

THE NAVY



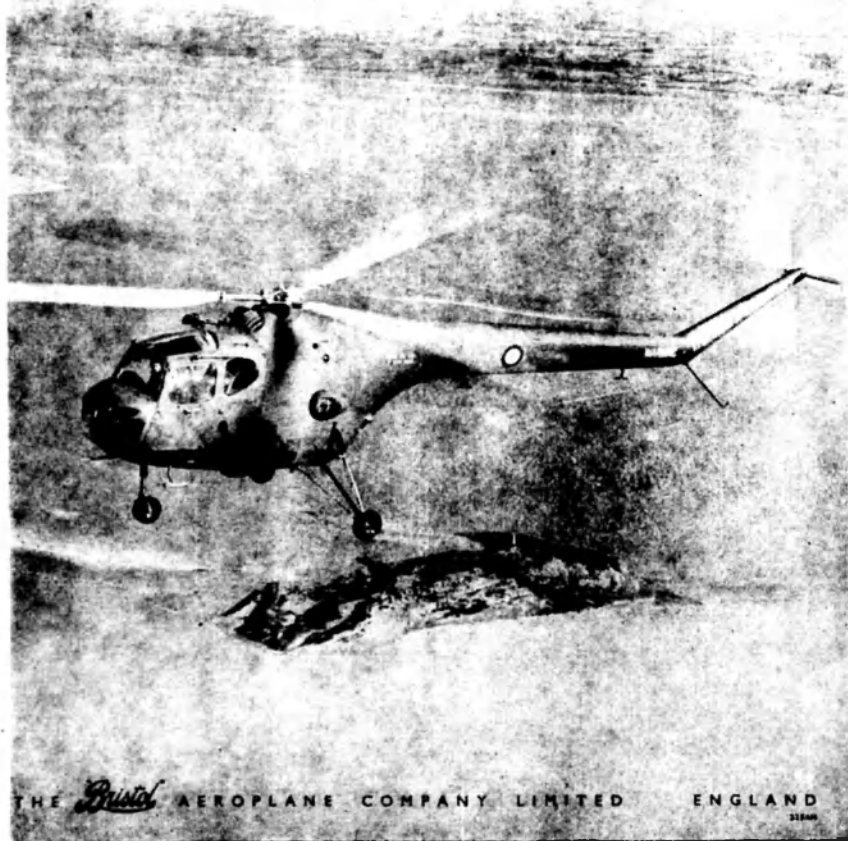
AUSTRALIA'S MARITIME JOURNAL

APRIL, 1954

1/6

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THE NAVY

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QUEEN ELIZABETH II.—FORTY YEARS ON

Except for some stroke of ill fortune, our beloved Queen Elizabeth the Second can expect to occupy the Throne of the British Commonwealth of Nations for something over forty more years. She is young, she is strong and she is healthy. There is no reason, barring accident, why she should not live out man's allotted span.

But what change will take place in the British Commonwealth between her visit to Australia in 1954 and somewhere near 2000? It is a fascinating problem to try to forecast, because the British Commonwealth is changing so rapidly that the trend might be in many directions.

One thing is certain, though, and that is only death will remove our Queen from the Throne. Never before has the British Monarchy been so firmly established, and never before has such a system of symbolised unity proved so workable in meeting changing conditions.

One thing toward which we may look is a continuous trend toward self-control and self-government in the different parts of the British Commonwealth. This process is going on more swiftly than many Australians realise. As a nation of predominantly British stock, our own independ-

ence and control over our own destiny came to us without friction or conflict.

It is in the parts of the Commonwealth where there are not predominantly British peoples that the significant changes are taking place. In India, in Pakistan and in Ceylon hundreds of millions of Asians have been given control of their own destiny since 1947. In Africa a bold experiment is being carried out in the Gold Coast with a Negro Prime Minister and a Parliament that is practically all Negro. It is hoped that quite soon Nigeria will follow the same pattern.

Everywhere, in fact, the trend is toward self-determination, with the Queen as the great and sole symbol of unity.

DUKE OF EDINBURGH PRESENTS NEW QUEEN'S COLOUR TO FLINDERS NAVAL DEPOT.

The presentation of a new Queen's Colour to Flinders Naval Depot by the Duke of Edinburgh on March 7 was a spectacular ceremony. It took place after the old Queen's Colour had been marched off and the new Colour had been dedicated and consecrated.

The Minister for the Navy (the Hon. William McMahon) announced at the time His Royal Highness travelled to the Depot by train, which

left South Yarra Station at 9.20 a.m. and arrived at the Depot Siding at 10.45 a.m.

He was met by the Commodore Superintendent of Training (Commodore J. C. Morrow, D.S.O., D.S.C., R.A.N.), and his personal standard was raised. He then drove to the parade ground by way of Cook and Darley Roads, which were lined by school children from the Mornington Peninsula.

On arrival at the parade ground His Royal Highness was greeted by a Royal Salute and he inspected the Royal Guard (commanded by Lieutenant-Commander R. C. Savage, D.S.C., R.A.N.).

The dedication and consecration of the new Queen's Colour were conducted by the Rev. H. E. Fawell, a Chaplain of the Royal Australian Navy.

At the end of the presentation by the Duke of Edinburgh the parade marched past led by the Royal Guard and the Colour.

Naval officers who are heads of departments were then presented to His Royal Highness by Commodore Morrow.

On completion of the presentations the Duke drove to the Royal Australian Naval College, where he was met by the Commander of the College (Commander R. J. Robertson, D.S.C., R.A.N.), and the Director of Studies (Mr. Q. de Q. Robin, B.A., Dip.Ed.). He then inspected a parade of Cadet Midshipmen and took the salute at a march past.

He then inspected the Depot cafeteria, in which junior ratings were having their mid-day meal, as well as the main cooking galley and the indoor swimming pool.

From there he drove to the wardroom, and, before entering it, met junior ratings who were formerly his shipmates. He met former officer shipmates and other officers of the Depot in the wardroom.

From the wardroom he drove back to the Depot siding and left there by train at 1.15 p.m. on his return to South Yarra Station.

He was given a Royal Salute by the guard as the train began to move.

SEA HAWKS IN SQUADRON FORM NOW IN OPERATION IN R.N.

The news, released by the British Admiralty, that a Squadron of the Royal Navy's most modern operational aircraft, namely, No. 86 Squadron of Sea Hawk jet fighters, were embarked in H.M.S. "Eagle" (Captain D. E. Holland-Martin, D.S.O., D.S.C., and Bar, R.N.), on February 1, will be received with great interest not only in Royal Naval circles but also in Her Majesty's Commonwealth Navies as well.

Although Sea Hawks, which are capable of

speeds approaching the speed of sound, have previously operated in small numbers from British aircraft carriers, it is the first time that a Squadron of these aircraft have gone aloft operationally.

The first aircraft to land on board was piloted by the Squadron's Commanding Officer, 32-year-old Lieutenant-Commander Pat Chilton, R.N., who flew Royal Naval aircraft in Western Desert operations during World War II.

The Sea Hawk is the fastest Royal Naval operational single-seater day fighter and it is replacing the Supermarine Attacker aircraft as the Royal Navy's first-line fighter aircraft.

No. 806 Squadron was formed at R.N.A.S. Brawdy, Pembrokeshire, Wales, in March, 1953, and took part in the Coronation Naval Review at Spithead and in the Battle of Britain fly-past in September. It will be remembered that its Commanding Officer flew a Sea Hawk to the United States aircraft "Antietam" to make the first British aircraft arrested landing in an aircraft carrier with an angled deck, the new flight deck arrangement devised by the Royal Navy to increase the speed and safety of operating aircraft aloft.

Other Royal Naval Air Squadrons are converting to Sea Hawks. No. 898 Squadron, commanded by Lieutenant-Commander D. C. Parker, D.S.O., D.S.C., A.F.C., R.N., now working up in Pembrokeshire, will, it is officially stated, be the next to embark in an aircraft carrier.

No. 804 Squadron, which formally operated Sea Fury aircraft, is working up with Sea Hawks in Scotland and is commanded by Commander E. M. Brown, O.B.E., D.S.C., A.F.C., M.A., R.N., who as a Royal Naval test pilot was the first man to land a jet aircraft on an aircraft carrier. He also did a series of trial landings on an experimental flexible deck with a jet aircraft without an undercarriage.

The "Eagle" embarked the Sea Hawk and other Squadrons of aircraft in preparation for the Spring Cruise of the British Home Fleet during which she has since taken part in combined exercises with ships of the British Home and Mediterranean Fleets in the Mediterranean.

H.M.S. "Eagle," Britain's largest aircraft carrier, is wearing the flag of Flag Officer Heavy Squadron (Rear-Admiral W. T. Couchman, C.V.O., D.S.O., O.B.E.), one of the Royal Navy's flying Admirals, who led the Fleet Air Arm fly-past for the Coronation Naval Review and received his C.V.O. for his part in the event. After taking part in other exercises in the Mediterranean No. 806 Squadron will leave the "Eagle" during the English summer for a short spell in the United Kingdom before joining the new "Hermes" class aircraft carrier "Centaur," now nearing completion, if she has not already been completed, at Portsmouth.

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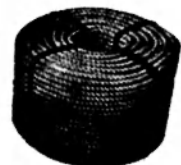


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FOR THE NEXT ISSUE OF

The Navy

BRITAIN'S FLEET AIR ARM OF TO-MORROW

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

In all the world's major fleets, except, perhaps, that of Russia, which is chiefly designed to support land offensives, the battleship has now been succeeded by the aircraft-carrier as the capital ship. The Fleet is to-day modelled round the carrier. Its aircraft, with their speed, manoeuvrability, endurance and great hitting power, are both the modern "eyes" and big guns of the Fleet.

That is why the commissioning of a new aircraft-carrier, or an announcement that a new air squadron is joining a carrier already in service are nowadays events no less important than were, let us say, the addition of a battleship or a small fighting ship to the Fleet in the old days.

In the development of a Fleet they are major items. Thus when H.M.S. "Eagle," the British Navy's largest aircraft-carrier, embarked recently her first squadron of the latest Sea Hawk jet fighters it was of the greatest interest not only to the British Navy, but to the navy of every maritime country in NATO.

After a necessary post-war time-lag, during which conventional building development was overtaken and passed by naval scientific achievement and research, by the evolution of new weapons and techniques which upset accepted standards, the shape of to-morrow's fleets can now be seen.

Instead of battleships, there are aircraft-carriers; instead of destroyers, fast anti-submarine frigates. Naval strategy remains constant; naval tactics—the means to achieve the end—are dominated by air power, the fast submarine of great operational range, and the threat of the mine.

It is significant that several British naval squadrons are in process of changing over from piston-engined fighter aircraft to Sea Hawks and other jets. No. 806 Squadron, the first consisting en-

tirely of Sea Hawks to be carrier-borne, is to be first of many which will be serving afloat between now and 1956.

At the end of the British Home Fleet's spring cruise, this "prototype" squadron will leave the "Eagle," and, after a spell back in Britain, will join H.M.S. "Centaur," one of the four new 18,300-ton intermediate carriers the Royal Navy is to have soon. Carrying formidable armament and flying at a speed approaching that of sound, these Sea Hawks are indeed powerful day fighters. They are incomparably superior to any aircraft used in the second world war.

Not only will British naval jet fighters be based this year at air stations in Britain and in carriers of the Home Fleet. After the forthcoming training cruise another of "Eagle's" jet squadrons, consisting of Attackers, will disembark and fly to Malta, there to become the first of the jet squadrons to serve on an overseas station.

The Navy's new jet aircraft are now in quantity production. The time is not far distant when piston-engined aircraft now in service will be replaced by Sea Hawk and Sea Venom jet fighters, the Westland Wyvern and the Gannet, both turbo-power aircraft.

Keeping pace with the arrival of aircraft of ever-increasing performance are a whole series of ship developments enabling carriers to operate them. The most important of such developments are the steam catapult and the so-called "angled deck" arrangement. These two British inventions, which much increase the efficiency of carriers, are being installed in the latest ships of the British and Commonwealth navies, and have been adopted by the United States Navy.

Both devices are particularly suitable for the operation of jet aircraft. The steam catapult is so powerful that it can launch — in

certain circumstances when the carrier is stationary — the heaviest naval aircraft likely to be carrier-borne for years to come.

The "angled deck" consists of a rearrangement of the after part of the flight deck permitting aircraft approaching to land on or to fly straight off the side of the ship for a second attempt should it be necessary, and at the same time to eliminate all risk of crashing into other aircraft on deck. The two inventions are thus complementary, the first putting aircraft into the sky, the second enormously improving a carrier's ability to accept them.

At least one of the four intermediate carriers — the "Hermes," "Bulwark," "Centaur" and "Albion" — will have both devices. Two, perhaps, three, of these ships, said to be the "last word" in carrier design, should be ready this year. The carriers of to-morrow may be rather smaller than the mighty "Eagle": some naval experts put the ideal carrier's displacement at between 20,000 and 30,000 tons. Another giant carrier, the "Eagle's" sister-ship, "Ark Royal," should be ready next year. She will have both the steam catapult and the "angled deck." It is reported that the latter device will be added to the "Eagle" shortly.

Thus the British Navy's carriers, its aircraft, and the very large internal organisation known as the Fleet Air Arm, are beginning to assume a "New Look" after a long period of post-war planning, in preparation for their duties of to-morrow. With the advent of Atomic Power, the development of Naval Air Power and the march of science, the whole trend of naval building and planning is altering. The emphasis to-day is on carriers and on small ships such as fast anti-submarine frigates and mine-sweepers.

Changes in small ship design will be discussed in another article.

HELICOPTER SQUADRON IN MALAYA GAINS BOYD TROPHY.

A small silver model of a Swordfish aircraft, the Fleet Air Arm's highest flying honour, has been awarded to No. 848 Helicopter Squadron for services in Malaya during 1953. It is the Boyd Trophy, which is presented annually for the most outstanding feat of aviation in the Royal Navy.

The unit, equipped with Sikorsky S.55 helicopters provided by the United States under the Mutual Defence Assistance Programme, was commanded by Lieutenant-Commander Sydney H. Suthers, D.S.C., R.N., until recently, when he was succeeded by Lieutenant-Commander B. Paterson, R.N.

An official citation stated that the squadron was formed in the United Kingdom at the end of 1952 and sent to Malaya at very short notice. Officers and men had no opportunity of training and flying together before leaving, and even their flying experience of the S.55 helicopters was severely restricted in the short time available.

Since the squadron became operational on January 24th, 1953,

over ten thousand troops have been lifted and over 220 casualties evacuated. The squadron has also developed a system for dropping paratroops from the S.55 helicopter, which has been adopted as standard practice.

Conditions in Malaya were entirely new to them, the citation continued, and the remarkable results while operating in arduous circumstances and employing empirical methods can only have been achieved by outstanding effort by aircrew and ground crews.

The average serviceability of the helicopters for the first ten months of 1953 (the latest figures available) was 79.6 per cent., and the squadron never had to cancel an operation for the lack of aircraft. Not one aircraft was lost as a result of operations, the citation concluded.

The squadron was formed at the R.N. Air Station at Gosport (Hants) and sailed for the Far East in the ferry carrier "Perseus." It is the Navy's first operational helicopter unit. In addition to the service mentioned above, the

Squadron has also transported nearly 200,000 lbs. of freight over the Malayan jungles. The aircraft have spent more than 5,500 hours in the air.

H.M.S. "CEYLON" VISITS SYDNEY.

H.M.S. "Ceylon" (Captain J. C. Stopford, R.N.), the first Royal Navy cruiser to visit Sydney since the war, berthed on February 25 at Garden Island, Sydney.

The trim 8000-ton cruiser berthed at 9 a.m. at the Naval Dockyard's fitting-out wharf, while members of her fine complement lined her decks. Most of her ratings are between 18 and 21 years old, and few had been to Sydney before.

Included in her complement were 35 British Somaliland ratings and petty officers and four Pakistan midshipmen.

The only Australian in the ship, Midshipman E. Mortensen, left the cruiser at Fremantle so that he could visit his people at Thursday Island.

But about 60 members of the crew have British migrant relatives in Sydney.

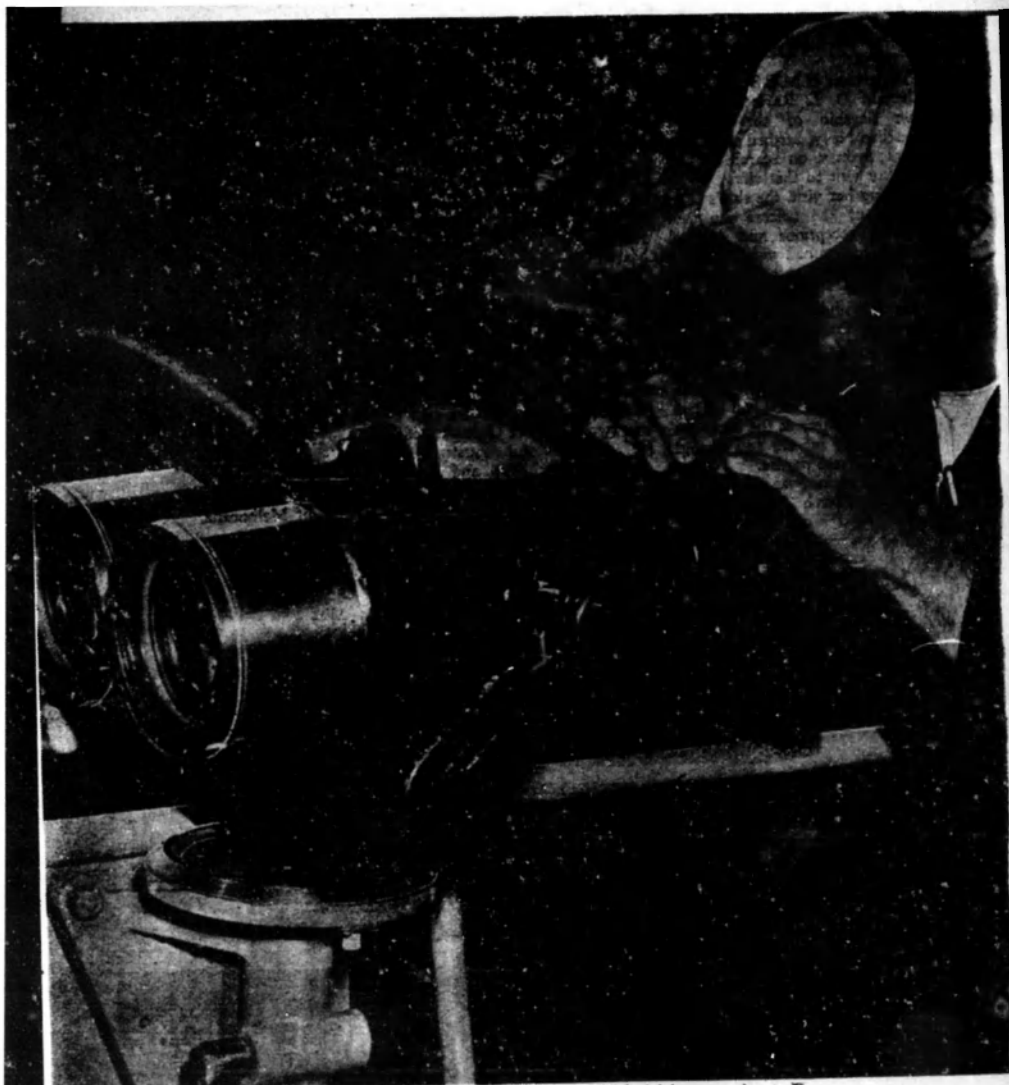
H.M.S. "Ceylon" had come to Australia to escort the Royal Liner "Gothic" across the Indian Ocean after the Royal Australian Navy escort leaves her at Cocos Island, on her return voyage to the United Kingdom.

She will also join in the R.A.N. escort of "Gothic" from Fremantle to Cocos Island.

H.M.S. "Ceylon" came from her base at Trincomalee, Ceylon, and had already visited Hobart en route.

The commander of H.M.S. "Ceylon," Captain J. C. Stopford, R.N., paid official calls on March 25 on the Flag Officer in Charge of Eastern Area, Rear-Admiral H. A. Showers, the Air Officer Commanding R.A.A.F. Home Command, Air Vice-Marshal A. L. Walters, and the Lord Mayor of Sydney, Alderman P. D. Hills.

H.M.S. "Ceylon" left Sydney for Melbourne on March 6.



This crew member of the U.S. "Tarawa" had a close-up view of Sydney through the Aircraft-carrier's powerful binoculars, as the "Tarawa" and "O'Bannon" sailed up the Harbour. After calling at Melbourne the ships will visit New Zealand before returning to the United States.

April, 1954.

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H.M.C.S. "ONTARIO" VISITS SYDNEY

The cruiser H.M.C.S. "Ontario" (Captain D. L. Raymond), west coast flagship of the Royal Canadian Navy, berthed at Garden Island, Sydney, on March 9 for a four-day visit to that city.

During her visit, the ship's complement of 784 officers and men attended receptions and cocktail parties, entertained visitors to the ship and took part in sporting events.

On the night of March 9 the Canadian Trade Commissioner to Australia, Mr. C. M. Croft, entertained the Commanding Officer of the "Ontario," Captain Duncan L. Raymond, and about 50 officers at a cocktail party at the Pickwick Club. Many officers and ratings attended private parties.

The "Ontario" was open to the public on March 11 from 1.30

p.m. until 4.30 p.m., and many people took advantage of the opportunity thus afforded to inspect the ship.

The New South Wales Government held a State reception for Captain Raymond and senior officers of the "Ontario" at the Hotel Australia at 5.30 p.m. on March 11.

Bobby Pearce, one of the greatest scullers Australia has produced, was among the "Ontario's" complement. He is now a lieutenant-commander in the Royal Canadian Navy. Bobby Pearce, as he will always be remembered by Australians, is the only sculler ever to win two successive Olympic sculls. He did this for Australia at Amsterdam in 1928 and at Los Angeles in 1932. When he won the 1932 Olympic sculls, Pearce

held every major sculling title in the world.

The "Ontario" left Sydney for Brisbane on March 13.

(Official information concerning the "Ontario" and Captain Raymond was published in the February issue of this Journal.—Ed.)

"Man has bought his car, his wireless set and the amenities of a modern kitchen. He has facilities for sport, leisure and travel that his forbears never knew. But the hidden, yet important, matters of personal relations, morals, example and responsibility are often pushed aside."

—Dr. Booth, Anglican Archbishop of Melbourne.

BRITISH NAVAL CONTROL IN THE YELLOW SEA

By Donald Barry

(with acknowledgments to "The Navy," London)

Now the shooting war has been halted in Korea, attempts will be made to assess the Royal Navy's contribution to the United Nations effort.

Two things are immediately apparent: firstly, that the Royal Navy's peacetime strategic disposition of ships was well conceived, and, though not numerous, the ships were well placed and adequate to meet the initial Naval responsibilities in the Far East caused by the outbreak of hostilities; and secondly, that this has been a war in the modern naval style, with the bombs and guns of carrier-borne aircraft serving as the long-range missiles of the Fleet, while the men manning the ships endure with cheerful resolution the monotony of patrols and routine watchfulness.

That the ships of the Royal Navy in the Far East were appropriately disposed to deal with the onset of the Korean war is shown in Admiralty documents, which indicate that most units of the Far East Fleet were cruising in Japanese waters when the North Korean forces attacked South Korea. Within five days a British force including the light fleet carrier "Triumph" and two cruisers—a force numerically as strong as the United States naval forces on the spot—had started work, and they were logically self-supporting though operating 1,000 miles from the nearest British base.

That it would be primarily a war in which the Fleet Air Arm would "steal the show" was apparent from the start, for only eight days after British warships had been peacefully cruising off North Japan, H.M.S. "Triumph" was ready, as part of a combined carrier force, to fly off strikes against the enemy and to set a standard for the British and Dominion carriers which were to follow her—H.M.S. "Ocean."

H.M.S. "Theseus," H.M.S. "Glory" and the Australian light fleet carrier "Sydney."

For 1,128 days ships of the Royal Navy were stripped for action off the coasts of Korea; on most of those days carrier-borne squadrons flew sorties against the enemy. As one carrier succeeded another, new and remarkable records of sorties were set up, until in November, 1952, H.M.S. "Ocean" flew 123 sorties in a single day.

Records such as this may enthrall aviators and give them ammunition to fire in the battle in which the comparative value of surface ships is judged against the apparently increasing striking power of aircraft. But it would be very unwise to draw any tactical or academic conclusions from the Korean war. There are many reasons for sober judgment and a paramount need to regard the Navy's part in the Korean war in its proper perspective.

In the first place, this has been a war in which the naval forces of the North Koreans have been negligible and those of the United Nations overwhelming. It has been primarily a war fought on land with naval and naval air operations designed merely to secure the flanks of the land forces by blockade and to give practical support to the United Nations armies by harassing the enemy's lines of communication and attacking concentrations of troops and material. There has been no enemy submarine activity, very little air action against the Fleet or its aircraft, and no mining with which the ships of the United Nations Fleet have not been able to deal effectively.

In this curious situation it has never been found necessary for the Royal Navy to employ its latest aircraft carriers. H.M.S. "Eagle" was not completed until the war was 16 months old and

then went about her trials with an air which ignored Korea and marked this war off as a side-show. It has never been found necessary even to contemplate sending the "Eagle," or any of the five fleet aircraft carriers of World War II, fame, to the Far East. From the first, the light fleet carrier, whose role in World War II was limited by her speed and many other considerations, became the spearhead of Commonwealth units in the Korean zone, and the ordinary squadrons of this type of ship—Sea Fury and Firefly aircraft—took up the attack while the Navy's latest jet aircraft came into squadron service in H.M.S. "Eagle" in home waters.

For the Navy the Korean war has been no more than a prize-fighter's bout with an amateur, but out of its operations the Navy has obtained certain benefits not to be overlooked. It has proved the value of the light fleet carrier in circumstances which do not call for the operation of the fleet types. It has shown that a phenomenal number of sorties can be flown daily from this type of ship when conditions are favourable, and, most important, it has given valuable operational experience to many of the Navy's pilots. Most of these pilots, by reason of their youthfulness, had not seen action before, but their conspicuously high standard of operational flying, often against determined flank opposition, has been the admiration of our allies and should not in any circumstances be belittled by their own countrymen.

At various times the piston-engined aircraft of squadrons from both H.M.S. "Glory" and H.M.S. "Ocean" have been molested by Russian MIG.15 jet fighters, but by cleverly manoeuvring in close formation the Navy's Firefly and Sea Fury squadrons got the better of the encounters with their much



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faster opponents. Naval aircraft suffered some damage though no casualties, but in one spirited encounter, a MIG which attacked four Sea Fury aircraft from H.M.S. "Ocean" was shot down and exploded on hitting the ground. On the same day another MIG was driven off in a cloud of black smoke and flames.

About 16 squadrons of aircraft have served in the five aircraft carriers which have operated in Korean waters, and probably something approaching 30,000 operational sorties have been flown with the remarkably low casualty record of 22 pilots killed during three years' operations.

H.M.S. "Glory," now back in the United Kingdom, was in the war zone longer than any other carrier. In three spells of duty

of 15 months' duration in all, she was in Korean waters for 316 days. In this time she flew 9,500 operational sorties, and equalled a one-day record set up earlier by H.M.S. "Ocean," of 123 sorties. The "Ocean's" record is hardly less impressive. She is still in the area, for though the shooting war has ceased, the Navy's vigilance has not. Up to the present she has flown about 8,000 sorties with an average of more than 70 sorties a day.

Such performances as this could not have been achieved without the most skilful aircrews, highly efficient deck handling and maintenance parties, and without the vigilant support of the maintenance carrier "Unicorn" and supply ships of the Royal Fleet Auxiliary.

No doubt the Korean war has re-emphasised the pre-eminent importance of naval-air power in modern warfare. Perhaps some will say that the bomb has finally made the 15-inch shell obsolete. Possibly it has supported the theory that the aircraft carrier is the capital ship of the day.

Much data will be found to support these points of view, but when all is considered, the only safe conclusion is that the Korean war has taught the Navy little and hardly stirred the traditional calm of the Admiralty. It has only underlined the inevitable truth that control of the sea is vital, whether that be achieved by carrier-borne aircraft or unspectacular blockade and patrol. The effective marriage of the two is probably the ideal.



Sea Hawk aircraft fire their starter cartridges on board the aircraft carrier H.M.S. "Eagle" during a recent exercise in the Mediterranean. The "Eagle" is temporarily attached to the British Mediterranean Fleet.

ROYAL NAVY'S PLANS FOR TO-MORROW

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

The Royal Navy is looking to the future. It is starting in June a scheme whereby men in its ships will serve a maximum of eighteen months at one time on foreign stations, instead of two to two and a half years as at present. This scheme, which should be fully operative at the end of next year, will have the effect of changing the composition of the Navy's Home and Overseas Fleets more frequently, although the number of ships in service will remain roughly the same.

Together with this fundamental reorganisation, which the Navy is making to solve certain of its own internal problems, comes news of devastating ultra-modern weapons to be installed in British aircraft-carriers, cruisers, frigates and other warships. Of new naval aircraft of extremely high performance—a new swept-wing jet fighter which will replace another not yet in service! New guns, new radar equipment, new fire control systems, a new landing device for landing aircraft on carriers in thick weather.

So rapid are the advances now being made by scientists that weapons and equipment are already obsolete when they come into service.

Three new British cruisers, the "Blake," "Defence" and "Tiger," will each carry four new British six-inch guns which together have a fire power of twelve existing guns of the same calibre. The guns will be directed by an electronic "brain" which "locks on" to the target and fires them automatically.

A new three-inch anti-aircraft gun, an anti-submarine triple-barrelled mortar, which, the British Admiralty claims, is more deadly than any before used in war, a fast-firing Bofors gun, are all similarly controlled by scientific means. These are a few of the weapons which will be used by the Royal Navy of to-morrow.

No details of new tonnage to be

begun in the next twelve months have been revealed up to the present, but it is known that, after an interval of nearly six years, Britain is resuming submarine construction.

It is the practice not to announce the building of a submarine until after her launching. Therefore, a statement recently by Britain's First Lord of the Admiralty was doubly significant. He announced that two experimental submarines using hydrogen peroxide propulsion to provide high underwater speeds were expected to have their sea trials this year, and that new submarines were being laid down.

The Admiralty will spend £353,000,000 in 1954-55, much of it on expanding the minesweeping and anti-submarine forces, and on the enormous programme of modernisation and conversion which has been going on under the present three-year naval programme.

Generally, the shape of the building programme remains unaltered on completing five big aircraft carriers almost ready for service and on many other ships now building. The inadvisability of ordering more large warships at this time of great change and scientific advances was stressed by Sir Winston Churchill when he said in Britain's Parliament earlier this month (March): "Changes in weapons are so rapid that if war should come at any time in the next decade all the countries engaged will go into action with a large proportion of obsolete equipment."

According to a statement accompanying the latest Navy Estimates the strength of Britain's Fleet at the beginning of the 1954-55 period is as follows: (The overall figures are obtained by adding the numbers of ships set out in classes.) Active Fleet: 149 (among them being one battleship, three carriers,

10 cruisers); training and experimental: 41 (four carriers); in reserve, reducing to reserve and preparing for service: 380 (four battleships, five carriers, 115 frigates, 146 minesweepers); under construction: 149 (5 carriers, 114 minesweepers, etc.).

It must be remembered that this grand total of 719 ships does not include large numbers of vessels in the fleet train, attendant ships and numerous small craft. It should also be remembered that the active fleet (i.e., the ships actually in service) represents but a fraction of the size of the fleet when fully mobilised, as it would be in the event of a national emergency. The United States Navy is the world's largest, the Royal Navy occupying second place.

During the coming year four new aircraft-carriers are to join the Fleet, thus adding considerably to Britain's new formidable "capital ship" strength. They will be the 20,000-ton "Centaur" and two of her "intermediate" sister ships, the "Albion" and "Bulwark." There will also be the mighty "Ark Royal," which is like the 36,800-ton "Eagle," at present the Navy's biggest carrier and flagship of the Home Fleet. Only one carrier now in the final stages of building is not likely to be ready until late next year. She is the 20,000-ton "Hermes," the first carrier designed to incorporate both the "angled deck" and the steam catapult, the complementary British devices which are being adopted by the United States Navy. These are regarded as two of the most important carrier developments since the Second World War.

With this highly significant improvement in carrier strength goes the increasing tempo of re-equipping the Fleet Air Arm with the latest jet and turbo-prop aircraft. It is expected that the Royal Navy will have almost completely changed over from piston-engined

aircraft to the new types within the next year or two.

But the accent is on small ship construction — on the building of fast anti-submarine frigates carrying new weapons, and on the conversion of 24-knot destroyers now in reserve to frigates of four types for anti-submarine, anti-aircraft and aircraft direction duties, on the building of more coastal and inshore minesweepers, of which the Navy intends to have great numbers; of fast patrol boats and a variety of other coastal craft for "shallow-water" offence and defence.

The first of the many new frigates should be ready in 1954-55. By the end of the period more than 100 minesweepers and nearly all the seaward defence boats now on the stocks should have been completed.

"If a man be gracious and courteous to strangers it shows he is a citizen of the world."

Francis Bacon.

MODERNISATION OF "WARRAMUNGA"

WILL COMMISSION THIS YEAR.

The modernisation of another R.A.N. Tribal-class destroyer is nearing completion and it will be commissioned about October. The destroyer is H.M.A.S. "Warramunga," which has been undergoing modernisation at Garden Island Dockyard in Sydney since late 1952.

This was announced on March 1 by the Minister for the Navy (the Hon. William McMahon).

Mr. McMahon said that "Warramunga" would replace another Tribal-class destroyer, H.M.A.S. "Bataan," in the Australian Fleet. "Bataan" would be placed in the Reserve Fleet at Sydney. Her ship's company would transfer to "Warramunga."

Mr. McMahon said that with the completion of the work on "Warramunga," another stage of the R.A.N.'s shipbuilding, conversion and modernisation programme

had been finished. The R.A.N. had undertaken this programme to prepare against the serious danger that would be presented by the fast, long-distance, long-submersible submarine in any future war.

Mr. McMahon added that the programme was being vigorously carried out. The Tribal-class destroyer "Arunta" had also been modernised, two new Australian-built Battle-class destroyers were in commission, one "Daring" class ship had been launched and another would be sent down the slips at Williamstown on March 19th. The aircraft-carrier "Melbourne," which was under construction in the United Kingdom, was expected to be commissioned in the middle of 1955. In the conversion programme, H.M.A.S. "Quadrant" had been completed and "Queenborough" would be finished this year.

NEWS OF THE WORLD'S NAVIES

ROYAL YACHT "BRITANNIA" DOES TRIALS ON CLYDE.

The Royal Yacht "Britannia" did acceptance trials in the Firth of Clyde in January, having been commissioned after inspection by senior Admiralty officials. She remained in Scottish waters for some time, coming south later to prepare for her maiden voyage in May to Tohruk, where she awaited the arrival of Her Majesty The Queen and His Royal Highness The Duke of Edinburgh, returning from their Commonwealth tour. Her Majesty and His Royal Highness will complete their homeward journey in the yacht.

THE QUEEN AND DUKE RECEIVED ON BOARD "AUSTRALIA."

Before the Royal Liner "Gothic" sailed from Cairns on the afternoon of March 13 the Queen and the Duke visited the cruiser H.M.A.S. "Australia," which, with H.M.A.S. "Anzac," escorted the "Gothic" through the Barrier Reef. The Royal couple were received on board "Australia" by Rear-Admiral R. R. Dowling, Flag Officer commanding the Australian Fleet, and Captain A. W. R. McNicoll, who commands "Australia." Later 30 ratings drawn from all States were mustered and the Queen and the Duke spoke to each of them.

AMERICAN MARINES STRUCK BY MORTAR BLAST.

Six American Marines were killed and 30 others injured when a mortar shell exploded on March 4 during a training demonstration near the Korean front. A spokesman of the American First Marine Division said that an instructor dropped a live shell which he apparently

though had been rendered harmless. The shell exploded, killing and injuring the men, including the instructor. The blast blew out the doors and windows of the hut in which the class was assembled.

FIRST SEA LORD VISITS H.M.S. "DILIGENCE."

The First Sea Lord, Admiral of the Fleet, Sir Rhoderick McGirg-or, G.C.B., D.S.O., visited H.M.S. "Diligence" (Captain J. J. E. Farnol, D.S.C. and Bar), the small ships equipping and commissioning base at Hythe, near Southampton, on January 13. He proceeded to Hythe from Southampton in a Motor Torpedo Boat. The base, which has been in commission for about nine months, is charged with the duty of fitting naval equipment of all sorts, including the new fast patrol boats, minesweepers and other small craft, which are being constructed for the Royal Navy by a number of different firms. Those ships which are going to join the active Fleet are given a short work-up at Hythe while others, which are scheduled for reserve, are prepared and laid up by H.M.S. "Diligence" in a state of preservation. On completion of his inspection, the First Sea Lord returned to Southampton, where he was the principal guest at a luncheon given by the Southampton Master Mariners' Club, in the Union Castle liner "Capetown Castle."

MEMORIAL TO THE LATE ADMIRAL SIR CLAUD BARRY.

A memorial to the late Admiral Sir Claud Barry, K.B.E., C.B., D.S.O., who was Flag Officer (Submarines) from November, 1942, to September, 1945, was unveiled at the submarine base at Fort Blockhouse, Portsmouth, by Admiral Sir Charles Little, G.C.B., G.B.E. Admiral Little, a pioneer submariner, was Second

Sea Lord at the British Admiralty for the first twenty months of World War II. He was subsequently Head of the British Admiralty Delegation in Washington and later Commander-in-Chief, Portsmouth. A service conducted by the Bishop of Portsmouth (the Rt. Rev. W. L. S. Fleming, D.D.), assisted by the Chaplain of the Base (the Rev. J. R. Scarff, M.A.), took place in the Church of St. Ambrose in Fort Blockhouse. Afterwards, the memorial, which takes the form of a carved door to the Memorial Chapel on the ramparts of the Fort, was unveiled by Admiral Little. Among those present were officers and ratings of the Portsmouth Command who served with the late Admiral Barry, representatives of Submarine Squadrons in home waters, and branches of the Submarine Old Comrades Association.

COCKATOO ISLAND DOCKYARD LEASE RENEWED.

The Federal Government has renewed the lease of the Cockatoo Island Dockyard to the Cockatoo Docks and Engineering Co. Pty. Ltd., whose present 21-year lease will expire on February 28, 1954. Both parties have signed the new lease, which will remain in force for 20 years and eight months from March 1 next. The Minister for the Navy said on February 22 that the ownership of the dockyard was vested in the Federal Government, but its operation by a private company had proved both efficient and convenient from the Government's point of view. The company had controlled and managed the yard to the Government's entire satisfaction. The conditions set out in the new lease were generally speaking, similar to those of the present agreement, excepting that the clause relating



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to rental had been varied. The current lease provided for the payment of rent on a sliding scale, with a minimum of £1,000 a year and a maximum of £50,000. Under the new lease the minimum sum payable had been increased to £2,000 and the maximum figure had been deleted.

QUEEN'S PEN MADE FROM OLD BATTLE-CRUISER.

Her Majesty the Queen when signing the visitors' book at her inspection at Balmoral Naval Depot, H.M.A.S. "Penguin," on February 18 used a pen made out of a piece of teak from the old battle-cruiser, H.M.A.S. "Australia." The "Australia," after serving through the First World War, was scrapped. Her hull was sunk off Sydney Heads in April, 1924. Shipwrights at Balmoral Naval Depot made the pen especially for Her Majesty's visit. When the Queen and the Duke entered the wardroom of H.M.A.S. "Penguin" at Balmoral, naval officers of Captain's rank, together with their wives, were presented to Her Majesty and His Royal Highness. The member for Warringah in the House of Representatives, Professor F. A. Bland, and his daughter, Mrs. Donald McDonald, and the member for Mosman in the New South Wales Legislative Assembly, Mr. P. H. Morton, and Mrs. Morton, were also presented. H.M.A.S. "Penguin" is situated in the respective Federal and State electorates which Professor Bland and Mr. Morton represent.

R.N. DIVERS IN THE THAMES.

A team of Royal Naval divers will be working in the Thames during the next few months, gaining experience of diving conditions such as are to be found in commercial ports and rivers where water is often murky and tidal. This will prepare them to meet the stern calls which may be made upon them in the event of war, when divers have to operate

in strange places and conditions. Below the Pool of London, they will work directly from H.M.S. Ship "Annet" (Commander R. W. Wainwright, D.S.C., R.N., Retd.), and "Latholm" (Lieutenant-Commander E. A. McCormack, R.N.V.R.). Above Tower Bridge and as far as Battersea, the team will operate from specially fitted motor cutters. The divers will wear light self-contained suits, each diver carrying his own air supply with him and being thus independent of air hose or air pump in attendant craft.

OIL POLLUTION INVESTIGATION.

With the object of discovering seasonal changes in the speed and direction of the ocean currents which are believed to carry oil patches to beaches, arrangements have been completed by the National Institute of Oceanography (U.K.) and R.A.F. Coastal Command for the dropping of plastic drift envelopes in the Atlantic Ocean to the West of the British Isles. A number of aircraft of

Coastal Command, each carrying a scientist from the Institute, made the first dropping flights on January 20, and further flights will be made during the spring, summer and autumn. A reward of half-a-crown will be paid to the sender of each postcard (contained within the envelope), which is returned to the National Institute of Oceanography, Wormley, near Godalming, Surrey, with the simple questionnaire printed upon it filled in.

GRACEFUL COMPLIMENT PAID BRITISH DIVERS.

Royal Naval divers worked throughout a week-end at the end of January to remove a length of cable which was fouling the port propeller of the U.S. destroyer "Bristol" (Commander F. J. Gorczyk, U.S.N.). The destroyer had reached the Tail of the Bank, Clyde, and invited the Senior Officer Reserve Fleet to assist. A party of three divers, under Commissioned Gunner O. J. Scurr, removed the cable, which was wrapped round the propeller. The following message was sent by the

Two views of the massive 37,000 ton U.S. Aircraft-carrier "Tarawa" as she came alongside her berth at Woolloomooloo, Sydney. The "Tarawa," accompanied by the destroyer "O'Bannon," visited Sydney for Coral Sea commemorations.



Captain of the "Bristol": "Greatly appreciate expert service of Commissioned Gunner O. J. Scurr, Petty Officer James McIlville and divers attached to H.M.S. "Jupiter." Their technical knowledge and willingness to work long hours left nothing to be desired. It is a pleasure to commend such well-trained men for job well done."

FINE EXAMPLES OF ANGLO-AMERICAN CO-OPERATION.

As an example of Anglo-American co-operation, the 7,000th deck landing in H.M.S. "Eagle" since the ship came into service in October, 1951, was made by an American Naval pilot. During operations in the English Channel the Commanding Officer presented the pilot, Lieutenant Eben Leavitt, Junior, U.S.N., with a cake from H.M.S. "Eagle" with the inscription "7,000th Deck Landing." Lieutenant Leavitt, serving with No. 703 Services Trials Unit, is temporarily attached to the Fleet Air Arm under the Exchange Pilots Scheme. He has flown many types of British Naval aircraft. The 7,000th landing was made with an Avenger anti-submarine aircraft flown from a Royal Naval Air Station. After the presentation, Lieutenant Leavitt took off from the "Eagle" to fly to the R.N. Air Station, Ford, remarking: "It was a lucky break. There was keen competition for the honour of marking up 'Eagle's' 7,000th landing." As a further

example of Anglo-American Naval co-operation, it will be recalled that Lieutenant Commander D. G. Parker, D.S.O., D.S.C., A.F.C., R.N., made the 5,000th angled deck landing on board the United States Carrier "Antietam" in the Channel in July of last year, when that ship was collaborating in angled deck trials. Lieutenant Commander Parker was then presented with a cake by the Captain.

ALLIED CONFERENCE AT MALTA.

The third in a series of meetings between Admiral the Earl Mountbatten of Burma, K.G., etc., and the Allied Area Commanders of his command of Allied Forces, Mediterranean, took place at Malta in January. At these periodical meetings decisions are taken which will give direction to staff studies and preparations within the Command of Allied Forces, Mediterranean, and between the headquarters and the adjacent Allied Command of Southern Europe, National Ministries of Defence and National Commands.

THIRD ATOMIC SUBMARINE PROJECTED.

A Press report from Washington (U.S.A.) on March 16 said that the construction of a third atomic-powered submarine will start next year. The U.S. Navy Secretary, Mr. Robert Anderson, and the U.S. Chief of Naval Operations, Admiral Robert Carney, gave the information to a Senate Appropriations Sub-committee.

The first atomic submarine, the "Nautilus," was launched in December of last year. The second, the "Sea Wolf," is under construction at Groton, Connecticut. The "Nautilus" and the "Sea Wolf" have the same type of hull, but will be powered by different types of nuclear engines.

HOLLAND POTENTIAL THIRD NAVAL POWER.

Holland will be the third Naval Power in the Atlantic (N.A.T.O.) Pact in 1956, according to naval experts at the Hague. Measured in terms of striking power, the brand-new Dutch post-war fleet will equal France's and be exceeded only by the United States and Britain among Western countries. By 1956, the Royal Netherlands Navy should have: One aircraft-carrier, two cruisers, 12 destroyers, 17 frigates, 11 patrol vessels, 82 minesweepers and seven submarines. Of these, all the destroyers, and the ships larger than destroyers, as well as most of the smaller craft, will have been built since World War II.

"BATAAN" TO BE PLACED IN RESERVE.

The Tribal-class destroyer, H.M.A.S. "Bataan," will be withdrawn soon from active service and placed in the reserve fleet in Sydney Harbour.

The Minister for the Navy, the Hon. William McMahon, in announcing this in Canberra on February 28, said that the authorities were modernising another Tribal-class destroyer, H.M.A.S. "Warramunga," which would replace H.M.A.S. "Bataan" in the active fleet.

H.M.A.S. "Warramunga" had been undergoing modernisation at Garden Island dockyard, Sydney, since late 1952, and would be commissioned about next October, he said.

He added that the conversion of H.M.A.S. "Warramunga" would mark the end of another stage of the R.A.N.'s shipbuilding and modernisation programme.



GIANT LINER BUFFETED ON ATLANTIC CROSSING.

The giant liner "Queen Elizabeth" berthed at Southampton on March 11, 16 hours late from New York, after one of the roughest Atlantic crossings for many years. The liner is said to have resembled a huge casualty station. One passenger had an arm broken, another had an ankle broken and many suffered head injuries. For long periods the 83,000-ton liner rolled 25 degrees each way. Passengers struggled about during the storm with the aid of safety ropes. The ship was diverted 75 miles off course because of iceberg warnings and was further delayed by fog in the Channel. Doctors and nurses worked unceasingly for hours to treat passengers injured during the height of the storm.

STOWAWAY JUMPS INTO SEA FROM LINER.

A stowaway jumped into the sea from the Italian liner "Surriento" on March 6 in an endeavour to swim to the shore. The stowaway, an Italian with relatives in Australia, was discovered on board the "Surriento" shortly before she reached Melbourne from Genoa on March 3. The stowaway jumped overboard when the ship was about two miles off Green Cape, about 20 miles from the New South Wales-Victoria border, on her way from Melbourne to Sydney. Members of the "Surriento's" crew in a

ship's boat rescued the man. Immigration officers met the "Surriento" when she berthed in Sydney and took the stowaway to Long Bay gaol. He was subsequently released pending the Immigration authorities' decision as to whether he will be allowed to remain.

"NOBBYS" NEW INTER- TELEPHONIC COMMUNI- CATION.

An inter-telephonic communication system between Nobbys Signal Station at Newcastle, N.S.W., and the pilot steamer "Birubi" is being installed. This is the latest development in the programme designed to modernise the port facilities at Newcastle. Frequency modulation radio equipment on the latest mobile standards is being used. Installation of the gear began on the "Birubi" while she was recently undergoing her annual overhaul and repairs at the Newcastle State Dockyards. The radio equipment will not be installed at Nobbys till the new signal station is completed at about the end of May. The system will have a communicable range of from 30 to 40 miles. It will greatly aid safety and emergency marine measures and will enable Nobbys to pass on instructions to the "Birubi" or advice on conditions in Newcastle Harbour or indicate shipping movements needing immediate attention.

MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

"GOTHIC" TO TAKE SURF REEL TO U.K.

The Royal Liner "Gothic" will take a chrome-plated surf reel to England for the newly-formed surf life-saving club at Bude. The reel has been presented by Anthony Hordern and Sons of Sydney. The Shaw Savill Company, owners of the "Gothic," will transport the reel free of charge. Former Queensland S.L.S.A. superintendent, Mr. Alan Kennedy, formed the Bude club last year. It is affiliated with the Australian Association and carries out rescue and patrol work, but lack of proper equipment had hampered the club in its work.

NEW BUNKERING VESSEL FOR OIL TRADE.

A new bunkering vessel built for the Vacuum Oil Company was launched from the Balmain (Sydney) shipyard of Poole and Steel Ltd. on February 22. The vessel, named the "Mobil Fuel," is the largest commercial bunkering vessel to be used locally for refueling ships in Sydney Harbour. It has a capacity of 600 tons. The vessel has eight separate tank compartments for fuel and can pump 300 tons of fuel an hour. The vessel, which is 135 feet long, was designed and built in Australia with Australian materials.

AEGEAN SPONGE DIVERS FOR AUSTRALIA.

Aegean sponge divers are reported to be emigrating to Aus-

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tralia to dive for pearls on the pearl-shell beds off the northern coasts. Arrangements have been made for a few experienced men to go out first and report on their suitability for the conditions.

SIX-BLADED SCREWS FITTED TO TANKER.

American engineers are trying out a six-bladed screw in the tanker "Orion Comet" (29,250 tons d.w.) to get an extra knot and a British-made one with five blades is being put in the Monrovia "Persian Gulf" (31,500 tons d.w.).

GEISHA GIRL PARTIES THROWN FOR JAP. SHIPBUILDING FIRMS.

The Tokio newspaper "Asahi" said on February 20 that evidence that Japanese shipbuilding firms had bribed Government officials to put on lavish geisha parties for them could topple Mr. Yoshida's Government. A Diet committee, it said, is enquiring into stories of shipbuilding scandals. One witness, it is reported, had threatened to name Cabinet Ministers involved in bribery. The "Asahi" quoted the Chairman of the Diet Investigating Committee, Mr. Tanaka, as saying: "The evidence given at the enquiry could bring down the Yoshida Government if I released it."

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AMERICAN LUXURY LINER "CARONIA" HERE AGAIN.

About 500 tourists on a world tour arrived in Sydney in the American luxury liner "Caronia" on Saturday, March 6. When the 34,183-ton liner berthed at Woolloomooloo a fleet of chartered cars was waiting to take passengers on sight-seeing tours. Trips embraced many Blue Mountain sights and South Coast resorts at Bulli and Wollongong. The "Caronia" left Sydney again at 1 a.m. on Monday, March 8.

FIRE SWEEPS DANISH FREIGHTER: THREE KILLED.

A message from Philadelphia, U.S.A., on March 23 said that a fire on March 22 swept the 5,000-ton Danish freighter "Gudrun Maersk," killing three of the crew.

ALLEGED ABUSE OF HEALTH LAWS ON SYDNEY WATERFRONT.

It has been alleged in some quarters that health laws designed to prevent vermin spreading from overseas ships are being flagrantly abused along the Sydney waterfront. Ships from Far East ports where bubonic plague and other highly infectious diseases are often rampant, are said to be showing almost a total disregard

for Australian health laws. It is alleged that few ships berthing in Sydney place rat guards properly in position. In some instances the guards, even when used, are so insecurely placed that they are blown off by the wind and are hanging useless. A "Daily Mirror" reporter in a recent visit to Woolloomooloo, Circular Quay, and Pyrmont, said that the only ship he saw with all rat guards properly in position was the aircraft carrier H.M.A.S. "Vengeance."

P. & O. SHIPS TO CALL AT BRISBANE.

Passenger vessels of the P. & O. Line will resume calls at Brisbane in October, officials of the company announced on March 23. The first ship, the "Stratheden," is due in Brisbane on October 28 after arrival in Sydney from London on October 25.

NEW AUSTRALIA- BANGKOK SHIPPING SERVICE.

Royal Intercean Lines announced on March 23 that a direct shipping service from Melbourne and Sydney to Bangkok, via Dutch New Guinea, would begin early in April. The service will go via Hollandia, Sorong, and Sandakan, and will be maintained with two ships on a six-weekly basis. The "Sibigo," which is making the first trip, has accommodation for a limited number of passengers.

JAP. SHIP AGROUND OFF PAPUA.

A message from Port Moresby on March 20 said that the 158-ton Japanese fishing vessel "Sumiyoshi Maru" ran on a reef off Rossell Island, on the eastern coast of Papua. An Administration official said it was assumed that a second Japanese ship, the "Fukko Maru," which raced to her assistance, rescued the crew. Incidentally, there is growing concern over the number of Japanese vessels apparently operating in New Guinea coastal waters.



The new Orient liner "Orsova" sailed from Sydney recently on the return stage of her maiden voyage. The ship, gaily decked in flags and with 1,008 passengers on board, moved down the Harbour to the sounds of horns and sirens from nearby craft.

MARRIED COUPLE'S SMALL-BOAT CIRCUMNAVIGATION OF AUSTRALIA.

Mr. and Mrs. Trevor Tuckfield anchored at dawn in Fremantle Harbour on March 15 after completing a 20,000-mile voyage around Australia in a 30-foot ketch. The voyage took them nearly four years. A steady stream of visitors boarded the little gleaming white boat to welcome them home, among them being the Mayor of Fremantle, Mr. W. F. Sampson. Although the distance around Australia is considerably less than 20,000 miles, Mr. Tuckfield, who navigated the ketch, explained that zig-zagging under sail made the extra mileage. Asked would they undertake the voyage again, the adventurous pair said "No"—firmly.

SHIP'S ENGINEER DROWNS AFTER FALL FROM A DECK.

A ship's engineer, Peter MacFarlane McWilliams, 41, of Scot-

land, was drowned on March 16 when he fell 45 feet from a deck of the freighter "Chanda" at Pyrmont, Sydney Harbour. Police said that McWilliams failed to reach a line which a crew member had thrown him, and sank.

JAP. TUNA FLEET BEING WATCHED.

A Press message from Canberra on March 13 said that a Japanese tuna fishing fleet off Western Australia is being watched closely. The Australian Government is said to be taking precautions to see that none of the ships enters the three-mile limit. The presence of one of the ships was reported on February 27 by passengers on a liner steaming towards Fremantle. A R.A.A.F. Neptune long-range bomber subsequently investigated and found another three ships about 45 miles off the coast. The recent declaration by Australia of sovereignty over the continental shelf covers only the sea floor, being designed to protect the pearl-shell beds.

AUSTRALIAN FLAG RAISED IN ELIZABETH (ANTARCTICA) LAND.

A party from the "Kiata Dan," the ship of the Australian Antarctic Research Expedition under the leadership of Mr. Phillip G. Law, raised the Australian flag in the Vestfold Mountains area of Princess Elizabeth Land on March 3. This marked the climax of a determined struggle to reach the open sea north of MacRobertson Land after being forced north by dense pack ice and a rapidly freezing sea. The expedition had some weeks previously established a scientific research station, staffed by members of the expedition, in MacRobertson Land, where they now are. The station was named Mawson. Princess Elizabeth Land was discovered from the air by Sir Douglas Mawson in 1931, and Sir Hubert Wilkins raised the Australian flag in 1939 when he was with Lincoln Ellsworth in the "Wyatt Earp." The "Kiata Dan" sailed on March 4 for Heard Island.

PERSONAL PARAGRAPHS

NEW LORD COMMISSIONER OF THE BRITISH ADMIRALTY.

The British Admiralty has announced that Rear Admiral E. G. A. Clifford, C.B., C.B.E., has been appointed a Lord Commissioner of the British Admiralty and Deputy Chief of Naval Staff in succession to Rear Admiral G. Barnard, C.B., C.B.E., D.S.O. The appointment takes effect in April.

DEATH OF FORMER AUSTRALIAN FIRST NAVAL MEMBER.

Admiral Sir Ragnar Colin, 71, former First Naval Member of the Australian Naval Board, died at Haslar, Southern England, on February 22. Admiral Colvin in 1932 was promoted to the command of the Second Battle Squadron and later commanded the British Royal Naval War College until 1937. Soon afterwards he was sent to the Royal Australian Navy as First Naval Member and held that post until 1941, when he resigned because of ill health. He was promoted to Admiral in 1939. Admiral Colvin was placed on the Retired List at his own request in 1942, but held the post of Naval Adviser to the High Commissioner for Australia in London until 1944. He is survived by Lady Colvin, a son and a daughter.

HONOURS FOR C.-IN-C. MEDITERRANEAN AND LADY MOUNTBATTEN.

Admiral Mountbatten and Lady Mountbatten were honoured by "town and gown" in Edinburgh when they received the freedom of the city from the corporation, and the honorary degree of doctor of laws from the University. At the freedom ceremony in the Usher Hall, Lord Mountbatten spoke of the work of the Royal Navy. He said that although its wartime duties were well enough appreciated, many people outside

the Service hardly realised the many functions and responsibilities of the Navy in time of peace. Referring to the Comet disaster off Elba, Lord Mountbatten said that as soon as the Italian authorities turned over responsibility for the salvage of the aircraft, he offered the resources of the Mediterranean Fleet to the Minister of Transport and Civil Aviation, who at once accepted them. He said he understood that the Comet was lying in water twice as deep as that in which the submarine "Affray" lay (43 fathoms) and salvage would be difficult.

DUKE ACCEPTS "HOBART" OLD COMRADES MEMBER-SHIP.

The President of the H.M.A.S. "Hobart" Old Comrades Association, Mr. J. K. Stafford, has received word from His Royal Highness the Duke of Edinburgh, K.G., etc., that he has accepted the badge and life membership of the association.

FIRST LORD OF ADMIRALTY VISITS N.A.T.O. COLLEGE.

The First Lord of the British Admiralty, the Right Honourable J. P. L. Thomas, M.P., paid a visit to the North Atlantic Treaty Organisation (N.A.T.O.) Defence College in Paris on January 15.

NEW COMMANDER-IN-CHIEF, BRITISH HOME FLEET.

The British Admiralty has announced that Admiral Sir Michael M. Denny, K.C.E., C.B.E., D.S.O., succeeded Admiral Sir George Greasy, G.C.B., C.B.E., D.S.O., M.V.O., in command of the British Home Fleet, early in January.

RETIREMENT.

It has been announced by the British Admiralty that Rear-Admiral R. St. V. Sherbrooke, V.C., C.B., D.S.O., has been placed on

the Retired List, medically unfit. Admiral Sherbrooke's retirement took place on March 4, 1954.

NEW FLAG OFFICER (FLOTILLAS) MEDITERRANEAN.

Rear-Admiral R. D. Watson, C.B.E., has been appointed Flag Officer (Flotillas), Mediterranean, in succession to Vice-Admiral C. F. W. Norris, C.B., D.S.O. The appointment took effect in February, 1954.

NEW P. & O. ENGINEER CHIEF.

Mr. W. D. Stiven, chief engineer of the liner "Strathaird," has been appointed Commodore Chief Engineer of the P. & O. Company. Mr. Stiven joined the P. & O. Company in 1914, as assistant engineer in the "Sardinia." He has been 18 years in the "Strathaird." His home is in Fairmilehead, Edinburgh, Scotland.

BRITISH SHIPMASTER HONOURED BY BELGIUM.

Captain George Whalley Wakeford, M.B.E., has been granted permission by the British Government to wear the decoration of Officer of the Order of Leopold, which has been conferred upon him by the King of the Belgians in recognition of services rendered during World War II. Captain Wakeford, who is director of the School of Navigation, University Southampton, England, was responsible for training many Belgian cadets during the war to enable them to pass examinations for commissioned rank in the Belgian Navy or Merchant Service.

A MOVING STEP FOR DOUBLE AMPUTEES.

According to the World Veterans' Federation a moving step on which handicapped persons can go up stairs without effort has been invented by a British double amputee, R. G. Paine. The step runs on guide rails set on either side of the stairs and is powered by a small electric motor concealed beneath the staircase.



Ron Harding, 20, of Manly, surfaces after he and two other men broke the skin-diving record for the Southern Hemisphere off Ball's Head recently. They reached a depth of 200ft., bettering the previous record by 60ft.

"ARCADIA" ARRIVES IN SYDNEY.

Sirens blaring and whistles blowing on welcoming ships greeted the new P. & O. liner "Arcadia" when she berthed in Sydney Harbour on Sunday morning, March 28, after her maiden voyage from England. She has been universally acclaimed as an outstanding example of British shipbuilding design and workmanship, and with her graceful lines and white upperworks makes an attractive sight. This newest and largest liner on the England-Australia run, is designed for efficiency, comfort and a happy, contented voyage for its voyagers. There is a fine observation lounge below the captain's quarters under the bridge, a "shopping square" which sells everything a passenger may require on the voyage. Attention is at once directed to her huge, buff-coloured funnel of unconventional shape, design-

ed to make certain that smoke is carried well clear of the passenger decks. The liner is also fitted with stabilisers, retractable fins which minimise rolling in heavy seas. In a heavy swell in the Bay of Biscay a 14-degree roll was thus reduced to about 2 degrees. The "Arcadia's" service speed is 22½ knots, and she has accommodation for 679 first-class and 735 tourist-class passengers. She cost £6,500,000 to build, and is said to be the most expensive ship ever constructed.

NEW N.A.T.O. SUPREME ALLIED COMMANDER ATLANTIC.

The North Atlantic Council has appointed Admiral Jerauld Wright, United States Navy, as Supreme Allied Commander, Atlantic, to succeed Admiral Lynde D. McCormick.

The Council had previously been informed of the contents of a letter from the President of the

United States to the Secretary-General and Vice-Chairman of the Council in which General Eisenhower asked the member Governments to agree to release Admiral McCormick so that his services might be available to the United States Government for another appointment.

The Council agreed with great regret to release Admiral McCormick from his present post and expressed to him, in the name of the Governments represented on the Council, lasting gratitude for the distinguished service rendered by him.

Admiral Wright's name was put forward by President Eisenhower in response to the Council's request for the nomination of another United States naval officer.

Since 1952, Admiral Wright, who is 55, has been serving as Commander-in-Chief, United States Naval Forces, Eastern Atlantic and Mediterranean.

SEA-ODDITIES

Treasure-trove, whether hidden by pirates or held in the lockers of that grimmest of all treasure-hoarders, Davy Jones, is always a fascinating subject for seafarers and other adventurers. In all probability, more money has been spent in searching for real or mythical treasures of pirates than those infamous sea-rovers ever saw during their mis-spent lives. Still, the spirit of true adventure lives in the soul of the treasure-hunter. The odds against his finding even one gold coin or ingot are probably a thousand-to-one. But that does not deter him, for his is the keen zest and the thrill of the search. Hunting lost treasure is, indeed, not work, but a fascinating play with its impetus in adventure and anticipation. Among the few successes that have attended the efforts of treasure-hunting was that achieved by the Englishman, Sir William Phipps, who, in the year 1687, after much effort and great difficulty, discovered among the rocky banks of the Bahamas, a Spanish plate-ship which had been under water forty-four years, and out of which he took gold and silver worth £300,000 sterling. It is recorded that with a fidelity equal to his conduct, Phipps brought it all to London, where it was divided between himself and the rest of the hunters. For this service he was knighted by his then Majesty King James the Second. In the British Museum in London you can see the diary kept by Sir William Phipps on his expedition after the sunken treasure.

A giant sunfish, weighing a ton, on January 7 charged the British tanker M.S. "Tynefield" in Watson's Bay, Sydney Harbour. The fish, probably in a frenzy of fear, struck the tanker's anchor chain and side. A rope was eventually slipped around its girth and the monster hauled aboard. The fish, greenish-blue in colour, was oval

in shape and had two huge fins protruding from its back and underside. It measured 11 feet from the tip of each fin and 8 feet 6 inches from its nose to its short, stubby tail, and was about 3 feet thick when caught. It deflated slightly on the steel deck of the tanker when exposed to the afternoon sunshine. When questioned on the matter, the Curator of Fishes at the Australian Museum, College Street, Mr. Gilbert Whitley, said that sunfish are not uncommon in the open sea. Sometimes, too, they are washed into the harbour during a storm. Although gigantic and rather fearsome in appearance, they are not (in habits, at any rate) really dangerous. The sunfish is related to the toadfish, which is poisonous, so it is quite possible that the sunfish is poisonous, too. They live on jelly-fish and plankton, and have no speed. The Tynefield's chief officer, Mr. Henry L. Park, said they only brought the sunfish aboard because the Chinese, who formed the crew of the tanker, like fins. But they had a look at one of the fins and decided it was no good to eat. Mr. Whitley said he considered that the sunfish had only one value: as fertiliser.

The death of a surf lifesaver after he had been mauled by a shark at The Entrance, near Terrigal, on Saturday, February 27, was the first on the New South Wales coast since December 6, 1951. There have now been 53 shark attacks on swimmers in New South Wales since the year 1919. About 30 of these attacks have been fatal. There is a growing opinion among those who have studied the shark menace on our coasts that most shark attacks occur in the late afternoon—usually between 3 and 6 o'clock. The shark which attacked the lifesaver at The Entrance, who was swimming alone, struck at 5.15 p.m. A well-known authority of sharks, Dr. V. M.

Coppleson, of Macquarie Street, Sydney, writing in the November 4, 1950, issue of the "Medical Journal of Australia," said: "Most of the attacks occur in the afternoon between 3 and 6 o'clock and many take place close to the shore in shallow water. Attacks have been recorded at all distances and at most depths. Those in a crowd have been taken as well as the [lone] 'shark-baiter.'" As to what time of the year attacks are most likely to occur, Australia's leading authority on marine life, Mr. T. C. Roughley, in his book "Fish and Fisheries of Australia," says that sharks are most savage in the breeding season—January, February and March. Mr. Roughley says that shark attacks average about three a year throughout Australia, and about 7 in 10 are fatal.

Three adventurous researchers into marine life returned to London by air on March 21 after drifting 3,000 miles across the Atlantic from Dakar, West Africa, to Barbados, West Indies, in 82 days. The men, Frank Evans, 28, of London; Roland Sharma, 33, also of London; and Claude Norman Dickson, a New Zealander meteorologist and radio operator, drifted in small yacht and raft. A Belgian industrialist and the Belgian Institute of Natural Sciences backed the expedition. It set out from Dakar in November, 1953, in the 18-ton yawl "Petula," towing a small raft from which close observation of sea life immediately below the surface of the water could be made. The voyagers recorded and photographed many forms of marine life, collected scientific information and gathered specimens. Marine biologist Sharma said the expedition made an important discovery about dolphins, many of which constantly followed the yacht and its raft. Dolphins are, of course, definitely of the whale family and therefore mammals, but

these dolphins, he claims, were fish. If such is the case, dolphin fish are something of a find.

During the Royal visit to Sydney, the Acting Master of the Household and Equerry to the Queen, Captain Viscount Althorp, caught a 227lb. striped marlin off North Head. He took it to Government House to show it to the Queen. After the fish had been weighed at Watson's Bay, Viscount Althorp said: "I am taking it back to Government House to hang it in the grounds." Viscount Althorp, who was the guest of the Sydney Game Fishing Club, left Man-o-War Steps in the launch "Surfmaster" about 9 a.m. The "Surfmaster" was cruising off North Head about 4 p.m. when the marlin struck. For 25 minutes Viscount Althorp played the 9ft. 9in. marlin on a 54lb. line.

CABINET MINISTER VISITS MANUS AND DARWIN.

To inspect recent developments in R.A.N. and R.A.A.F. establishments and installations in northern areas, the Minister for the Navy and Air (the Hon. William McMahon) left Eagle Farm, Brisbane, in a Lincoln bomber of No. 10 Squadron at 2.30 p.m. on Saturday, March 13. He was accompanied by the Director of Operations at R.A.A.F. Headquarters, Melbourne (Group Captain K. R. J. Parsons, D.S.O., D.F.C., A.F.C.). He arrived at Townsville at 5.30 p.m. and remained there for the night. Leaving at 7.30 a.m. on Sunday, 14th March he reached the Monote airfield at Manus Island at 1 p.m. and departed from there at 8 a.m. on Monday, March 15. Having arrived at Darwin at about 2.10 p.m. he stayed there until 8 a.m. on Wednesday, March 17 when he flew back to Townsville, which he reached at about 1.20 p.m.

"He that loses his conscience has nothing left that is worth keeping."—Isaak Walton.

April, 1954.

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SPEAKING OF SHIPS

The new type of short-distance directional wireless buoy, sending out a characteristic signal on 151 metres wave length, continues, it is said, to receive excellent reports.

Japan would export £182,500,000 worth of materials to sterling area countries during the coming financial year, the Japanese Minister for International Trade, speaking in the Japanese House of Representatives during a debate on the recent Anglo-Japanese trade pact, said on February 14.

The West Australian Minister for Mines, Mr. L. Kelly, on February 10 announced in Perth that allocation of permits to seven companies to explore for oil in Western Australia. The permits cover areas in the North West, Southern and South Eastern parts of West Australia.

A Press report from Tokyo on February 20 said that the Hitachi Shipbuilding Company announced it had signed a provisional contract with Russia to build seven small ships worth about a total of £1,000,000 sterling.

Representatives of the only two Japanese shipping companies 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.

The first atmospheric tower for Sydney's new oil refinery at Kurnell, Botany Bay, was shipped to Australia in March. The tower, manufactured in Britain for Australia Oil Refinery Limited, breaks crude oil down to its various components, and derives its name from the fact that it works at about atmospheric pressure. It weighs more than 100 tons, and is more than 134 feet in length.

Federal Ministers said in Canberra on March 4 that the Commonwealth Shipping Line, which operates nearly one quarter of all Australian coastal shipping, will reduce its freight charges from next May. The Commonwealth Shipping Line has 36 ships of its own and another 8 on charter in the Australian coastal trade. On general cargoes the reduction should result in a cut of nearly 20 per cent between Sydney and Melbourne.

Major oil companies are reported to be hunting for payable oil fields in New Zealand. Anglo-Iranian and Standard Oil of America have both shown interest in the Taranaki district, which is at present a small oil producer. Anglo-Iranian will sink three wells in the district soon.

Soviet Russia has ordered £16,000,000 worth of British trawlers, textile machinery, machine tools, and hydraulic presses from various firms in Britain.

Soviet Russia's orders from France total £12,000,000, and include six cargo ships, 180 cranes, boilers, woollen and rayon textiles, and frozen meat.

In the British House of Commons on February 10 the Leader of the Opposition, Mr. Attlee, put forward a motion attacking the £400 million Anglo-Japanese trade agreement. The motion criticised the Government for not consulting industries in Britain before signing the pact, and expressed regret that no assurances were obtained that Japanese exporters would not revert, as in the past, to unfair trade practices.

Soviet Russia on February 9 invited 12 countries each to send five representatives to Russia in September or October—free of all expenses incurred in Russia.

The volcanic mountain, Mt. Asama, about 90 miles north of Tokyo, erupted on February 3.

The Russian Ambassador to Ottawa, Mr. Dimitri Chuvalin, announced on February 15 that the Soviet was ready to negotiate trade agreements with Canada. He said Russia wanted to buy Canadian-built ships and industrial equipment, and, possibly, textiles, agricultural implements, wheat, butter, meat, raw hides, and cars.

Sweden will sell Russia more engineering products and ships under a one-year trade agreement signed in Moscow on February 2.

In an announcement he made on February 15 that Russia was ready to negotiate trade agreements with Canada, the Soviet Ambassador to Ottawa said that Russia was prepared to barter or sell to Canada manganese ore, diesel fuels, and petroleum products.

There has been a slight revival of new ships ordered by British and Commonwealth owners, but not nearly enough to balance the number of ships delivered.

The North German Lloyd has ordered a twin-screw ship-handling tug with the engines and Vauth-Schneider propellers placed forward.

One of the most difficult problems being studied by the British Civil Defence Service is planning for the clearing of ports of ships sunk by atomic bombs.

In spite of previous bitter complaints about the excessive price that Russia has charged for her wheat, India has reached a three-year agreement to exchange rice, tea, and shellac for it.

R.A.N. ROYAL LINER ESCORT LEAVES

The Royal Australian Navy aircraft-carrier "Vengeance" and the Battle-class destroyer "Anzac" left Sydney on Monday, March 22nd, for Fremantle (W.A.), from where, in company with the Tribal-class destroyer "Bataan," which met them in Bass Strait, they will escort the Royal Liner "Gothic" to Cocos Island on the first stage of the voyage back to England of the Queen and the Duke of Edinburgh.

The Minister for the Navy (the Hon. William McMahon) said on March 17 that the three ships would reach Fremantle on March 30th and would sail from there with the "Gothic" and the Royal Navy cruiser "Ceylon," from the East Indies Station, which is at present visiting Australia, on April 1st.

Shortly before they reached Cocos Island they would, with a final salute and a fly-past by air-

craft from the "Vengeance," turn the "Gothic" over to the "Ceylon" and the "Newfoundland," another cruiser from the East Indies Station.

The flag of the Flag Officer Commanding the Australian Fleet (Rear-Admiral R. R. Dowling, C.B.E., D.S.O.) was transferred to the "Vengeance" from the cruiser "Australia" in Sydney on March 19th. The "Australia" and the "Anzac" had been escorting the "Gothic" on the visit of Her Majesty and His Royal Highness to the Great Barrier Reef.

"Although Australia is a young country, it already has some fine traditions of service, and just as our fighting forces have set an example, so we on the home front should play our part."

Mr. T. Playford, S.A. Premier.

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The Bombard Story. By Dr. Alain Bombard, published by Andre Duetsch, London.

Few stories of marine research have stirred the imagination so much as the recent and new epic voyage of the heroic Dr. Alain Bombard across the Atlantic, made with the object of testing his theories concerning man's ability to subsist on what normally may be won from the sea. It may well be that future generations, remembering the result of his researches, will accord Dr. Bombard an illustrious place in the annals of seafaring in general and of lifesaving at sea in particular.

Appalled by a disastrous trawler wreck off Boulogne, on the French coast, Dr. Bombard discovered that every year in time of peace more than 200,000 people lose their lives in ocean tragedies, of whom on an average more than 50,000 die in mortal agony after safely embarking from doomed ships in lifeboats. Obviously, the problem of saving life at sea needed a new approach.

A study of that problem, mainly from the point of view of the human being's resistance to privation, convinced him that it was possible to survive beyond the normally accepted limits of endurance, and led him to his amazing lone voyage of 65 days across the Atlantic living entirely off what was provided for him by the sea. The voyage was undertaken to convince the sceptical, among whom were numbered many professional men of the sea.

Dr. Bombard's conception of how it should be done was not only hazardous but also as true as possible to the actual. Dr. Bombard's craft was a rubber dinghy which he called "L'Heretique," and heretical was his theory that for the first five or six days of being cast away, one can safely

drink up to 1½ pints of sea water daily. In short, the doctor's detailed account of his researches into this theory and his vital practical demonstration of the validity of it, may have a profound influence on the seafarer's future approach to survival at sea.

But Dr. Bombard's book is a great deal more than an elucidation of a research worker's results. As well as being an objective account of a human "guinea pig's" reactions to the self-imposed death-threatening actualities, it is a great adventure story—a most fascinating survey of how a very brave man faced up to a near-fatal ordeal without losing his sense of humour or his ability to describe frankly his very human hopes and fears.

This book should find a niche in every seafarer's cabin, for it may serve, in event of emergency, as a reminder of what may be done towards survival. The volume is well produced, contains 214 pages, is appropriately illustrated, and costs in London twelve shillings and sixpence.

THE "GOTHIC'S" LIBRARY.

The Seafarers' Education Service supplied a library of three hundred volumes for the crew of the Royal liner "Gothic" on her Commonwealth Tour. The books chosen for this historic voyage comprised an interesting collection and ranged from works of fiction to tales of travel and adventure, including such works as Alan Paton's "Cry, the Beloved Country," Lord Tweedsmuir's "Always a Countryman," and Arthur Bryant's "English Saga." The "Gothic" library, we learn, is typical of those supplied by the Seafarers' Education Service which has sent well over a quarter of a million books to sea during the past year.

Cool Courage Highlights "Empire Windrush" Disaster

A mystery explosion in the engine-room of the British troopship "Empire Windrush" on March 28 started a fire which quickly reduced the liner to a hulk, which eventually sank. The vessel was bound for the United Kingdom from Kur, Japan, and was about 32 miles off the Algerian (north African) coast when the fire broke out. Rescue ships saved all of the 1500-odd persons aboard, except four the crew killed in the explosion which started the fire. The traditional courage of British servicemen highlighted the disaster. There was absolutely no panic. Servicemen refused to take to the boats until they made sure that all women and children had been taken off safely.

Reports from Algiers said that 150 of the survivors picked up by one rescue ship alone were suffering from burns.

When the fire started, the "Empire Windrush's" master, Captain W. Wilson, of Ringwood, Hampshire, sent out radio messages for immediate assistance. The first message read: "Please stand by me. Serious fire in engine-room."

The fire quickly spread and some of those on board were ordered to take to the lifeboats.

The British aircraft-carrier "Triumph" and two destroyers, the "Saintes" and the "St. Kitts," were ordered to the scene to help in rescue operations.

Meanwhile, vessels in the vicinity, including the P. & O. cargo liner "Socotra" (7754 tons), stood by the "Empire Windrush" and took on board men, women and children lowered from the burning ship.

Fortunately, the operation was carried out in calm seas. The "Socotra" took 500 survivors on board. The Dutch motor vessel "Mentor" took 348, the Norwegian ship "Hemse Fjell" 161, and another rescue vessel 500. In addition, four French naval vessels and French aircraft and several trawlers answered the S.O.S.

Officers of the Royal Navy rescue ships on March 29 praised the cool courage of the British Servicemen and the 450 women and children on board as the flames swept through the troopship. They told how the Service passengers laughed and joked as they abandoned the "Empire Windrush" while flames leapt 80 feet into the air. There were 1,268 troops aboard, of whom 978 were soldiers, 150 sailors, and 140 airmen. They had been picked up at Hong Kong, Singapore, Colombo, Aden and Port Said. Many were returning to the United Kingdom for demobilisation.

At Algiers, where the survivors of the disaster were landed, Captain Wilson said:

"I was alone on the bridge at about 6.30 a.m. when I saw volumes of black smoke shooting up from the aft funnel and up the engine-room and boiler-room ventilator shafts. I did not hear the explosion that caused the fire. It

must have been a generator or boiler that blew up. But nobody can be absolutely sure about that. I think definitely that sabotage was not the cause."

Captain Wilson remained on the bridge until it was almost burnt out. Later, he directed operations from the foredeck. The bridge itself blew up soon afterwards. "I am more than happy with the passengers and crew, who behaved splendidly," he said.

The "Empire Windrush" (14,651 tons) was managed by the [New Zealand Shipping Company, with the P. & O. Company arranging the passenger accommodation.

The ship was one of the most up-to-date troopships operating between the United Kingdom and the Far East.

She was formerly the German liner "Monte Rosa." Taken over by Britain at the end of World War II, she was converted into a troopship.

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U.S. DEVELOPS FIGHTER PLANES WITH VERTICAL TAKE-OFF.

A Press report from New York on March 16 said that the United States Navy and Air Force are developing fighter planes which will take off and land vertically. The planes are the Consolidated Vultee Aircraft Corporation's FY-1 and the Lockheed Aircraft Corporation's KYF-1. Both are powered by 1,500 horsepower turbo-prop engines which drive contra-rotating propellers. Both Services aim to build planes that can take off straight up, fly and manoeuvre at speeds of 600 or 700 miles an hour and land straight down in an area about the size of that required for a helicopter.

H.M.A.S. "AUSTRALIA" WINS GLOUCESTER CUP.

The R.A.N. training cruiser "Australia" (Captain A. R. McNicol, G.M., R.A.N.), has won the Duke of Gloucester's Cup for 1953. Announcing this on March 24, the Minister for the Navy (the Hon. William McMahon) said that the cup, presented by the Duke of Gloucester when he was Governor-General of Australia, was awarded to the ship considered to be foremost in general efficiency, cleanliness, seamanship and technical training during the year. Mr. McMahon said it was fitting that the "Australia," which would be paid-off in June, and sold for scrap, should win this cup before she ended her career with the Royal Australian Navy.

LAUNCHING OF "DARING" CLASS SHIP POSTPONED.

The launching of the new Daring class ship "Vendetta," which was to have taken place at the Naval Dockyard at Williamstown on Friday, March 19, has been postponed until May 3. The Minister for the Navy (the Hon. William McMahon) said on March 16 that the postponement had been caused by unforeseen circumstances.

GOVERNOR-GENERAL PRESENTS PRIZES AT R.A.N. COLLEGE.

His Excellency the Governor-General (Field-Marshal Sir William Slim, G.C.B., G.C.M.G., G.B.E., D.S.O., M.C.) presented the prizes and took the salute at the passing out of 13 Cadet Midshipmen of the Intermediate entry at the Royal Australian Naval College at Crib Point (Victoria) on Friday, March 12.

His Excellency travelled to the College by car after he had reached Essendon by air from Canberra. He returned to Canberra in the afternoon.

On his arrival at the College he was received by a Royal Guard from Flinders Naval Depot, which paraded the new Queen's Colour presented to the Depot by the Duke of Edinburgh the week before.

The First Naval Member of the Naval Board and Chief of the Naval Staff (Vice-Admiral Sir John Collins, K.B.E., C.B.) also attended the passing out.

The 13 Cadet Midshipmen, who entered the College in March, 1952, at the age of 15 years, left for the United Kingdom in the "Orcaes," which sailed from Sydney on March 26th, and from Melbourne four days later.

They will serve in the Royal Navy training aircraft-carrier "Triumph" for eight months, and then, having become Midshipmen, will be sent to different ships of the Fleet for 20 months.

After that they will do courses at various naval establishments and return to Australia as sub-lieutenants.

BLAZE ON FREIGHTER IN SYDNEY HARBOUR.

A fire, believed to have been started when a sling carrying steel plates bumped against a hatch, broke out on the freighter "Orestes" at Walsh Bay, Sydney, on March 10. Smoke overcame seven firemen, two ship's officers and a ship's apprentice while they were fighting the blaze. The men

recovered after members of the waterfront first aid service had given them oxygen treatment. The Fire Brigade men fought the fire for two hours before they brought it under control. The "Orestes" is owned by the Blue Funnel Line and runs between Malaya and Australia.

JET TO FLY 2,000 M.P.H.

Royal Air Force experts are working on a jet plane which will fly at 2,000 miles per hour—the speed at which the "heat barrier," caused by the friction of air against the plane, is met, the British Under-Secretary for Air, Mr. George Ward, announced in the British House of Commons on March 4.

JAP. AIRCRAFT COMPANY RE-FORMING.

A message from Tokio on February 5 said that the giant Nakajima Aircraft Company, which turned out a large proportion of Japan's wartime fighters and bombers, will be re-formed this year. After World War II, the Allied Occupation split the company into five portions making machinery, cars, and railway equipment. They will now be re-grouped into one again for the purpose of aircraft construction. The new company will have a capital of 1,000 million yen (£A1,250,000).

MORE KOREAN SERVICE AWARDS FOR R.A.N.

Royal Australian Naval men have won three more awards for service in Korean waters, the Minister for the Navy (the Hon. William McMahon) announced on March 23. These latest awards are:

Distinguished Service Cross—Lieutenant-Commander D. A. H. Clarke, of Croydon, Victoria, captain of H.M.A.S. "Culgoa" in Korean waters.

Mention in Despatches—Yeoman of Signals N. D. B. MacRae, of Hamilton, Brisbane, who served on H.M.A.S. "Tobruk"; Engineerroom Artificer J. K. Markham, of Coburg, Victoria, who served in H.M.A.S. "Culgoa."

Awards granted to Royal Australian naval men for Korean service now total 63.

CORRECTION.

In the article entitled "New 'Daring' Class Ship to be Launched for R.A.N.," published in the February issue of "The Navy," the late Captain H. M. L. Waller's decorations were given as D.S.C. and Bar. These should have read D.S.O. and Bar. Captain Waller was also Mentioned in Despatches for his services in H.M.A.S. "Perth."—Ed.

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MORTALITY RATE FOR WOUNDED REDUCED IN KOREA.

The mortality rate for wounded in World War II. has been reduced by one half in Korea according to recent calculations made by Lt. Colonel K. J. J. Dorney, D.S.O., of the Royal Australian Army Medical Corps, former senior surgeon of Australian forces in Japan and Korea, the World Veterans' Federation reported recently in its News Service. In World War I., said Colonel Dorney, ten per cent. of the wounded died, as compared with five per cent. in World War II. and two and one-half per cent. in the Korean war. This tremendous reduction he attributes to modern methods of surgery and blood transfusions developed by front line medical research teams in Korea.

W.V.F.'s WORLD-WIDE ACTIVITIES.

The World Veterans' Federation is one of the four largest non-governmental organizations in the world. One hundred fourteen veterans associations from twenty-two countries, with a combined membership of 17,500,000 are affiliated with the WVF. Nations represented include: Austria, Belgium, Brazil, Canada, Denmark, Egypt, France, Germany, Gold Coast, Great Britain, Greece, India, Israel, Italy, Luxembourg, Netherlands, Norway, Pakistan, Philippines, Turkey, United States, Yugoslavia. The WVF has Class B consultative status with the United Nations Economic and Social Council. It is a member of the International Committee of Non-Governmental Organisations for the United Nations International Children's Fund.

BRITAIN'S ARMED FORCES.

Britain's armed forces—Navy, Army, Air Force, and auxiliary units—totalled 849,700 on January 1, according to return issued on March 2 by the British Ministry of Defence.

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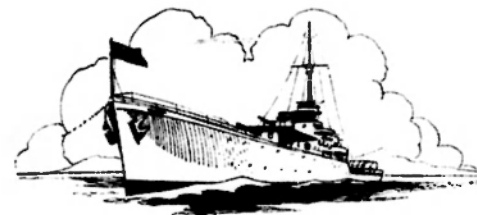
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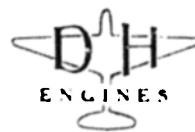
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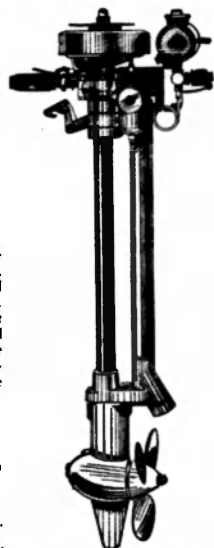
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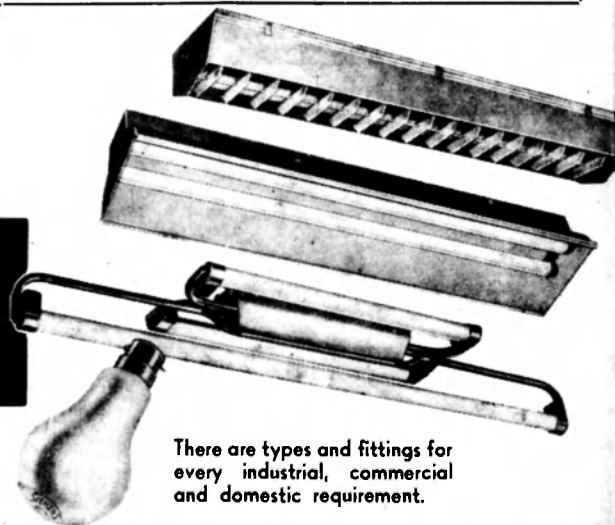


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THE QUEEN AND WHAT SHE HAS TAUGHT US.

We have just passed through some exciting experiences. We have seen the decorations and the illuminations; we have heard the cheering; most of us have seen a tiny and graceful figure acknowledging the applause and acclamation with a dazzling smile and a graceful wave of the hand. We have had a Royal Visit.

But now that Queen Elizabeth the Second and the Duke of Edinburgh have left us and are gone back to their children and their home, we have time to give a little thought to what this Royal Tour has meant.

As far as we are concerned, one of the deepest impressions remaining is that the warmth of the welcome and the unanimity of opinion show how firmly entrenched in our minds is the Throne as a national institution. True, we are extremely fortunate in having a young, attractive wife and mother who has dedicated herself to our service as its present occupant. She has all the attributes to bring added lustre to the Throne, but even without them we would still render her homage, as we did her father.

It seems strange, now, to recall that less than a century ago there was quite a strong republican movement, both in Britain and Australia. It came to nothing. The value of the Throne in the British form of democracy was too clearly recognised to enable it to prevail, but the fact that it came into existence shows how strong is the personal influence of the Sovereign. The occasion was when Queen Victoria went into deep mourning after the death of the Prince Consort, and virtually retired from public life to become what Rudyard Kipling called "The Widow of Windsor".

For several years her subjects knew practically nothing of her, and there was some discontent about this. It was not until the Prime Minister, Benjamin Disraeli, persuaded her to resume contact with her subjects that the Throne came back to its former glory.

Who can doubt now that wisdom and statesmanship were shown in giving Queen Elizabeth the title of Head of the Commonwealth. Throughout her long journey round the world she has always been that, be it in Uganda, Tonga, Ceylon or Australia. She came to us, not only as Queen of Australia, the first reigning Sovereign to visit us, but as Head of a Commonwealth that is changing fast, but is adapting itself to that change in a manner that will keep it strong and united. It will be a unity of

willing co-operation and common purpose, not of force or the domination of one section over another.

As Head of the Commonwealth, she represents something new in world history. She is a symbol—the only symbol—of unity in the biggest aggregation of people in the world. And they are united under her because the concept of world power has altered. Instead of control by power, the Commonwealth of Nations is striving for the control of their way of life by the people concerned themselves.

We in Australia could disown the Queen if we wanted to, but we have just shown that we do not want to. We have complete independence of any control by Britain. Like Canada, New Zealand, South Africa, Ceylon and Pakistan, we go our own way. India, indeed, is a republic with its own President, but it still recognises Her Majesty as Head of the Commonwealth. The 26 counties of Ireland chose to remain neutral in the 1939-45 year, but no compulsion was put on them, though it meant grievous hindrance to the total war effort.

And in the parts of the Commonwealth still controlled by Britain, the trend is to educate them to control their own affairs. This is no idle making of words. Since the war, the Gold Coast of Africa has been given practical independence with a native Government, Nigeria is nearing that stage, and a somewhat intricate experiment has been carried out in Central Africa within the last few months. This is the federation between Northern and Southern Rhodesia and Nuyasaland, but local problems affecting the white and coloured populations have to be ironed out before success can be claimed. The desire, however, is to establish another self-governing realm of the Commonwealth which pays allegiance to Her Majesty.

Figures can be dull things, but when the claim is made that the Queen is the uniting symbol for the biggest aggregation of people in the world, it is advisable to give figures. The 68 States that comprise the Commonwealth of Nations contain some 613,540,000 people. Soviet Russia has a population of 214,000,000; latest figures from the United States of America give the population as 160,228,000.

If we ponder over these facts we shall discover that the Royal Visit has taught us something about why the Queen means so much to so many people outside our own Australian nearly nine millions.

Another lasting memory of the Royal Visit that we should have concerns what a tremendous task she has and how well she is bearing up to it. All the while she is waving to enthusi-

astic crowds or having important, and not so important, people presented to her, the business of reigning is going on. This in itself is no sinecure. The staff which travels with her is in constant touch with London, and affairs of state occupy part of her time each day. When she is home, of course, she is much busier in this respect, but while she is abroad a Council of State assumes some of her duties.

Those of us who had the privilege of seeing Her Majesty at close quarters will tell you about her extraordinary air of freshness and well-being. She certainly played her part in the Royal Tour as far as being perfectly gowned, in good spirits and presenting an appearance adequate for each occasion. This in itself is no mean feat. Even admitting that she had plenty of expert assistance and devoted servants to wait upon her, she achieved a succession of triumphs in situations that would have had you and men and the average woman flustered. It may sound rather trite put that way, but since the Queen was providing lifelong memories for millions of her Australian subjects her demeanour and appearance were extremely important. She did a job that was much more difficult for a woman than for a man.

Had she been a king, she could have stuck to uniforms and formal dress and dinner jackets and sac suits. But as a woman she had to wear frocks and gowns and dresses and hats that were constantly subjected to the most searching scrutiny, both by the fashion conscious and the more numerous enthusiastic gapers. One of the reasons why she so often appeared with a tiara was that many children were expecting her to be always wearing a crown.

Another lasting memory of the Royal Visit centres round the role and person of the Duke of Edinburgh. He had a difficult part to play, as all male consorts of sovereigns regnant must have, but he played it with fine taste and manliness. A man's man, an athlete and possessing a keen sense of humour, he was an admirable aid for the Queen.

What happened in Australia is still fresh in our minds. The pitch of enthusiasm roused by the Queen's visit surprised even those in the Royal Party, and confounded that most cynical and hard-boiled. It has left memories that will last for years and has given us a new conception, by personal contact, of the ties which we ourselves and Australians in general have with the Royal Family.

The Commonwealth of Nations, which has grown from the British Empire, means many things to many people. Perhaps it is easier to understand the spirit and structure of the Commonwealth of Nations if it is regarded as having

been built, not on geography, but on an idea, or rather on a series of beliefs and ideas. As a unit of geography it has no cohesion, no uniformity, no common language or religion, no common culture, no written constitution, no directing force.

Its one concrete unifying force is the recognition of Queen Elizabeth Alexandra Mary as Sovereign, and that is why our Queen is of supreme importance. It is a lesson which the Queen's visit has taught us. And in learning that lesson we have come to know our Queen in all her beauty, dignity, friendliness, and sovereign strength.

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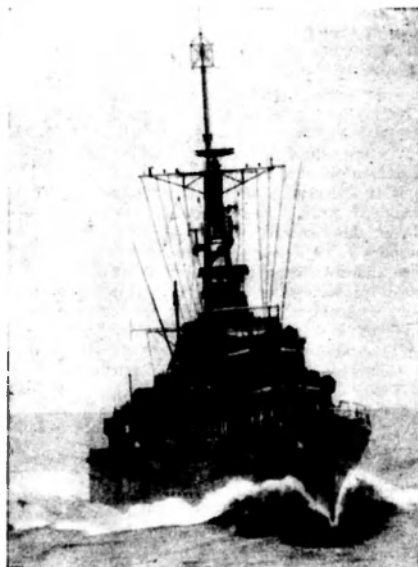
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★ H.M.A.S. "Arunta" on her recent trials after the steam pipes and boilers had been insulated by Uni-Versil.

MINDS IN THE CLOUDS

By Ernest Chisholm Thomson

Whether we shall ever travel to the moon and beyond is no longer in doubt. It seems that the only question now is, How? Mr. N. R. Nicolls, chairman of the Midlands branch of the British Interplanetary Society, has exhibited the fundamental optimism of the British race by launching an enquiry into passenger comfort on space journeys.

He tells us the most suitable design of seat will be a chaise longue, rotatable to take up new positions as the rocket-propelled craft revolves on its own axis about 15 times a minute. In a lecture to Londoners this month he showed a model of the cosy passenger compartment at the forward end of the rocket. Very comfortable it looked, with an air purifying plant in the middle.

Rather less long-termed were the predictions of one of Britain's outstanding air designers lecturing in Paris only a day or two later. Mr. Raoul Hafner, chief helicopter designer of the Bristol Aeroplane Company Ltd., also talked about rotatable seats, this time for his convertible helicopter, shaped like a conventional aircraft and flying like one. But it could land on platforms or gantries extended from the sides of buildings in congested areas, this being contrived by hovering the machine vertically (hence the rotatable seats) as it clamped on to fittings rather like buffers at a railway station.

We in Britain take these long-term notions in our stride, having long since learnt to respect inventors. Their minds may be in the clouds, but we think none the less of them for that.

Robot Landing Device.

With his mind almost literally in the clouds, 32-year-old Commander H. C. N. Goodhart, of Britain's Royal Navy, some two years ago thought up the ingenious new robot mirror land-

ing device which enables fast-moving jet aircraft to land on carriers without the aid of a man waving those frying-pan-like "bats". Details released by the Admiralty have amazed everyone by their simplicity.

That the invention is being closely watched by the United States Navy is not surprising. For 18 months, we have just learnt, hundreds of successful landings have been made with its use on the carriers "Illustrious" and "Indomitable". As he approaches, a pilot watches on the landing deck a large curved mirror in the middle of which is a blob of reflected light. He has only to keep this in line with a row of coloured lights on either side of the mirror to make a perfect landing.

This is just one among many recent United Kingdom naval inventions, like the angled landing deck and the steam catapult, which are revolutionising practice on aircraft carriers.

Technicalities about the new naval weapons brought the air of a scientific laboratory to the House of Commons when the First Lord of the Admiralty, Mr. J. P. L. Thomas, introduced the Navy Estimates. To the man in the street the new guided missiles seem to have the most hair-raising possibilities. Mr. Thomas described a new six-inch gun which can be automatically locked on any target, fed with information through an electronic brain which not only follows the target's movements but tells the gun when to begin and cease firing.

Atom Bomb Carrier.

Britain's Ministry of Supply is also developing an air-to-air guided missile which can be mounted in the new Supermarine, a twin jet naval interceptor fighter able to carry an atomic bomb. Anti-submarine helicopters

are using devices lowered into the sea for ferreting out enemy U-boats. "Limbo" is the appropriate name of a weapon which automatically controls an anti-submarine mortar.

Mr. Thomas described how submarine speed under water is being increased. Two experimental craft using high test peroxide propulsion will go on trials this year; the Navy is also studying nuclear propulsion.

Talking of long-term ideas, an invention patented in Britain more than 30 years ago has suddenly started a "revolution" in the North of England. Credit goes to the North Western Gas Board for rescuing it from limbo and devising from it a means of carbonizing coal in half the normal time. "This gas-making process is so revolutionary," says the Board's report, "that it is certain, if present promise is fulfilled, to save the gas industry millions of pounds in capital expenditure and running costs."

These are brave words from an official body, and all the more encouraging to gas-bill payers when it is noted that capital costs are halved, and coal slack can be used without loss of productivity.

Most Powerful Transmitter.

As I write there comes news that Britain is to have the most powerful television transmitter in the world. Opening by about the middle of 1956, it will be erected entirely underground at Crystal Palace, in South London, replacing the original transmitter at Alexandra Palace, in North London, which started the world's first regular television service nearly 18 years ago.

Incidentally, the present transmitter will remain at Alexandra Palace until Crystal Palace takes over, but programmes will soon

Continued on page 32.

Australia Establishes First Permanent Base on Antarctica

Australia and Australians have made many fine contributions to Antarctic discovery and research. Her latest achievements on that vast Continent are no less noteworthy.

A story graphic with grim intrepidity and endurance was told by Mr. Philip G. Law, leader of the recent Australian Antarctic Research Expedition, when the vessel chartered for the expedition, the Danish Polar ship "Kista Dan", returned to Melbourne on March 31, after having successfully established Australia's first permanent base on the Antarctic Continent.

The base, named Mawson after Sir Douglas Mawson, Australia's famous geologist and Antarctic explorer, is in MacRobertson Land, only 1,500 miles from the South Pole.

The "Kista Dan" left a party of 10 scientists and staff at Mawson Base to carry out research work for the first year. At the end of a year amid the icy wastes they will be succeeded by a relieving party who will in turn carry on the work begun by the pioneering group.

Soon the party at present there will be shut off for weeks in the

dark of the Antarctic night, with a huge barrier of sheet ice blocking any shipway. Auroral conditions will make radio communication with Australia and the rest of the world practically impossible for long stretches of time.

Hurricane and Grim Battles.

Mr. Law, who is director of the Antarctic Research Division of the Australian Department of External Affairs, said on his return to Melbourne on March 31 that, to set up the base at Mawson, on the fringe of the frozen continent, the "Kista Dan" had dodged icebergs, survived hurricanes, and rammed her way through 20 miles of sheet ice. The ship had taken with her two Auster aircraft for reconnaissance and research work, but only parts of one of the planes were left. The "Kista Dan", riding light after discharging her Mawson Base cargo, rolled almost helplessly for 30 hours in a vicious hurricane on March 5 and 6.

"The ship was blown side on, and she could not be steered to dodge icebergs", said Mr. Law. "We thought we had sprung a leak, but it was one of the water pipes which had frozen and burst.

"The remaining Auster plane was lashed on deck, but the wind got under it and it simply drifted away in the sea.

"Going into Mawson Harbour, we ran into 20 miles of sheet ice attached hard and fast to the shore. For two days we rammed into it, making only 100 yards an hour.

"The ship would charge into the ice, reverse, and charge again. Sometimes the bows would stick fast in the ice, and the men would go out with picks and crowbars to free her.

"It would have taken weeks to force a way through, but a gale broke up the ice for us.

"When we left Mawson Harbour, three and a half huts were erected for Mr. Bob Dovers and his (base) party. We put ashore 400 tons of cargo.

"They (the base party) came to farewell us to 6 a.m. on the day we left. The ship was frozen in and the men had to chip her free with crowbars.

"A bitterly cold 30-mile-an-hour wind froze Dover's party by 7 a.m., and they asked if they could go home to their huts.

A Gallant Band.

By 11 a.m. we were free. We



Members of the expedition with beards mostly grown since their departure, lined the rails as the Kista Dan moved into her berth. From left to right, they are: C. O'Brien, Len Welch, Leon Fox, Jack Hughes, Peter Shaw, Fred Elliott, Ron Parsons, and Ken Deasil.



Sorting out H.M.A.S. Australia's 800H. paying-off pendant was a job for Signalmen B. Lock (left), M. Angel (centre), and J. Coustley. Balloons kept the pendant aloft when the cruiser arrived in Sydney on May 31.

(S.M. Herald Photo).

blew a siren and they came out. We left Dovers and his party waving a good-bye, a gallant, lonely band against a desolate background of blue ice and black rock."

As previously told in the columns of "The Navy", the expedition carries the most modern sub-zero equipment known to science and Antarctic exploration. The expedition's jobs include charting, geological surveys, biological research and radioing weather information. With the Mawson Base party are 30 sledge dogs.

Before leaving the Antarctic mainland, the "Kista Dan" travelled 200 to 300 miles to Princess Elizabeth Land, to the east, where a party from the ship spent three days making tests to correct magnetic information on sailing charts of parts of the Indian Ocean.

Forced landings in pack ice, frozen water pipes, and runways cluttered with penguins, were some of the hazards faced by the R.A.A.F. pilots who flew, until the craft were lost or damaged, the two Auster planes in the Antarctic.

Both pilots, Flight-Lieutenant Douglas Leckie and Sergeant Raymond Seavers, made landings on the ice. Most of the time they had only one plane, salvaged from the wreckage when both machines were storm damaged.

Australia is now permanently in occupation of MacRobertson Land.

"The correct application of science to human affairs, and the realisation of Man's relation with the rest of the universe, is destined to carry human evolution to a higher pitch."

Professor Julian Huxley.

"All is well with him who is beloved of his neighbours."

—George Herbert.

THE QUEEN THANKS ROYAL AUSTRALIAN NAVY

As three ships of the Royal Australian Navy, the "Vengeance", the "Anzac" and the "Batian", handed over the Royal liner "Gothic" to two Royal Navy ships of the East Indies Station near Cocos Island on Monday, April 5, the Queen sent a message of thanks for the R.A.N. escort to the Flag Officer Commanding the Australian Fleet (Rear-Admiral R. R. Dowling, C.B.E., D.S.O.) who was flying his flag in the "Vengeance".

Announcing this on April 6, the Minister for the Navy (the Hon. William McMahon) said that Her Majesty's message read as follows:

"THANK YOU SO MUCH FOR ALL THE ARRANGEMENTS WHICH YOU HAVE MADE DURING MY VISIT TO AUSTRALIA, IN PARTICULAR ON THE QUEENSLAND COAST. I LEAVE YOU NOW, HAPPY IN THE KNOWLEDGE THAT THE AUSTRALIAN FLEET IS IN YOUR GOOD HANDS AND IS IN SPLENDID HEART. GOOD BYE AND PLEASE TELL THEM WHAT I HAVE SAID. ELIZABETH R."

Rear-Admiral Dowling replied: "IN OFFERING GRATEFUL THANKS TO YOUR MAJESTY FOR YOUR GRACIOUS MESSAGE, WHICH IS BEING PASSED TO ALL SHIPS, MAY I WITH HUMBLE DUTY AGAIN EXPRESS THE DEVOTION AND LOYALTY OF YOUR MAJESTY'S AUSTRALIAN FLEET WHICH HAS BEEN SO HIGHLY PRIVILEGED IN ESCORTING YOUR MAJESTY AND HIS ROYAL HIGHNESS THROUGHOUT AUSTRALIAN WATERS. IT IS WITH SADNESS THAT WE MUST NOW SAY AU REVOIR."

The Queen also sent the following message to the captain of the "Vengeance" (Captain H. M. Burrell, R.A.N.):

"IT HAS BEEN GOOD TO HAVE YOU WITH US AND I HAVE ENJOYED WATCHING YOUR AIRCRAFT, THE HELICOPTER IN PARTICULAR. I AM VERY SORRY THAT CIRCUMSTANCES HAVE PREVENTED ME FROM VISITING YOU, AS I WOULD HAVE LIKED TO HAVE SEEN YOUR SHIP AND MET YOUR SHIP'S COMPANY. GOOD-BYE AND THANK YOU VERY MUCH. ELIZABETH R."

In another message to the "Vengeance" Her Majesty said: "I AM MOST GRATEFUL FOR THE TWO LOVELY BOXES WHICH YOU HAVE GIVEN ME FOR MY CHILDREN. I KNOW THEY WILL BE THRILLED. THANK YOU VERY MUCH."

As the "Gothic" was entering the East Indies Station the following message was sent to the Queen by the Australian Commonwealth Naval Board:

"ON THE DEPARTURE OF YOUR MAJESTY FROM THE AUSTRALIAN NAVAL STATION, THE NAVAL BOARD WITH HUMBLE DUTY BEG YOUR MAJESTY TO ACCEPT THE LOYAL AND MOST SINCERE THANKS OF THE ROYAL AUSTRALIAN NAVY FOR YOUR INSPIRATION TO US DURING YOUR MAJESTY'S VISIT TO AUSTRALIAN WATERS. WE WISH YOUR MAJESTY GOD SPEED AND A SAFE AND HAPPY RETURN TO THE HOME STATION WITH THE ADMIRAL OF THE FLEET HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH."

Captain Coombs Speaks on the British Merchant Navy

Captain W. H. Coombs, C.B.E., R.U.R., opening an address at the last Annual Meeting of the Grand Council of the Navy League in London, in which he congratulated both the Navy League and Lord Granville upon his Lordship's election as President, said that the Navy League was taking up arms on behalf of Merchant Shipping, having realised the peril in which it now stands.

He said that the principal function of the Royal Navy was to protect our Merchant Shipping in time of war, and pointed out that if in the last two wars the number of our Merchant Ships had been reduced to below a certain figure, this country (Great Britain) would most certainly have been defeated.

He was surprised, he said, at the lack of concern shown by Parliament and the public at the insidious reduction in the proportion of British ships to world tonnage, which had been going on for many years, and was now very serious.

He pointed out that when he first went to sea approximately 50 per cent. of the world's tonnage wore the British flag. To-day, the figure was said to be below 25 per cent., with indications that the percentage was still falling.

British Merchant Navy ships were, in effect, he contended, being "sunk" before they were launched" by the high rate of taxation, for in the course of her lifetime (an average of 20 to 25 years) a ship must not only have made a reasonable profit, but also have provided enough by way of depreciation to pay for her successor. In the last 20 years or so, he said, the cost of ships has more than doubled, and in some cases trebled, and with existing taxation regulations it is exceedingly difficult to replace an old ship with a new one.

Captain Coombs agreed that it might seem strange to some that

he who spent some years in the past in controversy with the shipowners* over the affairs of Merchant Navy officers should to-day be pleading their case for the alleviation of their financial difficulties. As he had said earlier, all concerned in the Shipping Industry, the shipowners, ship managers, captains and officers and seamen, were undivided, which had been far from the case as little as 25 years ago when there was bitterness about such things as conditions of employment. He stressed that the problem was a matter that affected everyone concerned with the Shipping Industry, from the largest shipowner to the seafarer depending on the industry for his employment.

[* Captain Coombs is, and has been for some years, President of the Officers (Merchant Navy) Federation, and is noted for his sound approach to matters concerning the British Shipping Industry.—Ed.]

HUGE PIPELINE FROM KUWAIT TO U.K. PROJECTED.

High-ranking British oil Experts are working in air-conditioned offices along the Persian Gulf on a plan to link the world's richest oil reserves with Britain by a 4,000-mile pipeline. The idea is to pipe Kuwait's Burghan Field's 1,000,000 barrels a day production direct to a new "world's biggest" refinery at Southampton. They say that the proposed pipeline, with a 44-inch bore, could be laid overland across Syria and Iraq to the Mediterranean coast, and then, under water, along the length of the Mediterranean and round the Portuguese and French coasts to the English Channel and Southampton. The experts admit that the cost would be staggering, but they argue that the pipeline would constitute a payable long-term economic proposition.

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Admiral W. F. Halsey laying a wreath at the Cenotaph, Martin Place, Sydney. S.M. Herald Photo

THE NAVY

CORAL SEA WEEK

The Coral Sea Week Celebrations, which opened in Sydney on May 2, grows year by year into a feature of great historical importance in Australia. It voices a national thanksgiving in the hearts and minds of the Australian people.

The celebrations were of course made more notable this year by the presence of Fleet Admiral William Halsey, U.S.N., and the visit to our shores of the American aircraft-carrier "Tarawa" and her destroyer escort "O'Bannon." They all came on a goodwill mission as part of the celebrations. The two warships created an impressive sight as they steamed up Sydney Harbour to their berths at Woolloomooloo on the morning of April 30, after having made Brisbane their first Australian port of call on their voyage across the Pacific.

Highlights of the Week, inaugurated at the end of the war to mark the anniversary of the great Allied victory over the Japanese forces in the Coral Sea in May, 1942, were a special Commemoration Service in Sydney, a Services march through Sydney's streets, a Coral Sea Ball, organised by the Australian-American Association, preceded by a State reception to Fleet-Admiral Halsey given by the Premier, Mr. J. J. Cahill. There was also a Coral Sea Week Exhibition, officially opened by Fleet-Admiral Halsey, at Anthony Hordern and Sons' store.

Among those who attended the annual Commemoration Service, held at St. Andrew's Anglican Cathedral, Sydney, on Sunday, May 2, were representatives of all the Services, members of the Australian-American Association, and Fleet-Admiral Halsey. The Archbishop of Sydney, the Most Rev. Dr. H. W. K. Mowll, preached the Sermon and Fleet-Admiral Halsey read one of the Lessons.

A crowd of 30,000 lined the route of the Services march. The

march started at the Mitchell Library, and moved along Macquarie Street, Bathurst Street, and Park Street into College Street, where the march concluded. Fleet-Admiral Halsey, who was the guest of the Australian-American Association and the Commonwealth Government at the celebrations, took the salute.

Detachments from the Royal Australian Navy, Army, and Royal Australian Air Force marched behind a detachment of N.S.W. Mounted Police who led the march.

The band from the "Tarawa" followed the Australian contingent. Behind it came a detachment of United States Marines with light blue trousers and dark blue tunics with red piping.

The Marines carried Garrand rifles at the slope on the right shoulder, in contrast to the bigger .303 Lee Enfield rifles with fixed bayonets carried by the Australians on the left shoulder. A U.S. Colour Party followed with sailors carrying the Stars and Stripes and the Ensign of the "Tarawa" and flanked by four marines with sloped rifles, all wearing gleaming white battle helmets.

Behind the Colour Party came a

large detachment of sailors from the "Tarawa" and the "O'Bannon."

The band of H.M.A.S. "Albatross" from Nowra, N.S.W., played the marchers past the saluting base.

One of the many fine features at the Celebrations' exhibition at Anthony Hordern's was a model display of the Battle of the Coral Sea.

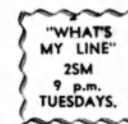
The celebrations in N.S.W. ended on Thursday, May 6, with a gala performance, sponsored by the Australian-American Association and Legacy, at the Tivoli Theatre, Sydney.

The "Tarawa" and "O'Bannon" sailed from Sydney for Melbourne at 7.30 a.m. on May 4. In a farewell message to Sydney, the captain of the "Tarawa," Captain William O. Burch, said that his sailing orders provided for four days in Melbourne, and four days in Wellington, New Zealand, after which his command would return to the United States.

"In the war of ideas and the battle for men's minds, the British Empire still remains the moral leader."

—J. W. Manson.

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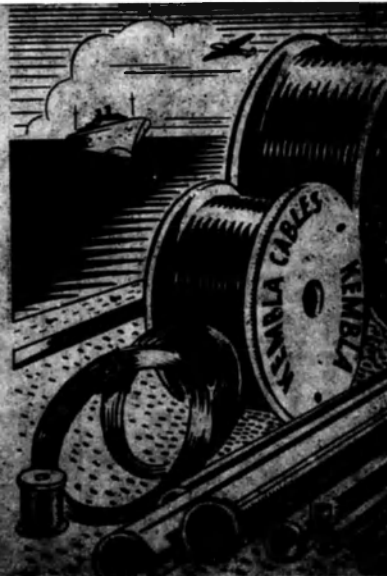
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THE NAVY

NEWS OF THE WORLD'S NAVIES

SLIDE-FASTENED UNIFORMS FOR R.N.

A Press message from London on April 5 said that the Royal Navy may adopt slide-fastened uniforms shortly. The Parliamentary Secretary to the British Admiralty (Commander Alan Noble), speaking in the House of Commons, said that "Experiments are being made with a jumper made in the form of a coat which has a zip fastener. He added that trials were taking place in the Fleet with a new type of officers' and ratings' cap—white with a plastic exterior—which can be cleaned by sponging. If successful," he added, "the hat would probably be adopted throughout the Naval Service."

"COCOON" FOR U.S. BATTLESHIP "MISSOURI"

The "New York Times" on March 29 said that the United States Navy is about to put the giant battleship "Missouri" (45,000 tons) in reserve. The "Mighty Mo," it said, is scheduled to go to Puget Sound Naval Shipyard at Bremerton, Washington State, in September for "mothballing" (the application of protective coating to prevent degeneration during disuse). The newspaper added that "The Navy is convinced that the aircraft-carrier has become the backbone of the fighting Fleet. Officially, the Navy is saying nothing about its plans to shelve the 'Missouri,' but it is known to look upon the four-month overhaul on the battleship at the Norfolk Naval Shipyard at Portsmouth, Virginia, as Phase No. 1 of the dead-storage process. The final phase, No. 2, starts in September, when the big guns and vital installations of the ship are to be encased in 'cocoons'."

H.M.S. "VERYAN BAY" RETURNS TO U.K.

H.M.S. "Veryan Bay" (Captain R. G. W. Hare, O.B.L., R.N.) returned to the United Kingdom on February 19th, following service on the America and West Indies Station since April, 1935.

POLAR GALLERY REOPENED AT GREENWICH

The Polar Gallery in the East Wing of the National Maritime Museum, U.K., has been reopened after having been closed for some months for repair and the fitting of new showcases. The principal exhibits in the Polar Gallery are the relics of the last Franklin expedition which were brought to England, by Dr. John Rae, in 1854, and Captain (later Admiral Sir Francis Leopold) McClintock, in 1859. These relics were at first shown to the public in the Painted Hall, and later in the old Royal Naval Museum, the contents of which were transferred to the National Maritime Museum in 1934. The collection has been rearranged and labelled so as to tell the story of the tragedy as it was revealed after the expedition had disappeared into the Northern ice for close on nine years.

H.M.C.S. "ALGONQUIN" CONVERTED A LA ROCKET.

The Canadian destroyer "Algonquin" (ex "Valentine, ex "Kempfenfelt") has recently completed a conversion a la Rocket and is now in service as a frigate of that class. It will be seen that the foremast has been extended to her after-section with completely new bridgework and a heavy lattice mast, and the armament reduced to two four-inch fore and aft, a couple of Bofors, and two three-barrelled mortars.

R.N. ANTI-SUBMARINE FRIGATE

The first of the R.N. anti-submarine frigates, H.M.S. "Dundas," was launched at Cowes, Isle of Wight, on September 25. The "Dundas" is 310 feet long with a beam of 33 feet — some 50 feet shorter than H.M.S. "Rocket." She will be armed with three Bofors guns and two three-barrelled mortars.

H.M.S. "EAGLE" VISITS ALGERIA.

The aircraft-carrier H.M.S. "Eagle," flagship of Rear-Admiral W. T. Couchman, C.V.O., D.S.O., O.B.E., Flag Officer of the British Heavy Squadron, with four anti-submarine frigates, "Venus," "Verulan," "Virago," and "Vigilant," and the Royal Fleet Auxiliary "Black Ranger," all of the British Home Fleet, and while based on Gibraltar for Spring training and exercises recently paid a courtesy visit to Mers-el-Kehir, Algeria.

R.N. FRIGATE BREAKS ADRIFF DURING TOW.

While being towed from Portsmouth to be laid up in the British Reserve Fleet at Londonderry, the frigate H.M.S. "Stork" broke adrift from the Fleet tug "Envoy" in the Irish Sea. The destroyer "Savage" joined the "Envoy" standing by the "Stork," which for eighteen hours drifted twenty miles off course in heavy seas. A new hawser was finally put aboard after oil had been poured into the sea, and Liverpool tugs went out to assist in the tow. The "Stork" was then towed into Liverpool. The Commanding Officer, Lieutenant Leonard Lee, R.N., said afterwards: "The 'Envoy' did a tricky and dangerous job in coming within 15 feet of us, because we were rolling bad-

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ly. We got a line across to her and were then able to make fast another towing cable. I want to thank and compliment Captain James Reid of the 'Envoy' for his help and a skilful piece of seamanship."

R.N. FRIGATES TRANSFERRED.

The frigates H.M.S.'s "Beaufort" and "Zetland" are being transferred by Britain to the Royal Norwegian Navy, and H.M.S.'s "Blackmore," "Calpe," and "Exmoor" to the Royal Danish Navy. These are units of the "Blankney" type of "Hunt" class destroyers, now classified as frigates, of which two are already serving in the Norwegian Navy.

"DARING" REFITS AT GIBRALTAR.

During her recent two months' refit at Gibraltar, H.M.S. "Daring" was fitted with a widened and raked after funnel. Her appearance is said to have been improved, which many hope will be the case.

COMMUNIST CHINA RAISES SUNKEN CRUISER.

It is reported that the Chinese Communist Government has raised the cruiser "Chung-King" (ex-H.M.S. "Aurora"), which was sunk off Hulutao in March, 1949. After more than four years under water it is hardly likely she will have any value other than as scrap, and she will probably go to Japanese ship-breakers.

"In these days, when Man's power is increasing, we give thanks for every voice that reminds us that the greatest thing in the world is not knowledge, not technical skill, not wealth, not power, nor any other thing that is good, but love."

—Archbishop J. Booth of Melbourne.

"No nation was ever ruined by trade."

—Benjamin Franklin.



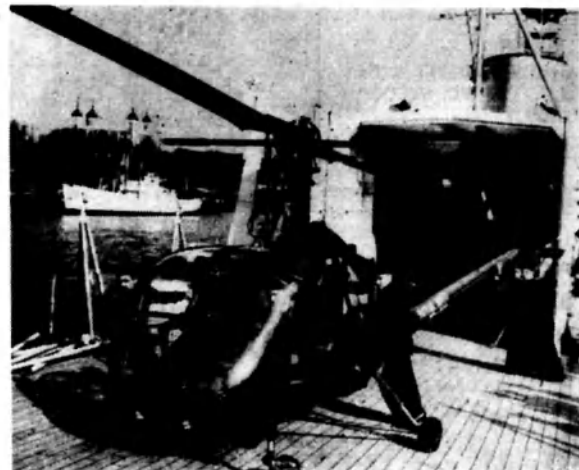
NEWS PICTURES FROM OVERSEAS

Supermarine Swifts (above), Britain's new jet fighters, stand on the tarmac at Chilbolton ready for delivery to the Royal Air Force.

This helicopter is being taken on board the Royal Navy's new survey ship, H.M.S. Vidal, anchored in the Thames. The helicopter, a Hillar H.S.2, will be used for survey purposes. The Vidal is the first ship of her kind to be equipped with a helicopter flight deck.

Officers and men of H.M.A.S. Vengeance, flagship of the Royal Australian Navy, laid out the Queen's signature on the flight deck as the carrier escorted the Royal yacht Gothic between Perth and Cocos Islands. The picture was taken from a helicopter, was flown to Cocos, and then to Perth and Sydney.

S.M. Herald Photo.



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A NEW ANTI-SUBMARINE AIRCRAFT FOR THE ROYAL
NAVY.

The new short Seamew, seen by the public for the first time at the recent Farnborough air display, and for which a production order has already been placed by the Royal Navy, is the lightest and cheapest aircraft of its type produced in the last decade.

It has been designed and built by Short Bros. and Harland Ltd., Belfast, primarily as an anti-submarine aircraft capable of undertaking all normal tasks allocated to a machine of its type.

The Seamew, the first practical example of an attempt to get away from the trend of rising costs for aircraft, costs only a fraction of the price of the average modern fighter because it has been specifically designed for easy and inexpensive production. It was conceived, designed and flown in only 17 months.

The aircraft is safe, yet simple, rugged and capable of carrying out its operational role. By reason of its low taking off and landing speeds it can operate from the smallest aircraft carriers and even from the flat deck of larger merchant ships, such as oil tankers. In this way a normal wartime convoy could carry quite a large number of Seamews, and, in the event of a submarine being detected by Asdic apparatus or other means, all could be

airborne at a minute's notice and directed to any position for attack. Thus a greater measure of air protection will be afforded than has previously been possible.

Although details of performance, range and cost are still on the secret list, it has been revealed that the Seamew is 41 ft. in length and has a wing span of 55 ft. (folded 23 ft.). Its height is 13 ft. 6 in. (wings folded 15 ft. 9 in.). Armament loads have not yet been disclosed, but it is equipped with the most up-to-date anti-submarine devices and can obviously carry either depth charges or torpedoes. The aircraft is powered by a single Armstrong Siddeley Mamba turbo-prop engine driving a four-bladed propeller. It carries a crew of two. The fixed undercarriage eliminates costly—and in this case unwanted—retractable type gear.

The Seamew might prove an important contribution to the forces of N.A.T.O., for it is well within the purchasing power of the nations involved.

This new adaptable aircraft should prove of great value to the Royal Navy.

“Examples work more forcibly on the mind than precepts.”

—Fielding.

**When ships of the Navy
“heave to” this rope
holds fast!**



ANCHOR BRAND

THE NAVY



MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

HASHISH WAR ON THE NILE DELTA COAST.

A fierce dope war is being fought out between the hashish smugglers and the Egyptian coast-guards on the desert shores of the Gulf of Suez. A scarcity of hashish has sent prices soaring. This is because the authorities of the Lebanon, where much of the hashish is cultivated, have enforced the destruction of the season's crop, worth anything up to £5,000,000. At the same time, the Neguid Government of Egypt has introduced heavy gaul sentences for hashish trading. But the addicts are still willing to pay any price for the drug so the smugglers' profits have zoomed. Pitched battles are being fought by the smugglers to get the drug through to their trader accomplices in the Nile Delta.

“ZOO” SHIP ABLAZE.

Roaring, screaming animals in crates aboard the 4,720-ton German freighter “Tonga” were unloaded in Rotterdam Harbour, Holland, on April 11 when a fire raged through the ship. The fire blazed for six hours before it was extinguished. The “Tonga” had both holds flooded and listed badly at her moorings. All the affrighted animals were saved, but the rest of the ship's cargo, comprising copra, sisal, coffee, tea, and onions, were badly damaged.

PEARLING SEASON STARTS AT DARWIN.

The pearling season started at Darwin on April 8 when the lugger

“Pam”, owned by Nicholas Pas-paley, left for the grounds off Bathurst Island and some for Goulburn Island. The pearling fleet is said to be better equipped this year than at any time since the war, and with a larger number of boats operating, the haul should be greatly increased. Last year, from June till the end of October, the Japanese fished more than 1,000 tons of shell against the Darwin fleet's 175 tons. At the time of writing it is not known whether the Japanese pearling fleet will return this year to fish for shell in these waters. The only pointer that they might come is that the R.A.N. has stationed a frigate at Darwin.

CREW'S MONTH'S DIET OF COCONUTS.

A “S.M.H.” message from Darwin on April 2 reported the arrival there of fourteen native islanders on a primitive Indonesian sailing craft after drifting helplessly for 30 days with no food but coconuts. The 30-foot vessel, made of stout timber, with only a timber roof to cover the cargo, carried two dug-out canoes in place of dinghies. Its master, Ahmid, said that he and his men left their homes on Tanimbah Island, 350 miles east of Darwin, in February, for a four-day voyage to Roma, carrying a cargo of coconuts. A gale broke their halyard and huge waves washed over the vessel, smashing their compass. They did not know how to steer by the stars, and

simply kept drifting south in the hope of striking land. For most of the voyage they ate only coconuts and drank coconut milk. Finally they struck land at Cape Fourcroy, Bathurst Island, where the mission there gave them a compass and instructions how to reach Darwin.

TUGMEN WIN TOWLINE CLAIM.

Mr. Justice Foster in the Arbitration Court in Melbourne on March 26 upheld the claim of the Seamen's Union that firmen of Melbourne's three largest tugs should not be required to handle towlines except in emergencies. His Honor said the master or the mate should be the judge of what constituted an emergency. Mr. Justice Foster was giving his decision in the dispute which kept the Port of Melbourne's three largest tugs out of commission for 40 days and four other tugs tied up for 33 days. Crews of the tugs stopped work on February 10 when the Seamen's Union claimed the big tugs should have an extra deckhand to handle towlines. His Honor said there were risks involved in allowing firemen to handle towlines on deck, and praised the pilots who berthed ships without tugs during the stoppage, saying that a tug strike was a matter of grave national importance in a port of the size of Melbourne.

EXAMINATIONS FOR M.N. ENGINEER OFFICERS.

The examination centre in Lon-

May-June, 1954.

don for candidates for Certificates of Competency as Engineer in the Mercantile Marine have been moved to the 5th Floor, 58-60, Moor-gate, E.C.2., and all examinations are now held at that address. The telephone of the examination centre (Monarch 0804) remains unchanged.

"ARCADIA'S" CAPTAIN SHOWS HIS SHIP.

More than 700 guests attended the cocktail party given by Captain G. C. Forrest on board the new P. & O. luxury liner "Arcadia" on the night of March 30 to mark the arrival on her maiden voyage of this latest addition to the ships on the Australia-U.K. run. Guests circulated around the spacious main deck of the "Arcadia", and inspected the cabins and the swimming pool. Miss Elizabeth Northcott, daughter of His Excellency the Governor, Lieutenant-General Sir John Northcott, K.C.B., K.C., V.O., accompanied by her fiancée, Squadron-Leader Russell Nash, attended, and General Cariappa, High Commissioner for India, was also present.

MORE SHIPS RADIO-ACTIVE.

A press report from Tokyo on April 14 said that health officials that day found traces of radioactivity in the "Tonan Maru" (19,320 tons), mother ship of the Japanese whaling fleet just back from the Antarctic, as well as in three other whaling ships which had arrived from these regions. Japanese Coast Guard men said that these three latter ships sailed through an area about 800 miles West of Bikini on April 6, when the United States Atomic Energy Commission staged its third nuclear test of the present series. The ships are said to have been at that time well outside the restricted area reserved for the tests.

GERMAN SHIPBUILDING BOOM.

The postwar shipbuilding boom

has passed its peak in the United Kingdom and the United States, but shipbuilding continues to increase on the Continent, notably in Germany, according to "Lloyd's Register" for 1953. The publication, issued on April 13, gives the current total of the world's combined merchant fleets as 93,351,800 tons gross, an increase of 3,171,441 tons compared with the 1952 figure. Tanker fleets now comprise 23.5 of the world's shipping. The United States, with 27,236,876 tons gross, has the world's greatest merchant fleet, with Britain second with 18,583,808 tons, Norway third (6,262,700 tons), and Panama fourth (3,906,901 tons).

DANISH SHIP STRIKES MINE AND SINKS.

A message from Hamburg said that the Danish motor ship "Elly Danielsen", 478 tons, sank on April 18 after striking a mine off the mouth of the River Weser, North Germany. A German tug rescued the ship's crew.

100 DAYS ON BARNACLES.

Adrian Hayter, a New Zealand journalist, whose 35-foot yacht "Sheila 11", had not been sighted since its departure from Java and for which masters of all ships sail-

ing between Australia, Indonesia and Singapore had been on the lookout, landed on April 20 at Horrocks Beach, 13 miles from Northampton and 350 miles North of Perth. He said he had lived on barnacles and a quarter of a pint of water a day since his food was ruined in storms which struck him shortly after he left Java on January 10. Heavily bearded and hungry, Hayter, who is voyaging alone, rowed ashore at Horrocks Beach and made his way to an isolated fishing camp. He had been expected at Fremantle at the end of February. Hayter said he intended to resume his voyage when fit.

NEW TANKER "WILLIAM G. WALKLEY" ARRIVES.

"The William G. Walkley", Ampol Petroleum's new oil tanker, the largest tanker yet built for an Australian company, arrived in Sydney Harbour on April 22. The new ship is 18,200 tons, dead-weight, and has a displacement weight of 24,400 tons. The ship is capable of carrying 5,000,000 gallons of petroleum products on each trip to Australia. The William G. Walkley cost £1,600,000 to build.

RADAR TRAINING

The marine radar set is undoubtedly one of the most valuable pieces of navigational equipment that science has yet placed at the disposal of the seaman. Owners and shipmasters look to radar to become both a recognised aid to safe navigation as well as assisting to secure timely arrivals.

The day may not be far distant, indeed, when navigation officers will be expected to be just as skilful on obtaining and using information from radar as they are with sextant and compass.

Ship-borne radar was developed during the Second World War by the Royal Navy, where it proved its worth as a defensive warning device and as an aid to accurate gunnery rather than as an aid to navigation. Its value for purely navigational purposes was, however, quickly recognised, and the years since the end of the war have seen its commercial development and its rapid adoption by merchant ships as a navigational aid.

As experience accumulated there came the realisation that unless properly maintained and wisely used by officers with the full knowledge of its limitations as well as its capabilities, radar could prove to be a danger instead of an added safeguard.

The British Ministry of Transport, therefore, set up a committee in 1948 to advise on all aspects of radar training.

The committee was composed of representatives from training establishments, from organisations representing the shipowners, the radio companies, shipmasters, deck and radio officers, and from other interested Government departments, together with experts from technical bodies. The committee advised, amongst other things, that the standard to be aimed at was that every ship fitted with radar should carry

three trained radar observers in addition to an officer trained in the maintenance of the equipment.

Approved courses of training have since been set up in radar observation and in radar maintenance, leading to examinations for British Ministry of Transport certificates on these subjects.

Some 2,600 serving members of the British Merchant Navy have obtained Radar Observer Certificates since they were introduced towards the end of 1948, and certificates are now being issued at the rate (based on figures compiled up to about December last) of about 660 per annum.

The course of training for the Radar Observer Certificate, which lasts for two weeks, is designed for the navigator, and for this reason it is held in nautical training establishments. It is not of a technical nature, and a knowledge of electronics is not necessary.

The course is aimed at helping the navigator to know the full possibilities and limitations of marine radar, and also to place at his disposal information available from scientific investigation into the use of radar.

The syllabus was revised in 1951 to give students the benefit of experience gained by many radar users, experience which the individual would find difficult to obtain for himself, even over a long period of years. Students are taught how to obtain the best results from a radar set under various conditions, and how to recognise when the set is not adjusted to give its highest performance. Students are also taught how to obtain navigational information from the set, the limits of accuracy of the information obtained and, what is more important, how the information can best be applied.

Radar plotting methods are fully dealt with.

The approved courses for the Radar Observer Certificate are at present held at the Kingston-upon-Hull Nautical College, the Leith Nautical College, the City of Liverpool College of Technology, the University of Southampton School of Navigation at Warsash, and the South Shields Marine and Technical College.

STROMBOLI IN ERUPTION.

A report from Naples on February 2 said that Stromboli volcano, on an island in the Lipari Group, situated North of Sicily, erupted on February 1 shooting flames, rocks, and ashes and spilling lava from three craters. Three great streams of lava poured down the slopes of the mountain (3,040 feet high) towards the sea. No casualties were reported among the island's 800 inhabitants.

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PERSONAL PARAGRAPHS

C-IN-C., MEDITERRANEAN, VISITS ROME AND U.K.

The Commander-in-Chief, Mediterranean (Admiral the Earl Mountbatten of Burma, K.C., etc.), left Malta on February 12th, for talks in Rome on routine Allied Naval matters with the Chief of the Italian Naval Staff. Subsequently he proceeded to the United Kingdom for talks with the British Board of Admiralty. He returned to Malta via Paris, where he lectured at the College of Higher Military Studies.

NEW R.N. FLAG OFFICER APPOINTMENT.

The British Admiralty has announced that Vice-Admiral J. P. L. Reid, C.B., C.V.O., has assumed the appointment of Flag Officer, Second-in-Command, Mediterranean Station and Flag Officer (Air), Mediterranean, relieving Vice-Admiral W. W. Davis, C.V., D.S.O., who is to become Vice-Chief of (British) Naval Staff.

FLAG OFFICER SUBMARINES, GOSPORT.

The appointment of Rear-Admiral G. B. H. Fawkes, C.V.O., C.B.E., as Flag Officer Submarines, Gosport, in succession to Rear-Admiral G. W. G. Simpson, C.B., C.B.E., who is retiring from the Royal Navy to take up farming in New Zealand has been announced by the British Admiralty.

FLAG OFFICER, MIDDLE EAST.

The appointment of Rear-Admiral P. W. Brock, D.S.O., as Flag Officer, Middle East, in succession to Rear-Admiral G. H. Stokes, C.B., D.S.O., has been announced by the British Admiralty. The appointment took effect in April, 1954.

PROMOTIONS TO REAR-ADMIRAL.

The British Admiralty has announced the following promotions to Rear-Admiral: Captain Wilfred

Geoffrey Brittain, C.B.E., A.D.C., Captain Alexander Noel Campbell Bingley, O.B.E., A.D.C., Captain Robert Dymock Watson, C.B.E., A.D.C., Captain (Commodore, First Class) Geoffrey Thistleton-Smith, G.M., A.D.C., Captain (Acting Rear-Admiral) William Kaye Edden, O.B.L., Captain Patrick Willet Brock, D.S.O.

NEW CIVIL ENGINEER-IN-CHIEF, R.N.

The First Lord of the British Admiralty has approved the appointment of Mr. M. E. Adams, O.B.E., M.I.C.E., as Civil Engineer-in-Chief, with effect from April 1st, in succession to Sir Arthur Whitaker, K.C.B., M.Eng., M.I.C.E., who retired on March 31st.

AWARDS FOR "OCEAN" AIRMEN.

The British Admiralty has announced that the following awards have been granted to the below-mentioned Royal Naval airmen: Officer of the British Empire (O.B.E.), Military Division, to Commander (now Captain) Oswald N. Bailey, R.N., of Salisbury, U.K. for outstanding leadership and devotion to duty as second-in-command and head of the Air Department of H.M.S. "Ocean" in two operational tours: Distinguished Service Cross (D.S.C.) to Commander Andrew W. Bloomer, R.N., of Exeter, U.K., for outstanding leadership and devotion to duty while commanding No. 810 Squadron in H.M.S. "Ocean."

MEMORIAL TO THE LATE ADMIRAL SIR CLAUDE BARRY.

A memorial to the late Admiral Sir Claude Barry, K.B.E., C.B., D.S.O., who was Flag Officer (Submarines) from November, 1942, to September, 1944, was unveiled at the submarine base at Fort Blockhouse, Portsmouth, by Admiral Sir

Charles Little, G.C.B., C.B.E. Admiral Little, a pioneer submariner, was Second Sea Lord at the British Admiralty for the first twenty months of World War II. He was subsequently Head of the British Admiralty Delegation in Washington and later Commander-in-Chief, Portsmouth. The memorial takes the form of a carved door to the Memorial Chapel on the ramparts of the Fort. Among those present at the unveiling were officers and ratings of the Portsmouth Command who served with the late Admiral Barry, representatives of Submarine Squadrons in Home Waters, and branches of the Submarine Old Comrades Association.

DUKE JOINS AIR FORCE ASSOCIATION.

The president of the Air Force Association, Sir Richard Williams, stated in Melbourne on March 26 that His Royal Highness The Duke of Edinburgh had accepted life membership of the association. Sir Richard said this was particularly gratifying as from June next the Duke would be the president of the Royal Air Force Association in England.

DEATH OF P. & O. EXECUTIVE.

Messrs. MacDonald Hamilton Shipping Company, agents for the P. & O. Line, announced in Sydney on April 6 that Mr. D. T. McPherson, manager of the P. & O. Line's passenger office in London, died on April 5.

EIGHTEEN CANDIDATES ACCEPTED TO TRAIN AS OFFICERS IN R.A.N. FLEET AIR ARM

Eighteen more candidates have been accepted for training as pilot officers or pilot observers under the short-service commission scheme in the Royal Australian Navy Fleet Air Arm.

Fifteen of them are at present following civilian occupations in four different States, and three are already in the Navy.

The Minister for the Navy (the Hon. William McMahon) said on March 30 that the candidates, all aged between 17 and 24 years, would begin their three months' preliminary naval training as recruit naval airmen at Flinders Naval Depot, Crib Point, Victoria, on Monday, March 29. Those who had been accepted from among the civilians were: Selsmark, J. E., Kalgoolie (W.A.); Ward, M., South Perth (W.A.); Boyle, D. L. G., Macleod (V.); Brown-Greaves, P. E. G., Newport (V.); Davidson, J. E. J., Sunshine (V.); McConchie, B. D., Hawthorn East (V.); Roberts, K. B., Sunshine (V.); Taylor, M. A., Garden Vale (V.); Scuthorpe, R. J., Gulargambone (N.S.W.); Warland, G. P., Stockton (N.S.W.); Wheelahan, B. J., Strathfield (N.S.W.); Waddell-Wood, R. A., Highgate Hill (N.S.W.); Gaskell, G. J., Auchenflower (Q.); Whittred, A. C., Bundaberg (Q.); Howe, B. J., Annerley (Q.).

Those accepted from the Royal Australian Navy were: Hanson, Naval Airman II, B.L., of Adelaide, S.A.; McLaren, Naval Airman I, D.C., of Fremantle, W.A.; Ridgway, Naval Airman II, R.N., of Melbourne, V.

Mr. McMahon explained that, at the end of their training at Flinders Naval Depot, 15 of the recruit naval airmen would be sent to the Royal Australian Air Force Station at Archerfield and four to the R.A.N. Air Station at Schofields (N.S.W.) for 18 weeks' pre-flight training.

During the pre-flight training 10 would be chosen for further training as pilots and nine for further training as observers.

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 might go direct to the United Kingdom after they had finished their training at Archerfield and Schofields. They would be promoted midshipmen, and when, after about nine months' additional training, they had been awarded "wings", would become acting sub-lieutenants and be given seven-year short service commissions.

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.

SIX W.R.A.N.S. TRAVEL TO DARWIN BY AIR

Six W.R.A.N. telegraphists who have been serving at the Royal Australian Navy wireless station, H.M.A.S. "Harman", near Canberra, have been transferred to the wireless station "Coonawarra", about 15 miles from Darwin, and travelled to Darwin from Adelaide by air on April 8.

The Minister for the Navy (the Hon. William McMahon) said, on April 6, that they were:

W.R.A.N. D. M. Burlison, of Warwick Farm, via Liverpool (N.S.W.); W.R.A.N. P. Y. Burns, of Toowoomba (Qld); W.R.A.N. B. J. Dennien, of Langshaw, via Gympie (Qld); W.R.A.N. D. M. Wiggins, of Yarloop (W.A.); W.R.A.N. D. J. Roberts, of Subiaco (W.A.);

W.R.A.N. J. W. Wagstaff, of Gilgandra (N.S.W.).

They arrived in Melbourne by train on the morning of April 6, and left for Adelaide by the express in the evening. They stayed in Adelaide on April 7, and departed by air for Darwin next morning at 8 o'clock. They reached their destination at 8.55 p.m.

On their way they made brief stops at Leigh's Creek, Oodnadatta, Alice Springs, Tennant Creek, and Katherine.

Mr. McMahon added that a W.R.A.N. officer and eight W.R.A.N. ratings were already serving at "Coonawarra", and others would be sent there at intervals. The normal tour of duty would be twelve months. The W.R.A.N.S. were doing work that had previously been done by male ratings, and in relieving them for other tasks, they were performing a very valuable service for the Royal Australian Navy.

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SEA-ODDITIES

The octopus has been the subject of many stories, some imaginary, others real. There does not seem to be any doubt about the authenticity of the following episode, the details of which came from New York on April 7.

The story began when an octopus, weighing 40 lbs. and with tentacles (the octopus has eight in all) five feet long, on April 6 attacked James Antone as he swam past some submerged rocks off Santa Rosa, California. Mr. Antone, who weighs 19 stone and has arms slightly more than two feet long, apparently overcame the octopus's superior reach. Using his weight to advantage he pulled the creature free of the sea-bed, walked ashore, and beat it to death against the rocks. Describing the fight, Mr. Antone said:

"I was in about six feet of water when I felt something like a muscled piece of wire wrap itself around my left arm. As I reared back another tentacle attached itself, and then another, and other and another. It was useless to try to tear the tentacles away, so I braced myself, heaved, and ripped it from the rocks. Its head was like a balloon and it kept spitting water all over me as I walked to shore with it."

According to Fact's London News Bureau a long ocean voyage in Thor Heyerdahl's Kon Tiki style will shortly be undertaken in the South Pacific. The expedition is being organised by John Gwyther, a 31-year-old lieutenant in the Royal Naval Volunteer Reserve. He plans to drift across from Tahiti to New Zealand in a craft formed of two dug-out canoes carved from the trunks of coconut trees. Gwyther served in the Pacific during World War II and is a Fellow of the Royal Geographical Society, so he has had a good grounding for his undertaking and is no mere crank. Speaking recently on the

origin of his projected adventure, Gwyther said:

"Captain Cook was the first to suggest that Polynesia was originally populated from South America. Thor Heyerdahl's raft expedition developed that theory. Cook believed that some of the people who went to Polynesia travelled on to New Zealand by coconut-tree canoe. I want to develop that theory."

Gwyther's party of half a dozen men will travel in two 65-foot canoes joined by 40-foot logs to form a rectangle which he believes cannot capsize. After studying British Admiralty data on winds and currents he calculates the drift will take three to four months. The party will have a small sail, one pair of paddles and a radio transmitter in case of emergency.

The average Northern Territorian is a tough man to beat or kill. Recently, by one of the strangest freak accidents, a Darwin fisherman was mannaed by a 400-lb. crocodile on an island in the crocodile-infested MacArthur River, in the Gulf of Carpentaria. The fisherman, David Nightingale, was left stranded on the island when the crocodile suddenly towed away his canoe. He had tied the canoe to a small bush, leaving his crocodile lines set, and was lighting his fire when the canoe suddenly broke away and headed down-stream. Nightingale dared not swim after it because of the crocodiles, and he had to move as the floodwaters were rising on the island. By this time the canoe had stopped some distance down-river, so he roped two logs together to make a raft and paddled down-stream. When he got within 15 yards of the canoe he risked a dive and reclaimed it. After a tussle he landed the crocodile, which was about 6-foot long.

Two more coelacanths (fish with arms) were caught off the Madagascar coastland on the night of January 28. Thus the whole world has now thrice been stirred by the discovery of this remarkable fish, which, since the beginning of research into marine life, was believed to have become extinct 50 or 60 million years ago. The story of the first discovery, made in South African waters in 1938, was told, in brief, in the June, 1952, issue of this journal; while the capture of the second coelacanth (pronounced "seela-kanth") and called the missing link fish, was the subject of a further explanatory reference in the June, 1953, issue of this journal: the discovery of the second specimen was made in the waters East Coast of Africa, in 1952. The discovery of these further two specimens places beyond all doubt that the coelacanth has not only survived but that it exists to-day in greater numbers than was at first thought, that they can no longer be regarded as the "last of the race." The group of fishes to which this 5-foot-long, 100 lb., blue-coloured, ganoine-scaled fish, to which the Queensland Lung Fish is related, dates back 350 million years, pre-dating even the long-extinct, prehistoric animals such as the pterodactyl and dinosaurs. The coelacanth is the closest relative of the fish that are supposed to have been the ancestors of all land vertebrates, or animals that possess a backbone. Of all known creatures the coelacanth has thus lived the longest and in all its long history has scarcely changed in general form. It has presumably survived by living at great depths in the ocean, in this way escaping the later-evolved predatory creatures of the seas, as well as the ancient and modern fishermen. Apparently it still lives usually in the primeval slime of the oceans, from which of course all life originally emerged. It is, in fact, the "wonder fish" of our time.

CHANGES IN THE BRITISH TRAINING SQUADRON

The fleet aircraft carriers of the British Home Fleet Training Squadron—the Navy's "floating school"—are to be replaced by light fleet aircraft carriers.

The Squadron at present consists of two ships who performed outstanding operational service during World War II, H.M.S. "Implacable" (flagship of Rear-Admiral W. L. G. Adams, O.B.E.), the Flag Officer Training Squadron) and H.M.S. "Indefatigable".

It is intended that these ships shall be replaced by three light fleet carriers of the "Colossus" class: H.M.S. "Theseus", now attached to the Home Fleet; H.M.S. "Glory", at present in the Mediterranean; and H.M.S. "Ocean", at Devonport, her home port, where she returned shortly before Christmas after two and a half years' service, during which she did two tours of duty in the Korean war zone.

The "Colossus" class light fleet carriers will become available for training duties in 1954, and in due course they will be replaced in the peacetime seagoing Fleet by the new aircraft carriers of the "Hermes" class, three of which are nearing completion—the "Centaur", the "Albion" and the "Bulwark". The "Centaur" is now being fitted with an angled deck at Portsmouth and will be the first of the new class of aircraft carrier to come into service. She will also be the first aircraft carrier of the Royal Navy to be fitted with an angled deck.

The three "Colossus" class carriers will be fitted out in H.M. Dockyards with classrooms and special equipment, and as they take up their training duties the two fleet carriers will be relieved and placed in reserve.

H.M.S. "Ocean" and H.M.S. "Theseus" will be taken in hand this month, and are expected to be available in June to replace H.M.S. "Implacable". The "Glory" is expected to be put in

hand in August, and will relieve H.M.S. "Indefatigable", who will leave the Training Squadron by about mid-November.

The change-over from fleet to light fleet carriers will have the effect of bringing to the Training Squadron three light aircraft carriers who could be rapidly brought into operational service for trade protection in an emergency, and of making some of the men now serving in the fleet carriers available to man the new "Hermes" class ships, and ultimately the new "Ark Royal"—sister ship of the Navy's largest carrier, "Eagle"—now building at Birkenhead.

The Training Squadron normally provides initial sea training for more than a thousand General Service and National Service personnel of Executive and Specialist Branches and some men who have been selected for commissions from the Lower Deck (Upper Yardmen). The Squadron is based at Portland but frequently undertakes short cruises and participates in exercises with the Home Fleet. In March, the "Implacable" and "Indefatigable" will leave the United Kingdom on their final cruises as ships of the Training Squadron. They visited Gibraltar and took part in exercises in the Western Mediterranean, returning to Portland early in April.

ALLIED NAVAL EXERCISE IN SOUTH CHINA SEA

A ten-day Allied maritime exercise named "Sonata" in which British, French, and American warships, merchant ships and aircraft co-operated was recently held in the South China Sea.

The purpose of the exercise was to give training in submarine attack, hunting, and detection; in the protection of trade and in general staff work.

The control of the forces engaged was exercised by Vice-

Admiral Auboyneau from Saigon, Rear-Admiral Cruzen from Manila, and Vice-Admiral Sir Charles Lambe, K.C.B., C.V.O., British Naval Commander-in-Chief, Far East, and Air Marshal Sir Clifford Sanderson, acting jointly from their headquarters in Singapore.

The British forces included many ships which took part in the Korean War, notably the destroyers "Cosack", "Defender", "Consort", "Constance", "Concord" and "Cockade".

Also taking part were H.M.S. frigates "Mounts Bay" and "Morecambe Bay".

Sunderland flying boats of the Far East Flying Boat Wing, Shackleton aircraft from the United Kingdom Coastal Command, the British submarine "Thorough", normally based at Sydney, and the Sixth Minesweeper Squadron also participated in the exercise.

AUSTRALIAN-MADE SABRE JET SOON AT PRODUCTION STAGE.

The Minister for Defence, Sir Eric Harrison, said in Canberra on April 18 that he expected the first fully modified Australian-built Sabre jet fighter to come off the production line in a few weeks. The Minister said that manufacture of the Sabre, which is powered with the Rolls Royce Avon turbo-jet, was now reaching the full production stage at the Commonwealth Aircraft Corporation's works at Fisherman's Bend, Victoria. The prototype Sabre, which was first flown last August, when it became the first Australian plane to break the sound barrier, has since been undergoing extensive flight trials. Development of the Sabre to the production line stage means that Australian industry could produce operational aircraft of the most modern type for the Royal Australian Air Force.

SPEAKING OF SHIPS

The very drastic cuts in North Atlantic freights, in some commodities down to the operational level, has caused preliminary talks to be held about the possibility of reviving the Westbound Conference.

German engineers have been working to reduce the yaw still further when ships are steered on the "Iron Mike".

Three Sydney syndicates with interests in the Clarence River (northern N.S.W.) Basin propose to form the Clarence River Oil Exploration Company, N.L. The syndicates hope to find flow oil and natural gases. A further application had been lodged at Port Macquarie for 6000 square miles of land stretching from Grant's Head, near Laurieton.

Australian industry was strongly opposed to any significant increase in Japanese imports, the director of the Associated Chambers of Manufacturers, Mr. Latham Withall, said in Canberra on March 26. He said Australian industry believed any such increase must prove detrimental to domestic economy and to trade between Australia and Great Britain, and other British and foreign good-customer countries.

Since the discovery of stolen arms being taken towards the Irish coast, special precautions are being taken to prevent arms being smuggled to the so-called Irish Republican Army by the Irish Sea packets.

The P. & O. Company has explained that its decision not to cancel any existing building orders, but not to place any more until prices come down, is not intended as a threat to anybody but as an ordinary business precaution when cost have become too high to earn profits.

American oil interests have become cautious in their time-

chartering of tankers; many recent fixtures have been for one year only.

It is suggested that the reports of the (British) Parliamentary Committee on Public Accounts are of little value in checking government extravagance on account of the long time-lag and intervention at an earlier stage is now suggested.

A very large proportion of the inquiries received by Japanese shipbuilders from domestic and foreign owners have recently failed to result in any orders.

Owing to the bitter feeling in Northern Ireland it is probable that the British Railways' scheme to transfer the terminal of the Stranraer service from Larne to Belfast will be dropped.

The target for Indian shipping development has been reduced from 2,000,000 tons by the end of last year to 600,000 by 1955-56.

With a total of rather more than 82,000 men, the personnel of the American merchant marine has declined by nine per cent. in twelve months.

Greenock (Scotland) Harbour Trust proposes, if it can get financial assistance, to convert the Southern Quay into fitting-out berth, as ships of more than 70 feet beam cannot enter the James Watt Dock now used.

In view of the cases of cellulose paints on shipboard subjected to high temperatures having ignited and started fires, a new coating has been evolved which is chemically changed by heat to form a fire-resisting cellular insulating surface.

The air side of the British Admiralty has been reorganised to have more influence in securing

the Fleet Air Arm a better supply of up-to-date aircraft.

Papua and New Guinea have been surveyed for their possibilities of producing tea and the report is very promising, with the big Australian market so handy, if capital equipment is provided.

A very big deposit of anthracite coal, estimated at 134,000,000 tons, has been located half a mile down under waste scrubland near Swansea and production is planned in 1958.

France, with an adverse trade balance with Australia of £A.300,000,000, threatened last year to stop buying Australian wool unless Australia buys French goods.

American aircraft interests recently advertised 3-month winter "cruises" from the United States to South America, Africa, India, and Australia for £3,350 a head.

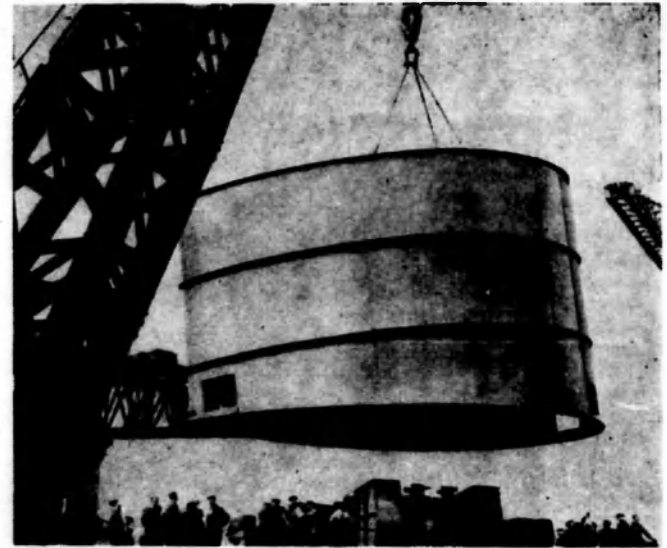
A Canberra report on March 6 said that the Australian Department of National Development believes considerable oil deposits may be found a few miles from where the first strike was made at Exmouth Gulf, West Australia. The department's official magazine says oil might even be found again at one or more deeper levels at the present bore being drilled by Western Australian Petroleum Pty. Ltd. at Rough Range.

Australia was likely to gain export orders worth £500,000 as a result of the recent successful Australian trade mission to Africa, the leader of the mission, Mr. E. P. McClintock, said in Melbourne on April 5.

A band of pirates attacked and sacked the British North Borneo town of Semporna on the night of March 29. The pirates streamed in-

FUNNEL FITTED TO NEW SHIP

The lower section of the funnel of the new 22,000-ton Cunard liner *Sesonia* is swung gently into place by cranes at the Clydebank shipyards, where the ship is being fitted out for her maiden voyage. The steel of the funnel will have a domed top 40 feet high and 26 feet wide.



to the centre of the town firing shots to frighten the people. They were armed with Sten guns, pistols, and grenades. Six of the defenders were killed, including a British Forestry Officer, Mr. T. R. Barnard.

The Marconi Marine Communications Company is producing a new echo sounder for small craft and fishing vessels, with a range of zero to 130 fathoms.

A number of older and less economical tramp steamers have been laid up and it is considered certain that many of them will go to the scrapping yards unless freights rise quickly.

The resettlement of refugees and displaced persons from Europe, particularly in Australia and South America, is proving much more expensive than had been estimated.

Messrs. Wm. Cory and Son Ltd. have found that motor-driven colliers on the coastal service (in

the U.K.) are most economical and satisfactory, especially in the group of about 2,700 tons d.w.

American oil interests have become cautious in their time-chartering of tankers; many recent fixtures have been for one year only.

Whale Industries Ltd. caught its full quota of whale nearly six weeks before the end of the 1953 whaling season, directors state. All were caught between May 1 and September 18. Value of products sold overseas was more than £560,000. In addition, local sales exceeded £60,000.

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Telegraphist Neville Knight hoists the Australian flag on board H.M.A.S. Sydney when the carrier was dressed overall to celebrate the Queen's birthday.

REVIEWS

"Come and Sail," by John Scott Hughes. Published by the Museum Press, London.

Mr. John Scott Hughes, who is well known in British yachting circles and to readers of yachting and maritime journals, has just published this volume as an addition to the general book series entitled "The Sporting Scene." As its title aptly suggests the volume is evocative of many pleasures, especially to those who sail the coasts of Britain and the wider seas in small boats.

There can be few men in Great Britain who have so steeped themselves in the history, and practice, of yachting as the author of this book. He has the knowledge of small boat sailing at his fingertips, gained over the best part of a lifetime spent at, on, or near the sea. To this fascinating knowledge he brings a stylistic and well-flowing pen that cannot fail to enchant the ordinary lay reader as well as the lover and rover of the seas.

With this new book, Mr. Hughes places himself, one feels, in the front rank of coastwise chroniclers, even among men such as the earlier Arthur Sturges Hildebrand and the contemporary Peter Heaton. Thus his offering is at once both a knowledgeable and gracious book, full of the charm that so subtly characterises his chosen recreation, and full too of little camouflaged fragments of autobiography, of a quiet, well-grounded philosophy, lit with kindly humour, but sometimes also darkened by the stark drama such as only Father Neptune can produce.

Throughout the book runs the author's main theme of his chronicle: a deep and abiding under-

standing and love of the ships of sail, large or small, and an unconditional surrender to the charm of the seas in all their venues and moods. This is a fine book, a delightful book, and, without question, of its kind, as informative a book as any man could make or conceive.

"The Conway," by John Masefield, published by Heinemann, London.

By a tragic stroke of irony, the issue of this revised edition of the work on the Conway, by England's Laureate and great sea lover, comes almost coincidental with the loss of the famous training ship herself, which ran aground and was wrecked in the Menai Straits in April, 1953. But that does not detract from either the book's worth

or its timeliness; in fact, it may even enhance its appeal and present and future value. The book is based on a vast number of personal recollections and extracts from letters and diaries collated by Masefield himself, with the result that it forms a broadly chronological survey—a Conway history, in fact—that will be read with nostalgic affection by all "Old Conways." Indeed, it is almost certain that Mr. Masefield's present history, with but one reservation, will never be improved upon. As the story of the Conway, it has but one omission: it is to be regretted that this edition obviously "went to press" too early to enable the famous author to chronicle the loss of the ship herself.

"Senator McCarthy is doing America's international reputation more harm than anyone else."

—Mr. Herbert Morrison, Deputy Chief of the British Labour Party.

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WAR VETERANS TAKE THE LEAD IN ASIA.

Everyone who has visited the East during the past few years has come back with the impression that that part of the world is moving rapidly, that there is a stir and a forward motion. Recently, as readers of "The World Veteran" may know, I had the privilege of visiting Israel, Pakistan, India and Ceylon in a month's tour.

I, too, was impressed with the tremendous strides being made in Asia, but I learned something even more significant for us in the World Veterans' Federation: this amazing progress is everywhere led by veterans. They are taking the lead in solving major problems of their communities and in strengthening the bonds between their peoples and the rest of the world.

In Israel, veterans are making a success of kibbutzim, those co-operative communities which are turning desert land into productive farms. They are doing wonders for their own disabled. For example, they are building special houses in which disabled veterans will feel at home whatever their handicaps may be.

In India and Pakistan, veterans are leading a frontal attack on one of Asia's most acute problems, that of transforming arid soil into cultivated land to provide food for their undernourished millions. In one single project in Pakistan, 18,000 square miles of former wasteland is being developed by veterans into a thriving agricultural community.

One of the most thrilling experiences I have ever had was to see on my right a veteran farmer ploughing the desert sand behind a camel; on my left, a field of corn, the product of one year's work; and further on, a fruit orchard, on land which had been desert three years before.

In Ceylon, the reverse side of the same medal can be seen.

Here, veterans are reclaiming not desert, but jungle, and making rice fields in its place.

Why are veterans so prominent in these forward movements? Part of the reason is that in some areas they were better fed and clothed, as well as trained and disciplined during their military service. But, more important, they learned to work together in war and they realize now that teamwork is the best way to solve the problems of peace.

Wherever we went, veterans enthusiastically received us. They were vitally interested in everything we are doing in other parts of the world, and they are anxious to join with us in a common effort.

W.V.F. member associations in three of the countries we visited are active in bringing the objectives of the Federation to the attention of their people. It was gratifying to learn that other groups there are anxious to co-operate in our efforts, to become new and strong links in a Federation that is already the fourth largest non-governmental organization in the world.

ELLIOTT H. NEWCOMB, in "The World Veteran," published by the World [War] Veterans' Federation, which has a membership of more than 16,000,000.

GREEK EARTHQUAKE AWARDS.

Awards in recognition of meritorious services performed by Royal Navy personnel during the Greek earthquake in August last have been announced in the "London Gazette."

Following tremors which devastated the towns of Zante, Cephalonia, and other islands in the Ionian Sea, many ships of the Mediterranean Fleet, including H.M. Ships "Gambia," "Bermuda," "Daring," and "Wrangler," went to the assistance of the victims of the disaster, and members of the ships' companies, totalling nearly 1700 officers and

ratings, worked with demolition, fire-fighting and rescue parties in areas threatened by the danger of fire, falling masonry, and exploding ammunition, and also by the hazard of further tremors.

Among those decorated was Lieutenant-Commander Brian Paterson, Royal Navy (Harrowgate), who was awarded the M.B.E. Lieutenant-Commander Paterson was the officer in charge of the helicopter unit transported to the area in H.M.S. "Bermuda." He showed considerable initiative and resourcefulness in getting two aircraft on board and flown off on arrival at Zante in difficult circumstances. The helicopters did a magnificent job ascertaining damage in outlying parts of the island and rescuing wounded in the most difficult and hazardous conditions.

Among seven ratings who received the B.E.M. was Chief Engine-Room Artificer William Abel, P/MX59284 (Norton, Stockton-on-Tees), of H.M.S. "Wrangler." Abel landed at Sami to take part in the repair of vehicles and a power station, but on his own initiative also took charge of parties employed in the task of recovering bodies from the ruins. He further organised self-help parties among the homeless. "Despite the hazards of falling debris occasioned by periodical earth tremors, nothing was too difficult or too much trouble, and his confidence, initiative, and leadership were an inspiration to all who worked with or under him—British or Greek alike."

INTERNATIONAL CO-OPERATION IN MARKING WHALES.

With a full cargo of whale oil and whale meat meal, the Norwegian tanker "Orwell," of Tonsberg, berthed at Tilbury on February 14th after a direct passage of 30 days from the island of South Georgia in the Southern Ocean.

She had on board three of the

four scientists who last October joined in Sandefjord, Norway, the whale-catcher "Enern" (belonging to A/S Thor Dahl) for a whale marking voyage to the Antarctic.

Professor Johan T. Ruud, of Norwegian State Institute for Whale Research, led the expedition and Mr. Robert Clarke, of the British National Institute of Oceanography, was in charge of the marking and other records. Mr. W. L. Van Utrecht, of the Netherlands Whales Research Group, assisted in the scientific work. The fourth scientist, Mr. Per Oynes, of the Norwegian State Institute for Whale Research, has remained in the Antarctic on board the floating factory "Thorshovdi" to conduct experiments on the recovery of whale marks from marked whales. An interesting feature of the voyage was its international character.

Before the last war the Discovery Committee, whose work has been taken over by the British National Institute of Oceanography, provided for the marking of over 5000 whales in the Antarctic, largely by the Royal Research Ship "William Scoresby," whose last whale marking voyage was in 1950 in tropical seas. For financial reasons the Institute can no longer itself provide for special whale marking expeditions. However, the International Whaling Commission has strongly recommended that whale marking be continued, and the welcome result has been that the running costs of the "Enern's" cruises are being shared by all British, Dutch, and Norwegian whaling companies operating in the Antarctic. The costs of the scientific equipment are shared by the British National Institute of Oceanography and the Norwegian State Institute for Whale Research. The scientific programme was prepared by Dr. N. A. Mackintosh, C.B.E., of the British National Institute of Oceanography, in consultation with Professor Ruud.

May-June, 1964.

The "Enern" (Captain M. Marthinsen) is a diesel vessel of 908 tons and one of the largest and most powerful of modern whalecatchers. She was cruising for whales for 27 days; during that time she succeeded in marking 110 whales. A further 40 whales were marked on a run from South Georgia to join the floating factory "Thorshovdi."

SEAWARD DEFENCE BOAT JOINS BRITISH FLEET

Her Majesty's Seaward Defence Boat, "Aberford", joined the British Fleet on the 2nd March.

The first reference to this entirely new design of vessel, of which the "Aberford" is the first, was made by the First Lord of the British Admiralty (the Rt. Hon. J. P. L. Thomas, M.P.), when he presented his Statement on the 1952-53 Navy Estimates.

The purpose of this design of boat is to detect, locate, and destroy submarines, including mid-gut submarines, in the approaches to defended ports. Its armament includes a small gun, depth charge release gear, and flares.

Modern electronic equipment will be used in association with her armament. The boats have comprehensive electrical installations which provide, in addition to normal services, for electrical heating and cooking. The peace-time complement of the Seaward Defence Boat will be two officers and 17 ratings.

The "Aberford" has been built at the Glasgow yard of Messrs. Yarrow and Co., Ltd., and her diesel machinery is by Messrs. Davey Paxman and Co., Ltd. Her dimensions are 117 feet 3 inches extreme length (110 feet at the waterline), and a 20 foot beam.

"I think there is no doubt that the strengthening of the West has contributed to the better atmosphere we have today."

—Mr. Clement Attlee, Leader of the British Opposition.

H.M.A.S. "CONDAMINE" TO PATROL NORTHERN WATERS

The R.A.N. frigate "Condamine" left Sydney on April 5 for Darwin to relieve the frigate "Hawkesbury" for training in northern waters and for general patrol duties. She arrived at Darwin on Sunday, April 18, and the "Hawkesbury" reached Sydney on April 22.

The Minister for the Navy said on April 5 that it was the policy of the Navy to keep warships in northern waters for training and policing duties and for showing the flag.

The "Condamine" would be the fourth R.A.N. frigate to serve on patrol there in the last 12 months. The frigates would be assisted in their work by smaller craft, one of which was a fast armed patrol boat which had recently undergone complete overhaul.

Ships of the Royal Australian Navy regularly passed through the northern area on their way to and from Korea. As had already been announced, the aircraft carrier "Vengeance", the battle-class destroyer "Anzac", and the tribal-class destroyer "Bataan," visited Darwin and the northern islands on their way back to Sydney after having handed over the Royal liner "Gothic" to ships of the East Indies station near Cocos Island.

The survey ship "Warrego" had also been allotted for duty on the north-west coast of Western Australia. On her way to Exmouth Gulf, she would call at Cairns and Darwin.

The "Condamine", on her way to Darwin, called at Willis Island, about 250 miles east of Cairns, to disembark Dr. U. Radok of the Melbourne University, who would study meteorological conditions in association with officers of the Commonwealth Meteorological Branch stationed on the island. Dr. Radok would return on the "Anzac" on May 11.



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Continued from page 7.

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BIG OIL GROUP TO DEAL WITH PERSIA.

A report from London states that eight major oil companies on April 10 agreed to establish an international combine in an attempt to restart the flow of Persian oil to world markets. They immediately sent a high-level, American-led mission to Teheran to negotiate a settlement of the three-year-old Anglo-Persian oil dispute. The British Foreign Office has apparently approved the agreement and has already informed the Persian Government of its formation. The Persian Government replied "warmly inviting" the mission to Teheran. The mission which reached Teheran on April 11, consists of 22 delegates, led by Mr. Orville Harden, of the Standard Oil Company, New Jersey, U.S.A.

NEW U.S. LOW-COST CAR SOLD UNASSEMBLED.

Two war veterans in the United States have just put on the market a small automobile that costs only 575 dollars—about one-third the cost of the most commonly used cars—delivered to the buyer in unassembled parts. It is said to be easy to assemble by anyone who can use a screwdriver and a wrench. Called the "King Midget," the new car is 8 feet long and weighs 500 pounds. It is powered by a one-cylinder, 8½ horsepower engine.

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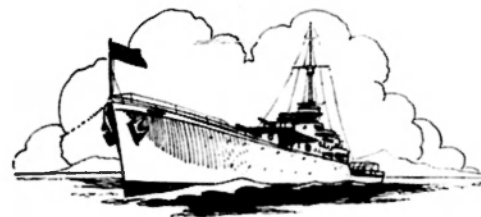
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