by an airman." It is a record of the life of a pilot—from the beginning of training—through the battle in the air at night over England, and later, over Germany. 15/6 (post 9d.)

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quarters. Since 1946 it has been the Admiralty's policy to provide married quarters at remote establishments and air stations in the United Kingdom, and at the main naval bases abroad: Gibraltar, Malta, Trincomalee, Simonstown, Singapore and Hong Kong. This initial programme is now nearing completion and approximately 1,800 houses have been built at home and abroad. Of this total 1,542 had been built in the United Kingdom up to November 30.

252 for officers' families and 1,290 for ratings' families. The second phase of the building programme, which is to be on an experimental scale, will extend the housing facilities to cater mainly for men in the home ports of Portsmouth, Plymouth and Chatham, and at Lee-on-Solent, headquarters of the Home Air Command.

## WAR HISTORY ABANDONED.

Mr. L. J. Callaghan (Cardiff, South-East, Labour) recently asked the First Lord of the British Admiralty in the House of Commons on what date Mr. Arthur Bryant agreed to write the Admiralty history of the war: how many assistants he had had: how much had been paid to him: what was the total cost of the project to date, and why nothing had yet been published. The First Lord, in a written reply, stated: "In 1946 Mr. Arthur Bryant agreed to write a preliminary naval history, designed as a single volume for the general reading public and intended to be available well in advance of the detailed Official History of the War at Sea. The research and collation of material necessary for the shorter work proved much more formidable than was anticipated and progress was therefore slower than had been hoped. As the first volume of the Official History of the War at Sea is to be issued shortly, I have decided, though with much regret, that the shorter work should now be abandoned. The research teams on the

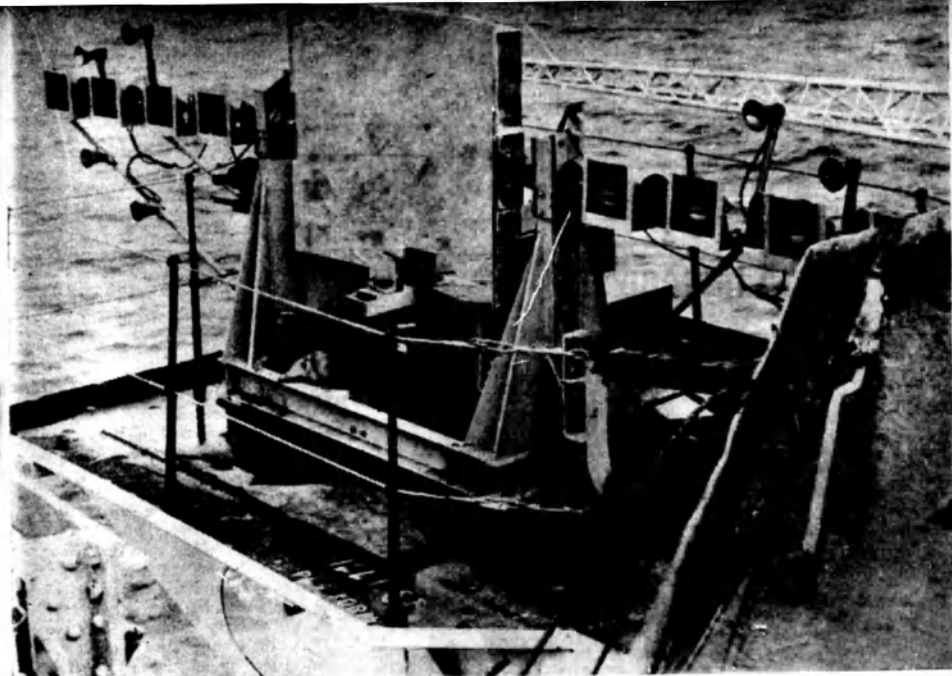
various histories have, of course, worked in close co-operation and the results of the labours of Mr. Bryant's team of five will be available for other purposes, so that the work is not wasted. The cost incurred to date on the necessary research and the drafts of the earlier part of the book is about £30,000, of which Mr. Bryant received £120 primarily to help him over the out-of-pocket expenses incurred in the part he was playing in the work."

## REARMING FLEET AIR SQUADRONS.

The programme of rearming the fighter squadrons of the British Fleet Air Arm with the Hawker Sea Hawk jet fighter is making good progress. Two squadrons Nos. 806 and 898, have already been re-formed at Brawdy, in Pembrokeshire, and No. 804 Squadron is now in the process of rearming at the Royal Naval Air Station, Lossiemouth. Another squadron, No. 802, will rearm early next year and a number of other squadrons will also convert from Sea Fury piston-engine fighters to Sea Hawks during the course of the year. The Attacker jet fighter, which is at present the standard day jet fighter of the Royal Navy, will be rated before long as a second-line fighter, and those squadrons manned by the R.N.V.R. which now operate piston-engine fighters are expected to rearm with Attackers before finally converting to Sea Hawks. It is expected that the first Sea Hawk squadron to embark in an aircraft carrier will be at sea early in the New Year. Other squadrons will embark as the aircraft carriers fitted with the new angled deck come into service next year.

## BRITISH RESERVE FLEET SHIPS AT NEWCASTLE-ON-TYNE.

The Admiralty proposes to berth ships of the Reserve Fleet at the Northumberland and Albert Edward Docks at Newcastle-on-Tyne. Final details of the scheme are still under negotiation



The Royal Navy has developed a new visual deck-loading aid (above) to help aircraft land at high speed on aircraft carriers. A light signalling system is directed by a large concave mirror on a gyro-operated mounting. Picture at lower shows a Wyvern plane landing on H.M.S. "Illustrious" with the new aid.



—"Sydney Morning Herald" photos.

with the Type Improvement Commission, but it is expected that the first ships will arrive during the next few months. In the first instance, it is intended that fourteen destroyers should go to the Northumberland Dock and four destroyers and frigates to the Al-

bert Edward Dock. Fourteen more destroyers will be berthed in the Northumberland Dock towards the end of this year. The care and maintenance of these ships, which will be dehumidified, will be largely carried out by civilian labour. The inception of a

scheme for laying up ships of the British Reserve Fleet in commercial harbours was announced by the Admiralty in August of last year. Its object was to achieve economy in money and manpower and at the same time increase the efficiency of the Fleet. Units of the Reserve Fleet are already based at West Hartlepool, Lisahally, Cardiff, Penarth, Barrow-in-Furness, Llanelli and Greenock.

#### SMALL GROUNDED R.A.N. VESSEL REFLOATED.

The Royal Australian Naval general purpose vessel 953 which ran aground 10 miles north of Jervis Bay at 4 a.m. on January 19 has been refloated and has been towed to Jervis Bay by the fleet tug "Sprightly." Announcing this on February 20, the Minister for the Navy (the Hon. William McMahon) said that the task of salvaging the vessel, which had been undertaken by the "Sprightly," the boom working vessel "Kangaroo," and the minesweeper "Cootamundra," had been arduous, and the officers and men of the three ships were to be congratulated upon the successful conclusion of their efforts, in which they had been most persistent.

#### JAPANESE STRENGTH GROWING.

A message from Tokyo on February 3 that the din of bursting shells and clattering tanks in the pine-clad foothills of the Japanese mountain chain are signs of Japan's thriving rearmament programme. The tanks and guns are of American make, but the shells are made in Japan—products of the last two years munitions manufacturing boom. From nothing in 1950, Japan has built up a new American-style army of 110,000 men. The Navy too has likewise grown. It now has 9,000 men manning 18 frigates and 50 patrol boats, under the United States-Japan Security Pact. The embryo air force, with now 87 training and reconnaissance planes, has big plans, but so far no real "teeth."

THE NAVY

## MARITIME NEWS OF THE

# WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL



#### LAUNCHING OF NEW P. & O. LINER.

The new P. & O. passenger liner "Iberia" (23,000 tons) was launched at Belfast on January 21. Lady McGrigor, wife of the British First Sea Lord, Admiral of the Fleet Sir Rhoderick McGrigor, G.C.B., D.S.O., launched the ship. The "Iberia" is scheduled to sail on her maiden voyage to Australia in September. The completion of the "Iberia," sister-ship of the "Arcadia" and the "Himalaya," will end the main post-war building programme by the P. and O. Line.

#### MATE DIVES UNDER SHIP TO LASH BROKEN PROPELLER.

The chief mate of the tiny explosives ship "Piri," bound from Auckland to Melbourne with a cargo of timber, recently dived repeatedly under the ship to lash the propeller as the vessel drifted with a broken tailshaft in heavy seas. The "Piri" arrived back in Auckland on January 23 under tow by the motorship "Viti," who had responded to distress signals when the "Piri" was 250 miles off the northern tip of New Zealand. When the "Piri's" tailshaft broke the loose end thrust back until it hit the rudder stock. The force of the water kept the propeller turning and would have hindered the long tow to port had it not been fastened. To do this, the chief mate, Mr. R. R. Ellery, with

a piece of rope, dived over the stern while the ship rolled and plunged in big seas. For half an hour he dived continually to where the propeller was swinging loose seven or eight feet under the surface. He secured it after a bitter struggle, in which he was swimming all the time because the "Piri" was drifting badly. He refused the use of the lifeline because it might have been a hindrance in securing the propeller.

#### FIRST TANKER ARRIVES FOR GEELONG REFINERY.

The motor vessel "Neverita," the first tanker to bring crude oil to the new Shell Company's refinery at Geelong, Victoria, arrived recently in Corio Bay from Borneo. The tanker discharged 11,500 tons of oil. A few days later the tanker "Corilla" arrived with a further 11,500 tons, also from Borneo.

#### NEW SHIPPING SERVICE TO NEW GUINEA AND HONG KONG.

A message from Port Moresby on January 21 said that a new, regular shipping service between Hong Kong, Rabaul, Port Moresby, and Melbourne was announced recently by the Steamships Trading Company. The company is the agent in the New Guinea territory for the China Navigation Company, owners of the "Taiyuan" and "Changsha," which will be used on the new service. An

additional ship, the "Sinkiang," will be added to the regular Australia and territory service, enabling direct shipment of goods from Melbourne to the New Guinea territory.

#### SEARCH FOR SPANISH TREASURE.

According to D.M. Cables Service film stars Maxwell Reed, and his wife, Joan Collins, are planning a treasure hunt on a secret island in the Pacific. They hope to find a bullion worth millions of pounds sterling. The London "Daily Sketch" says that Reed has a map found in an 18th century bible showing the treasure as lying on an island about 300 miles from Manila, Philippine Islands. It is believed that Spanish galleons buried a huge haul on the island. The couple plan to fly to Manila, and charter a schooner from there.

#### DIVER RECOVERS CAMERA.

A message from Naples, Italy, on January 26 said a United States liner was moved and Italian permission obtained to enable a British diver to search for a private camera kit and accessories dropped by a rating from the British aircraft-carrier "Glory." After 15 minutes on the muddy bottom of Naples harbour the diver rose, clutching the camera and kit. "Ten years of hard work and savings," exclaimed the triumphant owner as his property was recovered.

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## SHIP'S OFFICER - SHOCKINGLY BURNT.

A ship's officer, W. Stevenson, 52, was shockingly burnt on his ship at sea on January 28. The British freighter "Edenbank," on which the mishap accidentally occurred, immediately made a 100-mile dash to Brisbane, where Stevenson, who is a Royal Navy veteran and who lives in Ireland, was at once admitted to Brisbane General Hospital. He was suffering from severe burns to the face, neck and arms. Stevenson at the time of the accident was using petrol to loosen rust by fire, when a spark leapt to the petrol drum, which ignited. He tried to throw the drum overboard, but the wind blew petrol back into his face and he was quickly enveloped in flames. Stevenson directed his own first-aid treatment. The "Edenbank" was diverted and reached Brisbane on the following morning.

## SPANISH LINER HITS LONDON BRIDGE.

Hundreds of homeward-bound workers stood horror-stricken on London Bridge on the night of January 27 when the Spanish holiday liner "Monte Urquila" crashed on the stone piers of the old historic bridge. The liner, caught by strong winds and tide, hit the piers heavily, dislodging great chunks of masonry. Ninety-miles-an-hour gusts repeatedly smashed the ship against the bridge before she could be straightened up.

## MISSING FIJIAN CUTTERS ACCOUNTED FOR.

The five Fijian cutters which were reported missing from Yasawa islands in the Fijian Group on January 19 during a storm, have since been accounted for. One vessel was wrecked, but no lives were lost in any of them. The remaining four cutters eventually reached port. This confines Fiji's storm casualties to the four Indian fishermen lost on January 14.

## "GOTHIC" LOADS CARGO FOR U.K. PORTS.

The Royal liner "Gothic" moved from Circular Quay to a Pyrmont wharf on February 4, the day following her arrival in Sydney on the Royal tour. The "Gothic," under strict guard, berthed at No. 22 wharf, Pyrmont, and immediately N.S.W. and Commonwealth police took control at the wharf gates. Two naval ratings with fixed bayonets mounted guard at the gangways. No one was allowed on board the liner without a special pass. The "Gothic" discharged 6,000 tons of cargo in New Zealand. She carried no cargo for Australia, but loaded a considerable quantity of cargo at Pyrmont for United Kingdom ports.

## FIRE BREAKS OUT IN NEW LUXURY LINER "ARCADIA."

A small fire broke out in the new P. & O. luxury liner "Arcadia," when a welder's torch on February 4 ignited cork insulation in the first-class saloon. The fire was brought quickly under control. The liner berthed at Tilbury on February 2 and sailed from there on her maiden voyage to Australia on February 22. The "Arcadia" is of 28,000 tons and cost £6,500,000 to build, half-a-million pounds more than the 80,000-ton "Queen Mary."

## "ORONSAY'S" FIRST PACIFIC CRUISE A GREAT SUCCESS.

The 28,000-ton Orient liner "Oronsay" arrived in Sydney on February 8 after completing her first round cruise on the trans-Pacific crossing between Sydney and America. The liner steamed slowly up the harbour with hundreds of American tourists lining the decks. A spokesman for the Orient Line said the first Pacific voyage had been an outstanding success. The "Oronsay" left Sydney with more than 1,200 passengers on January 1 for Vancouver. She sailed on her return

voyage from San Francisco with 1,480 passengers, 500 of whom disembarked at New Zealand.

## CYCLONIC STORMS ON N.S.W. COAST.

Seven ships waiting for berths at Port Kembla, on the N.S.W. coast, had to put to sea on the night of February 21 during the cyclonic storm which struck the N.S.W. coast at and about that period. One of the ships returned with a 20 degrees list. The storm struck Sydney the same day, capsizing many small boats on the harbour. Heavy rain on the harbour that night limited visibility to such an extent that the Sydney-Manly ferries had to be stopped.

## AUSTRALIAN RESEARCH EXPEDITION ASHORE IN ANTARCTICA.

The last of the cargo of the Australian Antarctic Research Expedition was safely placed ashore on Antarctica from the expedition's motor-ship "Kista Dan" on February 12. For 12 months the expedition has worked, planned, and worried to this end, and now it has been achieved. The last two days of unloading was a race against the weather and deteriorating bay ice. At any time a strong storm could have driven the remaining ice out to sea. The ice bearing the brunt of the unloading at the ship's side was thinning, sagging and cracking, and considerable risks were taken in running weasels (amphibious tracked vehicles) over it. About 400 tons of cargo has been transported ashore, sorted and stacked, in five days. Now all energies are concentrated upon building, and organising the new station. Thus the scientific work on Australian section of the Antarctic Continent may be said to have already begun.

"Around the man who seeks a noble end  
Not angels, but divinities attend."

—R. W. Emerson.



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## PERSONAL PARAGRAPHS

### FIRST SEA LORD IN ROME.

The British First Sea Lord, Admiral of the Fleet Sir Rhoderick McGrigor, G.C.B., D.S.O., left London airport for Rome on February 2 for talks with the Italian Chief of Naval Staff, Admiral Emilio Ferreri. Admiral McGrigor later in the week went on to Naples to meet N.A.T.O. Commander-in-Chief for Southern Europe, Admiral William Fechteler, and then to Malta for discussions with N.A.T.O. representatives.

### PROMOTED ADMIRAL ON RETIRED LIST.

The British Admiralty has announced that Vice-Admiral Sir Geoffrey Hawkins, K.B.E., C.B., M.V.O., D.S.C. (Retired) has been promoted to Admiral on the Retired List.

### NEW COMMANDER OF HEAVY SQUADRON.

The British Admiralty has announced that Rear-Admiral W. T. Couchman, C.V.O., D.S.O., O.B.E., has assumed command of the Heavy Squadron of the British Home Fleet, succeeding Vice-Admiral J. Hughes-Hallett, C.B., D.S.O.

### FIRST LORD VISITS NORTH-EAST SHIPYARDS.

The First Lord of the British Admiralty, the Rt. Hon. J. P. L. Thomas, M.P., accompanied by the Permanent Secretary of the Admiralty (Sir John G. Lang, K.C.B.) and the Director of Merchant Shipbuilding and Repairs (Mr. B. P. Ingamells), recently visited shipyards and ship-repairing and engineering establishments on the English North-East coast. On January 5, he was at Wallsend-on-Tyne and South Shields, and the following day at Sunderland, Graythorpe and Middlesbrough. During his tour he met local Members of Parliament, representatives of the shipbuilding industries, and Trade Union officials at Newcastle-on-Tyne.

### ADMIRAL'S RETIREMENT.

Rear-Admiral St. J. A. Micklethwait, C.B., D.S.O. and two Bars, has been placed on the Retired List, the British Admiralty announced recently.

### HON. SURGEON TO THE QUEEN.

In pursuance of Her Majesty's pleasure Surgeon Captain A. A. Pomfret, O.B.E., M.B., Ch.B., D.O. (Oxon.), D.O.M.S., R.N., was appointed Honorary Surgeon to the Queen from November 10, 1953, in place of Surgeon Captain M. Brown, Ch.B., R.N., who has been placed on the Retired List.

### DEATH OF U.S. ADMIRAL.

Admiral Henry Wilson, the oldest admiral in the United States, died on January 30. He was commander of the United States Navy forces on the French coast in World War I. Admiral Wilson was 92.

### AUSTRALIAN SHIPPING EXECUTIVE DIES.

Mr. Ernest Alexander Stuart Watt, a director and partner of the shipping firm of Gilchrist Watt and Sanderson, died in Sydney on February 18, aged 79. He was a son of the founder of the company, the late Mr. John Brown Watt. Mr. Ernest Watt was also a former chairman of the Koitaki rubber plantation in New Guinea, was a partner in grazing interests, besides being a non-practising barrister. He was educated at Clifton and King's College, Cambridge. Mr. Watt is survived by his widow, Mrs. Ruth Watt, of Point Piper, and their daughter, Mrs. Laurence Street.

"Today I think that prayer is just simply a necessity, because by prayer I believe we mean an effort to get in touch with the infinite."

—President Eisenhower of the U.S.A.

### CANDIDATES FOR R.A.N. FLEET AIR ARM INTERVIEWED.

The interviewing of 17 New South Wales candidates who wish to become pilots or observers of the Royal Australian Navy Fleet Air Arm was begun by a committee of three naval officers at H.M.A.S. "Rushcutter," Sydney, on Monday, February 15.

The Minister for the Navy (the Hon. William McMahon) said on February 13 that the candidates would be aged between 17 and 24 years.

The members of the committee would be the Deputy Chief of Naval Personnel (Captain R. I. Peek, O.B.E., D.S.C., R.A.N.), the Director of Training and Staff Requirements (Commander W. S. Bracegirdle, D.S.C. and Two Bars, R.A.N.) and the Naval Assistant (Air) to the Second Naval Member (Lieutenant Commander (P) G. F. S. Brown, D.F.C., R.A.N.).

Candidates who were selected for service would be entered as recruit naval airmen and would first be given three months' general naval training at Flinders Naval Depot, Crib Point (Victoria).

At the end of that training they would be rated as probationary naval airmen and would be sent to the Royal Australian Air Force Station at Archerfield (Queensland) for 18 weeks' pre-flight training.

During that training it would be decided which of them would be pilots and which observers, respectively.

Those chosen as pilots would do 14 months' flying training at R.A.A.F. stations at Archerfield, Uranquinty (New South Wales) and Point Cook (Victoria), and, on the successful completion of the course, would be promoted acting sub-lieutenants with short-service commissions for seven years.

Some of them would then do special flying with the Royal

Navy in England, Scotland and Ireland and on their return to Australia would be appointed to squadrons in the R.A.N. Fleet Air Arm.

Candidates chosen for observers' duties may go direct to the United Kingdom after they had finished their training at R.A.A.F., Archerfield. They would be promoted acting sub-lieutenants and given seven-year short service commissions after about nine months' training abroad.

Mr. McMahon said that, subject to requirements, officers holding short-service commissions could extend the period of seven years to one of 11 years. After promotion to the rank of lieutenant, officers with short-service commissions would be given opportunities to gain permanent commissions in the executive branch and thus to rise to the highest rank.

### HER MAJESTY CONGRATULATES THE R.A.N.

On her departure from Sydney on the evening of February 18, the Queen sent a signal congratulating the officers and ratings of the Royal Australian Navy who had taken part in the parade at H.M.A.S. "Penguin," Balmoral, which she and the Duke of Edinburgh visited in the morning.

Announcing this, the Minister for the Navy (the Hon. William McMahon) said that Her Majesty's message read as follows:

"Please convey my sincere congratulations to all officers and ratings of the Royal Australian Navy who were on parade at H.M.A.S. 'Penguin' this morning. Both my husband and I were greatly impressed by their drill and bearing and by all that we saw at the Naval Depot. Signed Elizabeth R."

Mr. McMahon said that the First Naval Member (Vice-Admiral Sir John Collins, K.B.E., C.B.), had asked the Flag Officer Royal Yachts to convey the fol-

lowing message of thanks to Her Majesty:

"Please convey to Her Majesty my grateful thanks and those of the officers and men of the East Australia Area Naval Command for Her gracious message which is deeply appreciated by all."

Mr. McMahon added that Admiral Collins had also sent a personal message to the Flag Officer-in-Charge Eastern Area (Rear Admiral H. A. Showers, C.B.E.) which read:

"As First Naval Member I was very proud of this morning's ceremony at Balmoral. Despite the late start, Her Majesty and His Royal Highness stayed their full time and obviously enjoyed their visit to a Naval establishment. Congratulations to all concerned. Well done."

Mr. McMahon said that he himself had also sent the following message of congratulation to Rear Admiral Showers:

"Please convey to all concerned my congratulations on the success of this morning's ceremony. The weather, the setting and the bearing of the men on parade all combined to make the visit to

Balmoral a memorable and impressive occasion."

"Laws are not masters but servants, and he rules them who obeys them."

—Henry Ward Beecher.

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## SEA-ODDITIES

Occasionally on the rocks on a sea shore an oval, tent-shaped shell will be found. It is the home of the gastropod mollusc known as the limpet. So firmly are they fixed to the rocks that it is difficult to believe that the limpets move at all. High suction power is a characteristic of a number of sea animals. It has been estimated that when a limpet decides to remain put, it can hold on with such tenacity that a force of 62 pounds, or nearly two thousand times its own weight, is required to pull it off, so it can well withstand the battering of the waves. But when the tide covers them the limpets detach themselves and creep about feeding on seaweeds and the sea lichens, and although they apparently are not equipped with organs of sight, they always move back at low tide to the place they originally left. Their homes are those oval, flat, shallow pits seen on the rocks; they are made by the gastric juices and exactly fit the shell. The limpets have very long spiny tongues armed with about 2,000 glassy hooks or teeth, and move them backwards and forwards scraping off their food. As soon as one set of teeth has worn out another set grows to replace it.

A century ago, and indeed up to the 1870's, piracy was rife in the Malayan and East Indian seas. From the Philippines to Sumatra, from Malacca to the Celebes, no trading ships were safe from sea-rovers, no native coastal village immune from attack by piratical craft from other islands. In those days the East Indian Archipelago was split up into many petty kingdoms, and each potentate, great or small, was the commander-in-chief of a pirate fleet. These roving cut-throats and plunderers could shelter their craft in a thousand lonely bays; a thousand estuarine creeks and rivers gave them hiding-places whence swift war craft could dash out and seize a peaceful merchant-

man, and, when once sighted and marked down, small chance had any vessel against those ruthless warriors who, arrayed in scarlet and coats of mail, came sweeping across the sea brandishing their two-handed swords, and yelling their war-cries as they leapt on deck in quest of slaves and blood-won loot. While the native craft and Chinese junks were the chief victims of these eastern pirates, European and American ships suffered occasionally, too. In the Philippine Islands schooner after schooner was taken by the sea-rovers: brig after brig fell to the sudden sallies of these piratical craft. Every year something like five hundred Spanish subjects were sold into slavery. It was not, indeed, until 1879 that the last nest of these sea-going robbers was finally wiped out by the Royal Navy.

Very few fishes are vegetarian in diet, and few, if any, have developed the habit of browsing on the velvety growth of the smaller seaweeds that are found on rocks and sea floors. Most fishes are carnivorous, and almost every type of fish has a method of hunting all of its own. As for the breeding and spawning habits of fishes, these are as varied as their devices for catching their prey. A few species, chiefly those of the Shark family, bring forth their young alive, sending them into the world of the seas able to fend for themselves from the very moment of their birth. All other fishes are born from eggs, but whereas those of most fishes are produced either in considerable or in vast abundance, and are, individually, generally minute in size, those of the Dogfishes, Rays and Skates are of a fairly large size and are laid singly, enclosed in a large, horny case—"Sea Purse", as we often call them. Sharks, Dogfishes, and all the Ray family after the fashion of land animals, but among other fishes the usual custom is for the females to shed their eggs

freely into the water, where they—often called spawn—are fertilised by milk from the males, shed simultaneously in the same place. Fertilisation is terribly haphazard, but so enormous is the number of eggs laid, and so profuse the milk, that few remain unfertilised. After this the eggs float at the mercy of the currents, drifting hither and thither—slowly developing embryos that will at last burst their prison (egg-shell) walls and begin a free life.

The foregoing paragraph is, of course, largely a generalisation. There are exceptions—as there are in almost everything—to the general run of haphazard breeding and spawning habits of fishes. A few fishes attach their eggs to rocks and sea growth. In such cases the eggs are usually deposited in a closely-set, even layer. A few others, again, such as the big stickleback, build nests among the seaweeds on the sea bottom. But few fishes keep a regular watch over their eggs. Perhaps the most watchful of the safety of their developing young are the members of the quaint group of fishes known as Pipefishes and Sea Horses. A nest is not safe enough for them. Father fish is to the fore here, for after the mother fish has laid her eggs, he takes charge and cements each and all of them to the underside of his body. Some species have folds of skin along the sides which, like the flaps of a coat, fold over and protect the eggs. In the Sea Horses the edges of these flaps are joined together to form a real incubatory pouch. James Hornell, the eminent British marine biologist, records that "on one occasion I was so lucky as to watch the opening of one of these pouches and the emergence of over two hundred tiny baby Sea Horses, exact miniatures of the parent, each barely three-sixteenths of an inch in length. Solemn little mites, they seemed to feel their helplessness more

than other fry; they were reluctant to leave father, keeping close to him for some days in a chool."

A thirteen-year-old boy, John Eltrington, of Yass, N.S.W., caught a 200 lb. Mako Shark off Hat Head on the North Coast of New South Wales recently. He tussled with the Mako for an hour or more before landing it. The last known Mako catch off the New South Wales coast was made 15 years ago.

## THE CRADLE OF THE ROYAL NAVY.

Continued from page 7.

Realising that a naval officer must first receive a full and balanced education, the scholastic civilian staff see that the cadets get a first-class general background. The main course of studies is an unusually wide one. Of the time available for teaching, about one-third is devoted to English, a modern language, history and geography; another third to mathematics, mechanics and science, and the rest to a practical introduction to engineering in the College's up-to-date workshops.

I can only touch upon the other multifarious activities at Dartmouth—its well-used library containing 15,000 books on all subjects; its many societies, such as the dramatic, debating and orchestral societies, and the Field Club.

The boy who goes to Dartmouth becomes steeped in two traditions—that of the English schools and universities and that of the sea service. Judging by the result, the combination works perfectly.

## BRITISH NAVAL POWER.

Continued from page 11.

of what it is called upon to do, in peace and war.

I hope I have been able to transmit to you, this evening, some idea of why it is that we sailors are proud of the Service for which we have the privilege to work.

## TREASURE HUNT

A message from Durban, Natal, on January 21 told of an attempt that is to be made by frogmen to salvage treasure reported to be worth £10 million from the wreck of the East Indiaman "Grosvenor." The message conjures up, even in the least imaginative of minds, thrilling visions of underwater adventure and untold treasure-trove, but the attempt is a success of a failure.

The East Indian ship "Grosvenor," lying at the bottom of the rocky sea near Cape Vidal on the Natal coast, is the most famous of all wrecks on the South African littoral. It was in 1782 that this ship sailed from Trincomalee, Ceylon, bound for London. On board were bullion and specie, jewels, gems, and ivory. Her crew and passengers totalled 150 souls.

Writing of this wreck and of the several attempts that have been made in the past to save the treasure, Sir Robert H. Davis, Kt., F.R.S.A., Hon. DSc., in his fascinating and monumental book, "Deep Diving and Submarine Operations," says:

On August 4, in bad weather, the "Grosvenor" ran ashore on the rocky coast . . . and, after a terrible battering by the heavy seas, quickly became a total wreck. The stern was broken away and floated ashore, a number of men, who were clinging to it, owing their lives to the fact.

The Cape [of Good Hope] was the nearest point at which assistance could be obtained, and to that city [Capetown] the survivors set out on their weary trek of 750 miles through a wild country inhabited by savages. Those who survived the hardships told the story of the tragedy.

For many years after the disaster a number of attempts were made to recover the treasure, but in vain. In 1842 a fresh interest was aroused in the wreck, the British Admiralty sending out an expedition, including in its com-

plement several Malay divers. But after about 15 futile trips to the scene of the wreck, extending over a period of 11 months, the operations were abandoned. Sixty-two years passed, and in 1904 the Grosvenor Recovery Syndicate was formed in Johannesburg to organise a further expedition. A difficult search resulted in locating what remained of the wreck deeply embedded in about 12 feet of sand under 20 feet of water. Nothing was got out of the "Grosvenor" herself, but some of her guns were found in the vicinity, and a number of coins, broken china, etc., were recovered from adjacent rocks—evidence that the wreck must have broken up badly.

The lure of the "Grosvenor's" treasure still persisted, however. In 1906, another enterprise, the Grosvenor Bullion Syndicate, was formed. This last attempt to save the treasure from the wreck constituted a unique departure from orthodox methods. The chief obstacle had been found to consist of a vast accumulation of sand in which the wreck was buried. Devices used in previous attempts having failed, the new syndicate conceived the ambitious plan of driving a tunnel through the sandstone under the sea-bed to the depression in which the wreck was lying, with the object of reaching her from below. The first 130 feet took the tunnel well below the sea-bed. It then ran on a level plane for a further 550 feet to within 40 feet of the wreck. Two watertight compartments, or locks, were built in the tunnel preliminary to breaking through into the sea, and from these it was planned that divers should work at the actual task of recovering the treasure. Anything recovered would have been passed through the locks, and so to the surface.

At this juncture the syndicate needed more capital, and this not

being available, the project was never finished.

That Sir Robert Davis thought little of this scheme may readily be understood. "With all respect to the originators of the plan," he writes, "we fail to see how the scheme, had the operations been continued, would have overcome the tremendous body of sand which, notwithstanding the elaborate preparations, would still have been encountered. Sand—that arch enemy of the salvor—which, with all the relentlessness of the sea itself, comes back almost as fast and as often as it is removed."

All this suggests no rosy picture for the frogmen to contemplate or behold. However, that is all the more reason why the world in general will wish them every success, the best of good hunting in their new and adventurous quest. Incidentally, Sir Robert values the treasure-trove in the "Grosvenor" at £2 million, not £10,000,000 as stated in the message from Durban.

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## Greek Fishermen Thank Their Rescuers

A remarkable tribute to the Master and crew of the Royal Fleet Auxiliary "Rowanol" is paid in a letter which arrived in the Admiralty by a circuitous route.

To the Mayor and Municipal Council of the little Greek town of Karlovassi went a humble letter of thanks. It was sent on to the British Vice-Consul at Samos, who passed it to the Consul at Athens and from there it went to the British Naval Mission in Greece and the Commander-in-Chief, Mediterranean, in Malta.

Finally, it reached the British Admiralty in London—a letter expressing the gratitude of three fishermen to a Royal Fleet Auxiliary tanker which had saved them from the sea.

After a simply worded narrative of the circumstances, the writers—Eustratios D. Krantidiotis, Char E. Krantidiotis and Dom E. Tsakoumagnos—conclude: "We think it is our duty to bring the above to your notice as we three, who have been saved from certain death, are poor wage-earners, having no other means but our thanks to give as a reward for saving our lives, and we beg you to be so good as to give us the name of the ship, its Commander, with its present whereabouts, so that we may convey our thanks to them."

And they tell the story of their adventure: "On 10th October, 1953, on a clear summer day, we went out with a small boat as far as Saitaniou for the purpose of fishing. All of a sudden, after throwing in our nets, the weather changed and the sudden rain, thunder and lightning rocked our boat to such an extent that we had to abandon it and throw ourselves into the sea in order to save our lives."

"All of a sudden there appeared on the horizon a small Naval tanker flying the British flag which in spite of the fearful storm and apparent darkness spotted us and at danger to themselves ap-

proached us with a view to saving us.

"Two of us managed to get hold of the lifebelts thrown into the sea by the ship and were pulled up, but the third, who was now exhausted and half drowned, was unable to reach a belt and would have certainly drowned, but for the courage of the Commander of the ship who with another sailor jumped fully dressed into the raging sea and at great risk to themselves saved him.

"Words cannot describe the unstinted medical and other treatment we received at the hands of both officers and sailors of this ship from the time we came on board until we arrived at Vathi, where we were handed over to the harbourmaster, Mr. K. Michalopoulos."

The ship concerned was the R.F.A. "Rowanol," commanded by Captain L. J. Mack, D.S.O., of Northease Gardens, Hove, Sussex, which was on passage from Suda Bay to Samos. The two men to leap into the sea to help in the rescue were the Chief Officer, Mr. J. D. Fisher, of London Road, Hythe, Kent, and a Regulating Petty Officer of the Royal Navy, at present serving in Malta—H. Fenner, who was a passenger in the ship.

Captain Mack, who is 47 years of age and gained the D.S.O. in 1942 for gallantry in convoys to North Russia, stated in his report that the three fishermen were in a state of collapse and exhaustion when taken on board the "Rowanol."

## RUSSIA DEVELOPS ATOMIC WEAPONS.

American and British Press correspondents in Moscow on February 10 quoted "informed sources" as saying that the Soviet has tested atomic artillery in recent manoeuvres. The reports said that the guns were of various calibres.

## SPEAKING OF SHIPS

The veteran P. & O. liner "Mooltan," so well-known on the U.K.-Australia run, was given a rousing good-bye salute when she sailed from Tilbury on January 20 for the Clyde, where she will be broken up.

The Australian Minister of Trade and Customs, Senator N. O'Sullivan, announced in Canberra on January 19 that Australia will sign the declaration extending tariff concessions under the General Agreement on Tariffs and Trade (GAAT) until June 30, 1955.

It is unofficially reported that the British Home Fleet's exercises in Arctic waters revealed a number of urgent problems, particularly the frequent failure of radar to detect icebergs at short range.

Visiting representatives of British and European shipping lines told a meeting in Sydney of the Australian Overseas Transport Association on January 22 they would try to reduce rates of freights, commensurate with reductions in their own costs.

It has been announced that in 1951 the United Kingdom earned £34,000,000 in foreign currency with commodities which were entirely unknown for export from there before the war.

Czechoslovakia has asked Britain to negotiate a new trade agreement to replace the five-year pact which expires this year, a Czech Embassy spokesman in London said on January 21.

A Melbourne company, the Australasian Petroleum Company, Pty. Ltd., is to sink a new drill for oil in Western New Guinea, a spokesman for the company said in Canberra on January 8.

At Belfast, Ireland, on August 17, 1954, Her Majesty The

Queen will launch a Shaw Savill passenger of revolutionary design. This ship, the name of which has yet to be chosen, has special features in that, as in a tanker, the engines will be in the after part of the hull, leaving the entire midships section available for passenger accommodation and other departments.

A message from Djakarta on January 5 said that Indonesia would welcome the co-operation of Malaya and other raw-producing countries for trading in rubber, tin and other raw-products.

Associated Australian Oilfields, N.L., Melbourne, registered company operating in Roma, Queensland, announced recently that it has been granted an oil prospecting licence in North Queensland. The area is said to cover 51,500 square miles surrounding Normanston and Croydon, adjacent to Burketown and including part of the Gulf of Carpentaria.

The £45,000,000 sterling oil refinery which is now rising out of the Aden desert, will enable Britain to cut down hard-currency purchases of petroleum products. The port of Little Aden, which will service the refinery, will have four jetties, each capable of taking a 45,000-ton tanker. The Anglo-Iranian Oil Company is to run the refinery which will handle more than 5,000,000 tons of crude oil a year. The oil will come by tanker from new fields at Kuwait in the Persian Gulf.

The Forth Master Mariners' Club has moved to new premises in Inverleith Place, Edinburgh, where the masters of visiting ships are made welcome.

The Bulken Company's new tramp steamer "Ramsey," built by Smith's Dock Co., has among a number of innovations a combination of longitudinal and

transverse framing, believed to be the first occasion it has been tried in a bulk carrier.

The Australian Government intends to relax import restrictions on Japanese goods entering Australia, it was learned authoritatively in Canberra on January 27.

The directors of the North Coast [N.S.W.] Steam Navigation Co. Ltd., in a circular issued to shareholders giving the proposal for voluntary liquidation of the company, stated that payment of dividends in the near future would not be possible. To give shareholders the maximum return of capital, the board of directors decided to lose no time in recommending the winding up of the company.

It has been officially denied that the decisions of the recent Commonwealth Conference included any secret commitments.

The British Minister of State, Mr. Selwyn Lloyd, told the House of Commons on January 25 that discussions on the oil dispute between Britain and Persia are continuing favourably, but are still at the preliminary stage.

A United Nations survey shows that Communist China's trade with the Western countries increased by 105 million dollars (£46,800,000) in the first half of 1953. It says that China's exports to the West increased by 54 million dollars (£24,100,000) and its imports from the West by 51 million dollars (£22,700,000).

Exploratory drilling is about to begin, if it has not already begun, at the Motuwa oilfield at New Plymouth, New Zealand, to determine whether or not large oil deposits exist there. The field is already producing and refining a steady flow of petroleum in commercial payable quantities.

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The whale quota allocated to Whale Industries Ltd. (Western Australia) for the 1954 season has been increased by 100 to 600 catches, the company reported on February 2.

Representatives of the only two Japanese shipping companies at present operating between Australia and Japan said in Sydney on January 20 that they want to double their services as soon as possible. The companies concerned are the N.Y.K. Line and the O.S.K. Line.

### U.S. ATOM BASES.

A message from Washington on February 4 said that the American House of Representatives Armed Services Committee on February 3 approved the construction of overseas storage bases for American atom bombs at a cost of 11 million dollars (\$4,911,000).

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Augustus Hervey's Journal. Edited by David Erskine, published by Kimber, London. Price 25/-.

(We take the opportunity to publish below a review of the above-titled book by Commander Thomas Woodroffe, to whom, and to "John O'London's Weekly", in which periodical the review originally appeared, our appreciative acknowledgment is by made.—Ed.)

Augustus Hervey kept a revealing Journal and is referred to in two other books about the Eighteenth Century.

There was a gusto, a zest for life and an utter lack of squeamishness in well-born Englishmen of the Eighteenth Century, which makes them likeable: for all that, by modern standards, so many were scoundrels.

But their standards were not ours: they sinned in a manner high, wide, and handsome. Yet the majority were men of elegance and a cultured taste, the results of which we enjoy today. It was an era when a gentleman wrote his memoirs, not always with an eye for publication.

"Many of the Admiralty came on board the Sloop at Deptford and dined with me out of compliment to me, and returned all drunk at two in the morning," was an entry for November 1, 1746, in the Journal of Augustus Hervey, a post captain of twenty-three assuming his first command.

This was the Navy of patronage and prize money, where a commanding officer needed both, for the pay of a post captain was £110 per annum. Hervey was lucky, his grandfather being a powerful Whig nobleman, and Admiral John Byng had taken a fancy to the young man. He was soon in the Mediterranean in command of a seventy-four gun

ship of the line, earning £9,000 prize money in a few months.

His journal gives a vivid picture of life at sea, and an unblushing account of how a young officer of good family enjoyed himself ashore. Hervey was a sort of naval William Hickey,\* as wild and as frank, but he was a man of more culture than Hickey. He writes of his successes among the ladies of Italy, Portugal, France, and Spain, with an engaging frankness that is never salacious and, unlike other successful lovers, he does not write boastfully of his conquests.

He must have possessed a superb digestion and a quite unusual stamina, Princesses, Duchesses, opera singers, or peasant girls, all came alike to him, but "I do not let my pleasures retard my duties," and the blandishments of no charmer could prevent his being a keen and efficient officer. He could cheerfully leave the couch of a Duchesa, and an hour later be saving all the shipping in Leghorn's crowded harbour by towing a burning ship loaded with gunpowder to explode outside.

Although he had led the rough life of the sailing ship Navy ever since the age of eleven, he nevertheless enjoyed an evening of music in a boat or a canal; and whatever the demands of the current fair lady, he never failed to visit all the art treasures to which his position in life gave him entree, and his judgment was discriminating. It was quite in character that when [Admiral Lord] Hawke lent him "Rasselas," Hervey should find the book insipid, "being only a moral simple tale."

He fought under Byng, who was later shot on his own quarterdeck, and risked his career standing up for his patron after the Battle of Mahon—most unus-

ual behaviour for those days. Hervey died a Vice-Admiral of the Blue from gout of the stomach, which some may think he had well earned; but the general verdict on this uninhibited naval officer can only be with Chaucer's Shipman, "certainly he was a good fellow [follow]."

David Erskine, having unearthed this gem of a Journal, has edited it with distinction, supplied an excellent introduction, and chosen illustrations worthy of the book. First to be grateful will be students of the Eighteenth Century Navy which, with all its imperfections, produced a great line of sea officers culminating in Jervis and Nelson, while the ordinary reader will be fascinated by this vivid picture of Society in Europe, its coarseness and its culture.

\*The well-known English author (born 1749), who served as a cadet in the East India Company and later on the law in Jamaica. William Hickey was a friend of Edmund Burke and Oliver Goldsmith and of other political and literary figures of his period. His "Memoirs," edited by Alfred Spencer in 1913, shed considerable light on Eighteenth Century life.

--Ed.

"We all know how much a nation depends upon healthy children for its progress and we cannot have that without healthy mothers."

—Lady Brooks, wife of Victoria's Governor.

## Keep a Good Lookout

FOR THE NEXT ISSUE OF

## The Navy

# EX-NAVAL MEN'S Association of Australia



Patron-in-Chief: Her Majesty The Queen.

The Association's latest Sub-Section was inaugurated on the 9th of December in the Penrith district of New South Wales and the members, at a subsequent meeting, decided that their offshoot of the Association shall henceforth be known as the Nepean Blue Mountains Sub-Section. Numbers of established Sub-Sections have now reached a total of 37 throughout Australia and the Territory of Papua-New Guinea; this figure includes 4 affiliated Sub-Sections in Tasmania.

Registered members have reached to 19,756 up to the close of last year and for the twelve months ended on 31st December,

the Association gained 493 new members. It is with deep regret that the Executive reports the passing away of 44 of its members during the year.

Amongst the names of recently added new members are Messrs. R. F. Cotton, K. J. Kelly, and P. L. Marshall for Melbourne Sub-Section; C. G. Baker, M. F. Quarrell and K. G. Ricketts for Adelaide; H. A. Bowler and G. L. Broom for Leederville-Wembley; J. C. Johnston for Fremantle; E. E. Crew, J. Chivas, and K. E. Elphick for Sydney; F. W. T. Wilkinson, and F. R. Davis for Canterbury-Bankstown; R. Porena for Ryde; K. F. Duffy

and F. W. Deahm for St. George; L. G. Thomas and J. W. Waites for Parramatta.

Transfers have been effected for Messrs. C. R. Lambie from Melbourne to Sydney S.S.; H. T. Taylor from Adelaide to Sydney; A. N. Weeks from Port Adelaide to Adelaide; J. W. Waites, T. Voller and F. R. Harty from Parramatta to Nepean-Blue Mountains, and E. R. Albrecht to Papua-N.G. from Sydney S.S.

Since the previous list published in The Navy, the undermentioned members of the Association have passed away: Messrs. Morgan Lee, A. E. Renfree, A. E. Wayman and C. H. Anscombe of Melbourne S.S.; F. S. Redgrove and C. McGibben of Sydney; J. L. Davies of Manly-Warringah; Allen Freyer of Canterbury-Bankstown; F. V. Newbon of Adelaide; H. Collins of Port Adelaide, and C. A. Redman of Perth S.S.

G.W.S.

## HUGE U.S. CONTRACT FOR JAPANESE INDUSTRIES

A report from Tokio on February 2 said that the United States is to spend 85 million dollars in Ordnance contracts with Japanese industrial firms between February 1 and June 30. The U.S. Headquarters in the Far East is said to have announced the contracts on February 1. The announcement stated that the orders primarily were for Ordnance equipment already in production, and for which contracts had been previously entered into by the United States Security in the Far East.

## NEW CADET-MIDSHIPMEN ENTER R.A.N. COLLEGE.

Seven Victorian 15-year-old boys were among 28 from all parts of Australia who entered the Royal Australian Naval College at Crib Point as cadet-midshipmen on Monday, January 25, after having been selected from 362 candidates for the intermediate entry.

They are:

Carpenter, Robert John (Wangaratta), Wangaratta High School.

Cockram, Geoffrey Edward (Sale), Sale High School.

Harries, David Alexander (Toorak), Geelong Church of England Grammar School.

Loftus, William Brian (Terang) Terang High School.

MacDougall, Ian Donald George (East Melbourne), Melbourne High School.

Raymont, Warwick (Crib Point), Frankston High School.

Sulman, Leonard Max (Sealake), Sealake Higher Elementary School.

On the same day 10 Victorian 13-year-old boys, whose names have already been announced, joined the College as cadet-midshipmen under the ordinary entry with 26 boys of similar age from the other States who were chosen from among 750 candidates.

## COAST WATCHERS' APPEAL NEARS \$4,000.

A donation to the Australian Coast Watchers' Memorial Appeal Fund has been made by the Vice-President of the United States (Mr. Richard Nixon) who visited Australia last October.

During his visit, Mr. Nixon, who served in the Solomon Islands as an officer of the U.S. Navy, paid a warm tribute to the Coast Watchers—the small but gallant band of men who did such hazardous intelligence work behind the Japanese lines in the Islands north of the Australian mainland.

Included among other recent

contributors to the appeal is Admiral R. K. Turner, U.S.N., the former Commander of the Amphibious Forces of the U.S. Pacific Fleet. In forwarding his donation, Admiral Turner remarked: "It comes from a heart grateful to those few men who did so much for so many." Another notable contribution has come from Bishop Wade, of the Marist Mission, Bougainville Island, as a mark of gratitude to the Coast Watcher who arranged the evacuation to a safe area of a number of the Mission's nuns.

Some time ago the Coast Watchers' Memorial Committee decided that a navigational light of a suitably commemorative character would be the most appropriate form of memorial, and this idea appears to have found general favour. The site for the navigational light is at the southern entrance of Madang Harbour.

Donations for the Coast Watchers' Memorial Fund (which have now reached the sum of £3,850) may be sent to the Coast Watchers' Memorial Committee, Navy Office, Melbourne.

## CADET PRIZE WINNERS FROM FOUR COUNTRIES.

Cadets from four countries of the Commonwealth received prizes from the Commander-in-Chief, British Home Fleet (Admiral Sir George Creasy, G.C.B., K.C.B., C.B.E., D.S.O., M.V.O.) on passing out of H.M. Cadet Training Ship "Triumph" on December 15. The Cadet prize winners were:

Cadet T. N. F. Skead, best all-round Cadet, winner of Queen's Sword. He is a South African serving in the Royal Navy. His home is at Machadodorp, Transvaal.

Cadet (E) G. J. Tilly, R.A.N., runner-up for Queen's Sword, also winner of Sailing Cup and second prize in seamanship. His home is in Kojonup, Western Australia.

Cadet (L) F. P. D. Miller, winner of prizes for seamanship, en-

gineering and electrics. Also for aggregate of marks on passing out. His home is at Croissy-sur-Seine, France.

Cadet D. B. Payne, winner of navigation prize. His home is at Barford, Darwick; educated at Nautical College, Pangbourne.

Cadet K. Day, winner of communication and aviation prize. His home is at Sydney, Gloucestershire; educated at Lydney Grammar School.

Cadet D. B. Nolan, winner of gunnery and torpedo prize; a New Zealander serving in the Royal Navy. His home is at Gisborne, New Zealand; educated at Wanganui Collegiate School.

## RECORD-BREAKING AIRCRAFT CARRIER RETURNS TO U.K.

H.M.S. "Ocean" (Captain B. E. W. Logan, R.N.), the light fleet aircraft carrier, returned to Devonport, her home port, shortly before Christmas after nearly two and a half years' foreign service.

During this commission the "Ocean" did two tours of duty in the Korean war zone, and in 1952 her air squadrons set up a record of 123 sorties flown against enemy positions in one day. Her performance was outstanding. During the two tours of war service her aircraft flew 7,964 sorties, attacking gun positions, troop concentrations, communications and transport.

Early this year Nos. 802 and 825 Squadrons, then serving in the "Ocean," were awarded the Boyd Trophy for the most outstanding feat of aviation in the Navy in 1952. An official citation at that time stated: "During this period the offensive spirit, skill, fine airmanship and courage shown by the pilots of the two squadrons resulted in an outstanding performance and much damage to the enemy. Statistics are quite remarkable. In 79 days of flying they averaged a daily sortie rate of 76.3."

The citation added: "825

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Squadron had only four incidents on the deck, resulting in a deck landing accident rate of one in 496 landings. The highest accident-free sequence was 1,613 landings. It is evident that these figures could not have been attained without an extremely and consistently high standard of maintenance by squadron maintenance ratings, and outstanding support from all in H.M.S. "Ocean."

#### PIRATE CREW CAPTURED.

The R.N. frigate "Flamingo" recently towed to Aden the Indian dhow "Naram Passa" with a pirate crew who boarded her on November 4.

A British Admiralty spokesman stated in London that on November 14 a party of Indian scamen reported to the Consul-General at Muscat that the dhow, on pas-

sage with a cargo of dates from Basra to India, had been boarded in the Straits of Hormux by about 20 men, some of them armed.

They came from a smaller boat, under the pretext of distress, and after compelling the rightful crew to take them to a point between Muscat and Auryat, put them ashore to walk to Muscat.

As the pirates were believed to come from Saihut in the Aden Protectorate, arrangements were made for H.M.S. "Flamingo" (Commander J. R. Lang, R.N.) to carry out search of the South Arabic Coast while on passage to the Persian Gulf.

During a visit to Salalah on December 3 to call on the Sultan of Muscat and discuss the search, the Captain of H.M.S. "Flamingo" was informed that the dhow was believed to be off the village of Jadhah, some 90 miles west of

Aden Protectorate territory. This was later confirmed by the political officer at Quishn. The village and dhow were approached during the night, and some of the crew surprised in their bunks. Later the next day the whole crew was apprehended.

From interrogation and local reports it seems that the Indian dhow collided with the pirates' dhow, some of whose crew were drowned. The remainder then boarded the "Naram Passa," and claim that the Indians fled their ship voluntarily off the Muscat coast.

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—Abraham Lincoln.



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