

# *THE* NAVY



AUSTRALIA'S MARITIME JOURNAL

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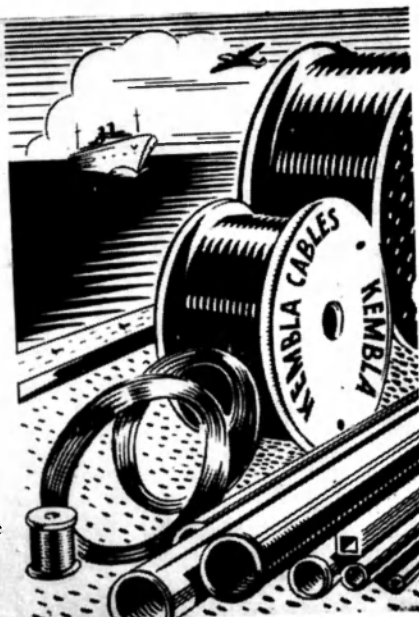
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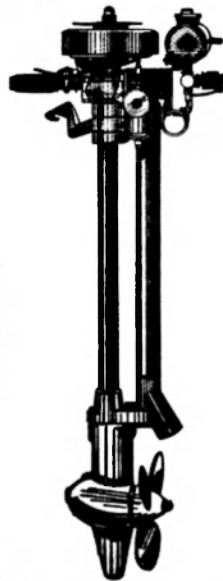
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# BRITAIN'S 1954-55 NAVY ESTIMATES: ADVANCEMENT AND SOME PROBLEMS

When the First Lord of the British Admiralty presented the Royal Naval Estimates in London on March 9, he not only emphasised the advancement made in research, strategy, and construction, over the preceding year, but also frankly revealed the more acute problems which the Board had been called upon, or, in some instances, is still being called upon, to solve. For solved they must be. None of the modern developments in the technique of war have in any way reduced the importance of naval defence.

Perhaps chief among the problems is that of manpower. In asking the British Parliament to vote the Royal Navy £355,000,000 (to which will be added £14,000,000 under the Mutual Defence Assistance Agreement) the First Lord said that the past few years had been difficult ones. The Navy would not have been able to meet its obligations, particularly in Korea, if it had not recalled hundreds of reservists and retained in service many men whose engagements had expired.

Indeed, in the First Lord's mind the problem of manpower was clearly a major one, and in emphasising it he went on to say: "I do not

think it is generally realised that nearly one-third of our regular ratings — excluding National Servicemen — are under 21, and another one-third under 25. We have a great shortage of men with eight years' service and upwards and their places have to be filled by abnormally large numbers with below seven years' service." To accentuate the problem, the seven-year men are now beginning to come to the end of their engagements in large numbers, and if they do not re-engage the proper manning of Her Majesty's ships will present a very serious problem indeed.

However, measures are about to be introduced to improve conditions of service, particularly those in regard to service abroad, and it is hoped that in this way the seriousness of the position will be minimised and thus to a major extent averted. The question is one that must be resolved — and it will be.

## RESEARCH AND DEVELOPMENT.

In the field of research and development in new ships, aircraft, weapons, and equipment, the programme, however, is one of grand results. In this regard, the First Lord stated that since World War II the Navy has been carrying out an extensive programme. The next few years, he stressed, will show even greater results. Stated briefly they are:

Aircraft carrier from which a new twin jet Naval interceptor fighter and other new types will operate, will be fitted with angled decks and steam catapults. The "Centaur," now preparing for service, will be the first operational aircraft carrier of the Royal Navy with an angled deck. H.M.S. "Eagle" and others will have angled decks fitted in due course. The Radar equipment fitted in the "Centaur" is considered to the finest in any ship afloat. It is expected that the fleet carrier "Ark Royal," and two light fleet carrier of the "Hermes" class, the "Albion" and "Bulwark," will be completed during 1954-55.

In regard to subsmeribles, two experimental submarines with a new system of underwater propulsion are nearing completion and are expected to undergo trials this year. The system is one using High Test Peroxide in a closed cycle engine which generates power for much faster underwater speeds than have previously been attained. These boats will also have the latest escape devices.

Other progress in submarine development includes the continued study of systems on nuclear propulsion and the building of new and improved midget submarines. The new "midgets" will be completed this year.

Particular attention is also being given to anti-submarine ships. A large number of destroyers built during the last war have been and are continuing to be converted into fast anti-submarine frigates to take their place in the new anti-submarine fleet. Many of these vessels are now in operational service and others will join the fleet during the present financial year. These ships will later be joined by new frigates now under construction, three of which have been launched — the "Hardy," the "Salisbury" and the "Dundas."

The new design minesweepers are also coming into service in increasing numbers.

Aircraft will play an increasingly important part in anti-submarine warfare. The Hawker Sea Hawk single seat jet fighter is now in service in substantial and ever increasing numbers. The De Havilland Sea Venom two seat, all weather fighter is in production and will enter service this year. Development and production is proceeding of a twin jet swept wing carrier borne fighter to replace the Sea Hawk and the Sea Venom. It will carry air-to-air guided missiles and be capable of supersonic speeds. An operational force of Sikorsky H.O. 48 anti-submarine helicopters fitted with the "dipping Asdic" is now in service. The first aircraft to be built especially for anti-submarine duties, the Fairy Gannet, will come into Squadron service during the present year. It will be followed by a comparatively lightweight machine, the Short Seamew, a particularly manoeuvrable design. In strike aircraft, the recently introduced Westland Wyvern strike fighter

will be the standard naval attack aircraft for some years.

In new weapons specially designed to attack submarines, the R.N. has the greatly improved asdic gear containing an electronic "brain," with which every modern anti-submarine frigate is equipped. The "brain", having located a submarine, sets about killing it by automatically operating a more deadly anti-submarine mortar than has ever been known in war. The Service has nick-named it the "Limbo." Prototypes of this equipment were fitted in the first post-war frigate "conversions," the "Rocket" and the "Relentless." In the field of gunnery, a new 3 inch gun will be the main medium-range anti-aircraft weapon of the future. It is being fitted in H.M.S. "Cumberland," the trials cruiser, and its rate of fire will compare with heavy machine-guns.

Modern radar sets now fitted in anti-submarine ships of the Fleet are such that they can detect submarine snort masts and periscopes at considerable ranges. Communication systems of greater speed are being developed to keep pace with the demands brought about by the introduction of new weapons. Anti-submarine aircraft will be fitted with modern radar and will also carry buoys (known as sono-buoys) which are fitted with gear to detect and track submerged submarines and relay the information back to the parent aircraft. Guided missile and A-bomb-carrying research is also being developed.

## \* STRATEGY OF THE FUTURE.

Dealing with the Royal Navy's part in providing a deterrent against major aggression, the First Lord said: "Our greatest and most powerful ally is separated from us by the waters of the Atlantic. Whatever the shape of a future war, control of the seas from America to the United Kingdom and the continent of Europe must be a basic aim in our strategy. Safety for our supplies, safety for Europe's supplies, is the task of the Navy. That safety begins with the denial of the sea to the enemy. Only if there is evidence that the Navy 'can' and 'will' perform this task can we be satisfied that we have made our contribution to the deterrent."

"... We have seen how the shape of the Fleet has gradually changed in this century and ... the things we are doing to bring ourselves completely up-to-date, such as developing improved submarines whose role will be to attack, before they can threaten our shipping, those enemy forces including U-boats which have put to sea despite our other offensive measures. When cadets entering under the new (improved conditions of service) scheme next year are Admirals what kind of navy will we see? ... but before

Continued on page 8.



## LESSONS ON BOARD H.M.A.S. VENGEANCE



Chief Petty Officer Instructor McInness giving lessons in knot-making to Sea Cadets from training ships Albatross (Wollongong) and Tobruk (Newcastle) on the flight deck of the aircraft-carrier H.M.A.S. Vengeance. The cadets were attending a week-end camp in Vengeance. —"S.M. Herald" photo

THE NAVY

## THE NAVY LEAGUE OF AUSTRALIA

### GIVE IT YOUR SUPPORT

#### AUSTRALIA'S EXISTENCE DEPENDS ON SEA-AIR POWER

To those who know their history, what is it they chiefly remember as the traditional bulwark that has stood between the would-be invader and the sacred shores of the Motherland? No need to search the tomes of history to find the answer to that question. It is the Navy, of course. Drake's destruction of the Spanish Armada, Nelson's victory at Trafalgar, Jellicoe's Jutland—these are but three of the many eventful occasions on which the British Navy has served that noble and sacred purpose.

And coming nearer to our own days and to our own Australian shores, what was it that saved Australia from invasion in World War II? Primarily the Navy, again, of course. But for the great allied victories of the Coral Sea, Midway, and Bismark Sea, Australia might to-day be in Japanese hands.

And as it has been in the past, so primarily it must ever be, if and when danger threatens in the future. We must never lose sight of that essential fact. The Navy, particularly the Naval Air-Arm, must ever play an important part—perhaps, let us repeat, a primary part—in the protection of Australia from invasion and in the maintenance of sea communications, so vital to our industry and our continued existence as a free nation.

Thus any institution that promotes the furtherance of this realisation, and the building up of this great national essential, should have the support of everyone of us.

That is why the Navy League of Australia has so great and proud a call upon the sentiments and duty of every loyal and true Australian. We all agree with that, beyond question.

But it is not enough that we should merely agree. It is up to us, as far as lies within our power,

to do something to make our agreement effective.

The objective of The Navy League of Australia, like its older counterpart, the Navy League of Britain, is to keep before the public the importance of sea power. The League sponsors means by which this information can be disseminated among the public and so keep alive the British maritime tradition.

Sea power is effectively exercised by a nation when, in times of peril, it is able to keep the sea communications open for its own use and, at the same time, substantially deny them to the enemy. Successfully exercised by an island nation, as has traditionally been done in the past by our great island Motherland, it means survival, whereas failure to maintain sea power can mean defeat even without invasion.

Nowadays there are seven elements in the exercise of sea power. These are combat surface ships, the fleet air-arm, submarines, bases, a mercantile marine to derive full benefit from sea power, personnel to keep sea-going services manned and, finally the industrial potential which has to keep pace with the wide and varied needs of these elements.

It will be noted that air power, sometimes regarded as a separate entity is, nevertheless, one of several vital elements in sea power. It cannot alone keep sea communications open. Its expression as applicable to sea power, and its place in the fighting Navy, is the Naval Air-Arm.

As a small nation, Australia cannot hope fully to maintain all these elements but she has a grave responsibility in building up those aptly suited to her population and geographical position. Those things which she can best perform to-day in these directions are the main-

tenance of certain surface ships and elements of the fleet air-arm, development of good bases, development of her mercantile marine, and the encouragement of young people to acquire a knowledge of the sea.

So important in these matters is the development of personnel that The Navy League of Australia sponsors the Australian Sea Cadet Corps, as demonstrated in the League's brochure (to be had on application) designed for parents and guardians of boys who may be interested. It tells of and illustrates the Sea Cadet in training.

Another important thing to remember: A Navy cannot be enlarged quickly. It takes time and must be substantially planned and built up in times of peace. Remember, too, that the price of freedom is preparedness and constant vigilance.

You can help the Navy League of Australia in carrying out its work for preparedness and constant vigilance by becoming a subscriber to it. All British subjects who signify their approval of the objects of the League are eligible for membership.

The League consists of Fellows (Annual or Life) and Members (Annual or Life). Subscriptions are: Fellow (Annual) £1/1/-, (Life) £10/10/-; Member (Annual) 10/6, (Life) £5/5/-.

Join the Navy League now.

A 15-foot fish—probably a shark, one of the savage steel-blue species Captain J. Y. Cousteau writes about in his book "The Silent World"—nearly sank a Portuguese fishing schooner off the Azores on September 10. The fish attacked the vessel twice, and in trying to leap aboard, left a tooth embedded in the vessel's sternpost.

July, 1964

EDITORIAL—continued from page 5.

such cadets even get their first sea-going command many changes will already have taken place. We shall have to augment, and later to replace, cruisers and anti-aircraft escorts by ships armed with guided weapons. It will be some time, however, before the modern cruiser will become outmoded.

The broad overall picture presented by the First Lord is therefore not only interesting but also heartening and complimentary. Only the manpower problem—a human one, alas—gives a weak link in an otherwise strong chain of preparedness in British Naval defence.

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### STRENGTH OF THE BRITISH FLEET.

The following table shows the major strength of the British Fleet in classes.

	Active Fleet	Training and Experimental (Special Complements).	In Reserve, including Reducing to Reserve and Preparing for Service.
Battleships:	"Vanguard"		"Anson" "Howe" "Duke of York" "King George V"
Fleet Carriers:	"Eagle"	"Illustrious" "Indefatigable" (a) "Implacable" (a) "Triumph"	"Indomitable" "Victorious" (b) "Centaur" (c) "Ocean" (d) "Theseus" (d) "Unicorn" (k) "Pioneer" "Campania"
Light Fleet Carriers:	"Glory" "Warrior"		
Ferry Carriers:		"Perseus" (j)	
Cruisers:	10	1	15
Daring Class Ships:	6		2 (e)
Destroyers:	20	3	69 (f)
Frigates:	33	21	115 (g)
Fast Minelayers:	1		2
Monitors:			2
Submarines:	37		20 (h)
Minesweepers—			
Ocean	23	3	38
Coastal	6	5	56
Inshore	9	3	52 (i)

- (a) Employed on non-flying training duties in Home Fleet Training Squadron (to be relieved by 3 Light Fleet Carriers).  
(b) Modernising.  
(c) Preparing for Service.  
(d) Preparing for Service with the Home Fleet Training Squadron.  
(e) Includes one preparing for Service.  
(f) Excludes one refitting for loan to Pakistan.  
(g) Excludes two refitting for loan to Norway.  
(h) Includes two returned from loan to Greece and two from loan to the Netherlands.  
(i) Includes those being fitted out for minesweeping.  
(j) On trials and trouping duties.  
(k) Reducing to reserve after Service in Korean war area.

The foregoing table does not include vessels of the fleet train, attendant ships and numerous small craft. There are some 240 ships of the Royal Fleet Auxiliary Service, comprising many seagoing tankers, tugs, tenders, diving and salvage craft, ammunition and store carriers, boom defence vessels, net layers, cable vessels, etc. There are also in service or in reserve 16 Depot, Repair and Maintenance Ships, 10 Surveying Ships, nearly a hundred Fast Patrol Boats, over 140 Motor Launches, 35 Landing Ships, 14 controlled minelayers, and 35 Naval Trawlers.

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After nine years in service H.M.A.S. Bataan on June 17th went into active reserve. The picture shows the destroyer's captain, Commander G. Fowle, leading his crew in cheers for their old ship before transferring to H.M.A.S. Warramunga. Mrs. MacArthur, wife of General Douglas MacArthur, named the Bataan. "S.M. Herald" photo.



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## "Peroxide" Submarines Have High Speed, Long Range

EXPERIMENTAL VESSEL FOR BRITAIN'S ROYAL NAVY IS LAUNCHED.

By Nowell Hall, Naval Correspondent of the "Daily Telegraph," (London).

The fact that Britain's Royal Navy is to have two experimental submarines attaining high underwater speeds with the aid of hydrogen peroxide, and is laying down several other boats with a better performance than any predecessor, is of major importance.

Since it has long been the British Admiralty's policy not to disclose publicly the building of a submarine until she is actually launched, it may be assumed that the programme is well advanced, although few details about it have been made available so far. The fact that the Royal Navy now feels itself able to resume submarine construction after six years despite the scientific advances that have chased one another since 1948 — and are likely to continue for some time to come — can also be regarded as significant.

Britain has now about 60 submarines. The last additions to the Fleet were the big "A" class boats. These are reported to displace 1,620 tons when submerged and to have a surface speed of 18 knots and an underwater speed of eight knots.

The 15 submarines of this class were all completed within three years, the first, the "Amphion," being ready in March, 1945, and the last, the "Acheron," in April, 1948.

### High Endurance

The "A's" are boats of high endurance. Fitted with the "Snort" breathing device, they can travel under water for thousands of miles. "Alliance" and "Ambush" stayed submerged for weeks on end in 1947-48 during tests in tropical and arctic seas. Last June another "A" class boat, the "Andrew," "snorted" 2,500 miles (4,000 kilometres) across the Atlantic in 15 days. She created a record by travelling under water from Bermuda to the English Channel.

Such performances, remarkable as they may be, are likely to be surpassed by the newest submarines. Recently I attended the launching of one of them — the "Explorer."

In its way the launch of the "Explorer" was not less historical than that of America's "Nautilus," the world's first atomic-powered submersible which entered the water at Groton, Connecticut, on January 21. The "Nautilus," and the United States Navy's other experimental atomic submarine, the "Sea Wolf," which was begun later, are expected to create new underwater speed records, and actuated by a small amount of "everlasting" atomic fuel, have an operational range so great as to be limited only by the endurance of their crews. Carrying their own oxygen and being independent of the surface, they are the realisation of an old dream of the naval architect — true submarines.

### Much in Common

Britain's hydrogen peroxide "Explorer" and her sister-ship will have much in common with the "Nautilus" and "Sea Wolf," although their propulsive methods are different. Being able to dispense with the "Snort" breathing tube and having, if necessary, great operation range, the United Kingdom experimental boats are also true submarines.

Hydrogen peroxide supplies the oxygen needed to ensure combustion of the propulsive fuel. Thus the submarine can run submerged at speed on her main engines, and does not need an oxygen supply which has hitherto had to be drawn into the boat through the "Snort" from the atmosphere.

The British Admiralty gives few details about this revolutionary new type of submarine. It records the "Explorer's" length as 225 feet (68.5 metres) and her

beam as 16 feet eight inches (five metres), says she is capable of high underwater speeds and that she incorporates the latest escape devices, including the new one-man submarine escape chamber.

No facts are revealed about intended armament. I understand that the "Explorer" will be able to travel submerged at between 20 and 30 knots, a speed believed to be appreciably greater than that of any submarine now in service.

To help her maintain such a speed — a speed which may well lead to major changes in the future tactics of warfare at sea — she has been so streamlined that she looks almost like a giant torpedo.

Instead of the port and starboard ballast tanks causing the bulges which are so distinctive in the appearance of conventional submarines, the tanks are set well down in the "Explorer" so as to merge into the general streamlined effect of that fat, rounded hull. As seen at the launching, the conning tower appeared smaller than usual and, without its casing, was quite overshadowed by the Admiralty flag fluttering above it as the submarine slid down the slipway to the water.

The "Explorer" is aptly named. She is the first ship in the Royal Navy proper to be so called. She is the prototype of submarines whose performance will open up new fields of marine research and may, therefore, create new problems in naval science.

Mr. C. Harold Hopkins, a noted deep-sea fisherman, of Balboa, California, U.S.A., in March last broke a world record at the Bay of Islands, off the New Zealand coast, by landing, with light tackle, a striped marlin weighing 331 lbs.

# NEWS OF THE WORLD'S NAVIES

## H.M.S. "SHEFFIELD" VISITS TEXAS

H.M.S. "Sheffield," wearing the flag of the Commander-in-Chief, America and West Indies (Vice-Admiral J. F. Stevens, C.B., C.B.E.) recently paid a six days' visit to Houston, Texas. This is believed to be the first visit to this port by a British warship. Texan hospitality, both official and private, was most lavish and the "Sheffield's" officers and men left behind a host of friends.

## U.S. NAVY PLANE CRASH

A Press message from Corpus Christi, Texas, on May 6 said that wreckage of a missing United States Navy marine patrol flying boat with ten men aboard had been sighted 90 miles southwest of Brownsville, on the Texas-Mexico border. There appeared to be no survivors. A U.S. Navy spokesman said the crashed plane was still burning when sighted.

## H.M.S. "VANGUARD" TO BE REFITTED

H.M.S. "Vanguard," Britain's sole battleship in service with the active Fleet and now flagship of the British Home Fleet, is to be taken in hand for a refit at Devonport in the English autumn. She will be temporarily relieved as flagship by H.M.S. "Tyne," destroyer depot ship.

## WREATH FROM H.M.A.S. "ANZAC" LAID ON DUTCH NEW GUINEA WAR MEMORIAL

A wreath bearing the inscription "From the Captain, officers and ratings of H.M.A.S. "Anzac" was laid on the war memorial at Hollandia (Dutch New Guinea) on Thursday, April 22, when a detachment of officers and men from the "Anzac" took part in a march past of members of the Dutch forces to mark the tenth anniversary of the first Allied landing in the area in the Second World War. The Minister for the

Navy (the Hon. William McMahon) said on April 21 that the "Anzac," a battle class destroyer, was, as previously announced, visiting Hollandia, Manus, Lac and Samarai after having formed part of the escort for the Royal liner "Gothic" from Fremantle to Cocos Island. The other R.A.N. ships in the escort were the aircraft carrier "Vengeance," wearing the flag of the Flag Officer Commanding the Australian Fleet (Rear Admiral R. R. Dowling, C.B.E., D.S.O.) and the Tribal Class destroyer "Bataan." They were visiting Manus, Rabaul and Honiara (Guadalcanal). The "Anzac" would return to Sydney on May 7th and the "Vengeance" and "Bataan" on the following day.

## SILVER ROSE BOWL PRESENTED TO H.M.A.S. "QUEENSBOROUGH."

The Australian Naval Board has accepted from the Corporation of the Borough of Queensborough, Kent (England), with appreciation, a silver rose bowl acquired by public subscription some years ago for presentation to H.M.A.S. "Queensborough", which is now a ship of the Royal Australian Navy. The bowl will shortly be sent to Australia from the United Kingdom. No opportunity occurred to present it to the ship before she left for Australia in 1945. The Minister for the Navy (the Hon. William McMahon) said on April 19 that the "Queensborough" was one of five "Q" class destroyers lent to the Royal Australian Navy by the British Admiralty in 1945 and later given to the R.A.N. for conversion into fast anti-submarine frigates. The other four vessels were the "Quadrant," "Quality," "Quiberon" and "Quickmatch." The "Quadrant" had already been converted and was at present

the squadron leader of the 1st Frigate Squadron. The conversion of "Queensborough" would be completed this year.

## FRENCH WARSHIP TO VISIT HOBART

The French frigate "La Perouse" visited Hobart from March 30th until April 5th in honour of the Tasmanian sesqui-centenary celebrations. The Minister for the Navy (the Hon. William McMahon) said on March 22 that the visit would be made primarily at the invitation of the Tasmanian Government through the Australian Government. He recalled that the cruisers "Ceylon," "Ontario" and "Black Prince," of the Royal Navy, Royal Canadian Navy and Royal New Zealand Navy, respectively, had, on similar invitations, visited Hobart for the celebrations in the period that coincided with the visit of the Queen and the Duke of Edinburgh.

## "VENGEANCE" SENDS GIFT BOXES TO THE QUEEN'S CHILDREN

In a message to the Royal Australian Navy aircraft carrier "Vengeance" as the Royal liner "Gothic" left the Australia station on Monday, April 12, the Queen, as already announced, thanked the ship's company for two boxes which it had sent her for Prince Charles and Princess Anne. The "Vengeance" and the R.A.N. destroyers "Anzac" and "Bataan," together with the Royal Navy cruiser "Ceylon" had escorted the "Gothic" to Cocos Island where she was handed over to ships of the East Indies Station. The Minister for the Navy (the Hon. William McMahon) said on April 13 that both boxes were made aboard the "Vengeance" from Queensland maple and mahogany. They were both fitted with concealed musical rolls which

played "Waltzing Matilda." The box for Prince Charles was the shape of a map of Australia and the hinged cover was inlaid to show the boundaries of the different States. The box was padded and lined with blue satin and could be used for keeping studs. Princess Anne's box was made in the style of the Queen Anne period and was padded and lined with pink satin. It could be used as a jewel-box. Each box had a silver plate on the inside of the lid inscribed "H.M.A.S. 'Vengeance,' April, 1954." Mr. McMahon added that the boxes were made and polished by Shipwright (3 class) A. G. Maine, of Melbourne. The ship's company had expressed the hope that the gifts be considered as toys.

## U.S. WARSHIPS FOR JAPAN

A message from Tokyo on May 19 said that the Japanese Lower House on May 18 approved an agreement signed on May 15 for the loan to Japan of four American destroyers.

## UNITED STATES PLANS ARCTIC FLEET

A Press report from Washington, U.S.A., on May 13 said that the U.S. Defence Department plans to build a special fleet of vessels able to operate in the frozen Arctic. The commander of the U.S. Military Sea-Transportation Service, Vice-Admiral Francis Denebrink, on May 12 sought Congressional approval of a special \$0 million dollar (\$22,000,000) fund to build a number of vessels for this purpose. Six of them, the report said, would be capable of breaking ice or withstanding great ice pressures. Admiral Denebrink heads the service which carries petrol, weapons, and other cargo, as well as troops, to many United States' bases.

## ADMIRAL HALSEY PAYS TRIBUTE TO COAST WATCHERS

When in Brisbane recently, at an Australian-American Association reception, during the Coral Sea Celebrations, U.S. Fleet Admiral William F. Halsey, World

War II Navy commander in the South Pacific, paid a high tribute to the Coast Watchers and to their distinguished wartime commander, Commander Eric Feldt. The Admiral told the 250 guests at the reception: "I could go down on my knees every night and thank God for Commander Eric Feldt. The Coast Watchers did a wonderful job and I will never forget them."

## NEW STREAMLINED SUBMARINE LAUNCHED FOR R.N.

H.M. Submarine "Explorer," the Royal Navy's new streamlined type designed to operate at high underwater speeds, was named by Lady Reid Young, the wife of the Chairman of Messrs. Vickers Armstrong Ltd., the builders, and launched at Barrow-in-Furness on March 5. The propulsive machinery, is of a novel design employing hydrogen peroxide. The vessel is of 225 feet 6 inches in extreme length (178 feet between perpendiculars), with a beam of 15 feet 8 inches. She is being fitted with the latest submarine escape chamber, and is being supplied with the most recent submarine escape breathing apparatus for use by the company in the event of an emergency. This is the first submarine to be launched for the Royal Navy since the completion of the "A" class submarine in 1948.

## H.M. HOSPITAL SHIP "MAINE" TO BE SOLD

H.M. Hospital Ship "Maine," well known to Servicemen and which rendered outstanding service during the Korean war, is to be disposed of by the British Admiralty shortly. The "Maine" is now at Hong Kong, where her Merchant Navy crew were paid off recently. Her medical staff has already been appointed to other duties. Medical equipment and stores have been put ashore. The "Maine" is the third hospital ship of the Royal Navy to bear the name. She was built in 1924 by the Italians, under whose flag

she served as the "Leonardo Da Vinci." She was captured by the Royal Navy at Massawa, was converted into a hospital ship in 1943, and was renamed "Empire Clyde." She was named the "Maine" in January, 1948. When war broke out in Korea in 1950, the "Maine" was the only hospital ship in the Far East, and she did particularly good work in transporting wounded men from Korea to Japan.

## ADMIRAL PRESENTS WINGS TO HIS SON

One of the twenty-one Naval pilots to receive their "wings" from Admiral Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O., at a passing out parade at No. 22 Flying Training School at the R.A.F. Station, Syerston, England, was his only son, Lieutenant R. M. Creasy, R.N. Lady Creasy was among those present to watch the award of flying badges to the course, which included nine former ratings wearing their uniforms as Sub-Lieutenants for the first time. On leaving Syerston, which is devoted to the training of Naval fliers, Lieutenant Creasy will be one of six officers to specialise in anti-submarine aircraft. Others will undertake training in fighters.

## "AUSTRALIA'S" RESCUE OPERATION PRAISED

The Netherlands Government, through its Embassy at Canberra, sent a message of thanks to the officers and men of H.M.A.S. "Australia" for rescuing the Netherlands naval vessel which broke down in the Coral Sea recently. The message referred to the "resourceful and gallant action of the veteran cruiser." The Australian Minister of External Affairs, Mr. R. G. Casey, said in Canberra on May 20 that he was sure every Australian felt a sense of satisfaction that the "Australia" was on hand to give assistance to a friend in trouble. Servicemen of Australia and the Netherlands had been comrades in arms during the war and this friendship had been cemented by the welcome choice



of many Dutchmen and their families to settle here in recent years and become Australian citizens.

# **BRITISH FIRST LORD STRESSES IMPORTANCE OF MINEWATCHING SERVICE**

The importance of dealing speedily with mines dropped in rivers and estuaries, especially should land communications be dislocated by an atomic bomb, was stressed by the First Lord of the British Admiralty (Right Hon. J. P. L. Thomas, M.P.), when he opened a Minewatching Exhibition at Charing Cross, London, on March 22. "Here is an opportunity for all those with a love of the sea and for Naval affairs to share in work of vital national importance," said the First Lord.

# **NEW BRITISH INVENTION TO AID FASTER AIRCRAFT TO LAND ON CARRIERS.**

This new British invention, which is intended to help the Royal Navy operate the faster

aircraft of the future from the flight decks of aircraft carriers, was recently announced by the British Admiralty.

This new deck-landing aid, a signalling system incorporating lights, mirrors and a gyro-mechanism, will, subject to the success of further trials, ultimately supersede the familiar flight deck figure, the "batsman."

The aid consists of a large curved mirror which the pilot watches as he approaches the carrier from astern. A blob of light is projected into this mirror from a group of lights in the after part of the carrier, and, if the pilot keeps this blob in line with a row of lights on either side of the mirror, he can ensure landing at the appropriate angle to the deck. The device can be used both in aircraft carriers and on airfields.

When used in carriers it is necessary to arrange for the mirror to remain at a constant angle regardless of the motion of the ship, and this is achieved by a gyro-mechanism perfected by naval gunnery experts. Since the pilot cannot take his eyes from the mirror sight in the aircraft carrier, he cannot look at his instruments to check the speed of

approach. To overcome this difficulty a special panel is arranged on the windscreen of the aircraft. In it is reflected a red, yellow or green light, which tells the pilot whether he is flying too fast, too slow, or at the correct speed.

In a series of trials during the past 18 months, in H.M.S. "Illustrious" and H.M.S. "Indomitable" the practicability of the new aid has been proved by some hundreds of landing both during the day, and at night. The new aid, invented by Commander (Engineering) H. C. N. Goodhart, R.N., has been developed for the British Admiralty by the Ministry of Supply.

# **ROYAL NAVY'S FIRST ANTI-SUBMARINE HELICOPTER SQUADRON**

Helicopters of the Royal Navy's first anti-submarine helicopter squadron, Squadron No. 845, went into operation service recently.

The squadron is equipped with Sikorsky helicopters (S.55's), similar to those now in service with the Royal Navy in Malay; and are known in the Royal Navy as Whirlwinds.

The squadron was formed about eight months ago and has been

based at Gosport and in Northern Ireland, where pilots have undergone extensive training.

As a front-line squadron it is expected to move to the Mediterranean early this English summer and will be based at the Royal Naval Air Station, Hal Far, Malta.

As anti-submarine aircraft, these helicopters are to be fitted with a "dipping ascid."

The First Lord of the British Admiralty, speaking in the House of Commons, said: "There are great possibilities in the use of helicopters in anti-submarine warfare. Their ability to hover with a locating device suspended in the sea promises us a great improvement in the accuracy with which a submerged submarine can be fixed."

# **R.A.N. DETACHMENT TAKES PART IN MARCH PAST AT HOLLANDIA**

A detachment of officers and ratings from the Royal Australian Navy Battle class destroyer "Anzac" took part in a march past of members of the Dutch naval, army and air forces at Hollandia (Dutch New Guinea) on April 22.

The captain of the "Anzac" (Captain J. S. Mesley, M.V.O.,

D.S.C., R.A.N.) joined the Governor of Dutch New Guinea at the saluting base.

The Minister for the Navy (the Hon. William McMahon) said on March 26 that the "Anzac" would arrive at Hollandia on the day of the march past, which would mark the tenth anniversary of the first Allied landing in the area in the Second World War.

The landing, which was made to dislodge or capture Japanese who had occupied the Hollandia area was the biggest combined operation carried out until then in the South West Pacific. American, Australian and Dutch forces were employed in it and were assisted by Allied aircraft and naval bombardments. The Japanese-held airfields were so severely damaged that not one aircraft helped in the defence. Hollandia was taken by the Allies the day after the landing.

Mr. McMahon explained that the "Anzac" would visit Hollandia after she, in company with the aircraft carrier "Vengeance," wearing the flag of the Flag Officer Commanding the Australian Fleet (Rear Admiral R. R. Dowling, C.B.E., D.S.O.), and the Tribal Class destroyer "Bataan" had turned the Royal Linc

"Gothic" over to ships of the East Indies Station near Cocos Island on April 5th. The three R.A.N. ships reached Darwin on April 12th.

The "Anzac" left there on April 14th on a visit to Hollandia, Manus, Lac, Samarai and Cairns and arrived at Sydney on May 7.

Leaving Darwin a day before her, the "Vengeance" and the "Bataan" visited Manus, Rabaul, Honiara (Guadacanal) and Jarvis Bay, and reached Sydney also on May 7.

# **THE LAST OF THE R.N.'S "DARING" SHIPS JOINS FLEET.**

The last of the Royal Navy's eight "Daring" Class ships, H.M.S. "Diana," was accepted into Her Majesty's Service in March.

The "Diana" was launched on May 8th, 1952, at the Scotstoun Yard of Messrs Yarrow & Company, Ltd., who are responsible for her main machinery in addition to her hull.

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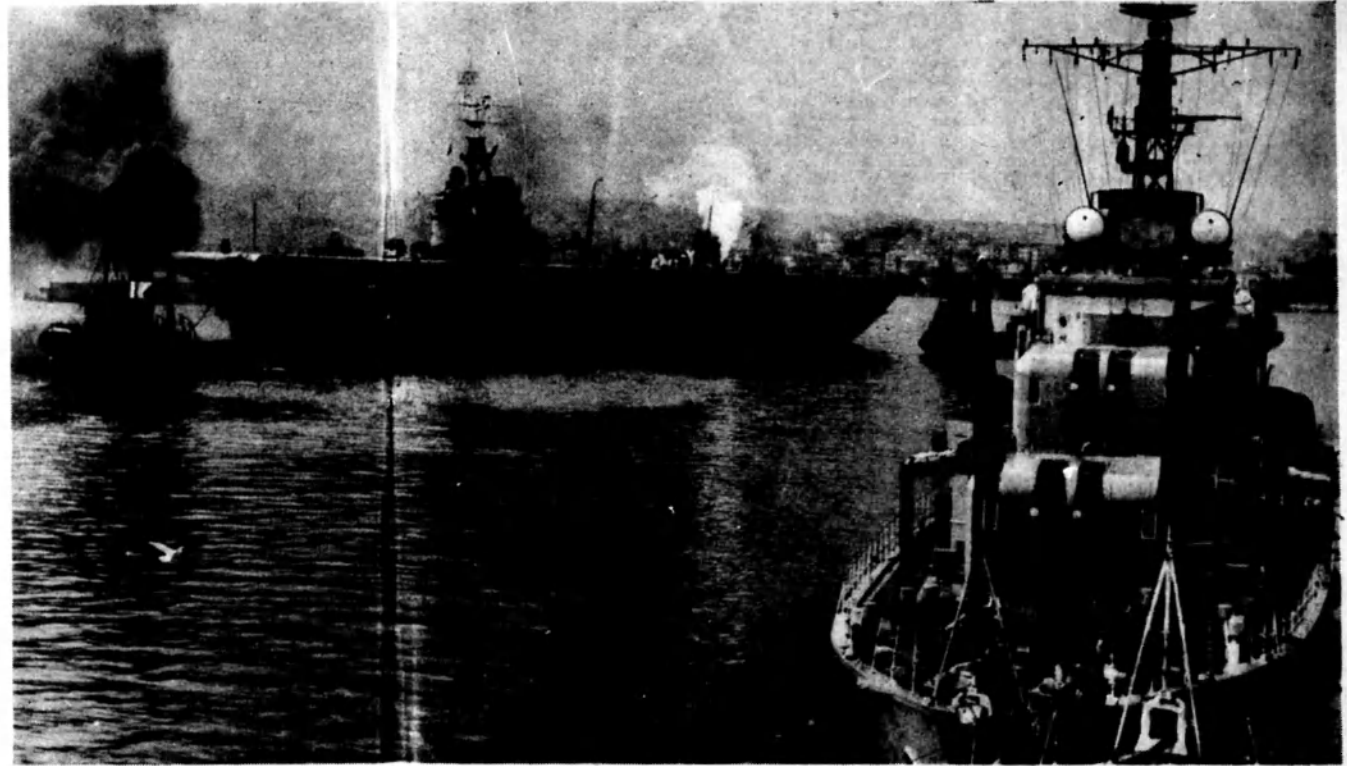
# AIRCRAFT-CARRIER H.M.A.S. SYDNEY ENTERS CAPTAIN COOK DOCK TO UNDERGO REFIT

Copies of photographs published in "The Navy" may be obtained by writing or calling at the Photo Sales Dept., "Sydney Morning Herald."

## FRIGATE OFF AGAIN



The frigate H.M.A.S. Shoalhaven—first Australian warship to go into active service in the war in Korea—left Sydney on July 8 for another tour of duty in Korean waters. The picture shows Petty Officer D. Bovill, of Rydalmere, spending his last few minutes before soiling with his son, Anthony. The Shoalhaven will be away nine months.



H.M.A.S. Sydney being towed into Captain Cook Dock, at the end of June, where she is undergoing a complete refit after nine months' service in Korean waters. The destroyer H.M.A.S. Tobruk (right) is also being refitted.

### R.A.N. OFFICER TO SERVE IN KOREA FOR THIRD TIME.

An officer of the Royal Australian Navy who has already served two tours of duty in the Korean operational area will return there on a third tour in September.

He is Commander I. H. McDonald, R.A.N., at present captain of the Battle class destroyer "Tobruk", who has been appointed captain of her sister-ship the "Anzac". In Korea the "Anzac" will relieve the

Tribal class destroyer "Arunta". Commander McDonald served his first tour duty in Korean waters as captain of the frigate "Shoalhaven" which, with the Tribal class destroyer "Bataan", was on occupation duty in Japan when war broke out in Korea in June, 1950. The Australian Government immediately placed both ships at the disposal of the United Nations. Commander McDonald returned to Australia in the "Shoalhaven" three months later.

As captain of the "Tobruk" he

served his second tour of duty in Korea from July, 1953, until January of this year.

Apart from his service in Korea, Commander McDonald had considerable service in the Second World War. He served with the Royal Navy in the "Royal Sovereign," the "Malaya" and the "Queen Elizabeth" and was present at operations in the eastern Mediterranean, bombardments of Bardia and Tripoli and the Battle of Matapan. He was in the "Barham" when she was torpedoed and sunk

in November 1941.

A son of Mr. and Mrs. J. H. H. McDonald of Adelaide, Commander McDonald is a graduate of the Royal Australian Naval College which he entered in 1929.

On passing out of the College he won the Grand Aggregate Prize and the Otto Albert Prize for seamanship and was awarded the King's Medal as the cadet-midshipman who, during his period of training, had exhibited the most gentleman-like bearing and good influence among his fellow-cadets.

With an extreme length of 390 feet (366 feet between perpendiculars) and a beam of 43 feet, the "Diana" is armed with six 4.5 inch guns, six other guns, and two above-water pentad torpedo tubes.

The "Diana's" machinery is of advanced design, powered by geared steam turbines. Her hull is of all welded construction and incorporates many lessons learned during World War II. Her electrical installation is 440 volts, 3-phase, 60 cycles A.C.

In peacetime the "Diana's" complement will be about 16 officers and 281 men.

#### DEATH-WATCH BEETLE IN H.M.S. "VICTORY."

Ship to be Closed for Fumigation  
H.M.S. "Victory," Nelson's flag ship at the Battle of Trafalgar, was closed to visitors at Portsmouth and evacuated by naval personnel shortly before Easter this year.

It was decided to close the "Victory" about a week and during this time she was sealed up and fumigated in an attempt to reduce the ravages of the death-watch beetle, which has been making great inroads into her timbers for many years. Hitherto, the damaged parts of the ship have been treated with an insecticide.

It has been found, however, that the decay has not been satisfactorily arrested.

In an attempt to find a permanent cure, certain technical and scientific advisors met last year to consider what additional steps might be taken. It was suggested by Dr. H. R. C. Hay, a London radiologist, that the use of radiology might exterminate the beetle.

Since that time scientific enquiries have been made into the practicability of the radiation treatment and also into alternative methods of attacking the beetle. The specialists concerned met recently at the Forest Products Research Laboratory, and the fol-

lowing statement has been issued on their deliberations:

"Consideration was given to possible sources of radiation and methods of application. It was concluded that radiation treatments of the timbers of H.M.S. "Victory" were impracticable and do not merit further consideration as a means of dealing with this specific instance of intensive infestation by the death-watch beetle for the following reasons:

(a) the magnitude of the dosage required, (b) the difficulties of application, and (c) the danger to human beings, for whom lethal dosages are of the order of one-hundredth of those required for insects."

The following specialists were present at this meeting:

Dr. H. J. Plenderleith, Ph.D., F.R.S.E., F.S.A.; Mr. H. Barker, B.Sc. (Research Laboratory British Museum).

Mr. F. I. G. Rawlins, M.Sc., F.Inst. P., F.R.S.E., F.S.A. (Scientific Advisor to the Trustees of the National Gallery).

Mr. J. L. Putman, B.A. (Isotope Division, Atomic Research Establishment, Harwell).

Mr. J. D. Bletchley, B.A., B.Sc.; Mr. R. F. S. Hearmon, F.Inst. P. (Forest Products Research Laboratory).

Dr. R. C. Fisher, Ph.D., M. Inst. Biol., F.R.S.E.

The fumigation of the ship as an alternative method of treatment has now been sanctioned by the British Admiralty. Methyl bromide was used in this treatment, and the Forest Products Research Laboratory and Pest Infestation Laboratory co-operated with the Naval authorities and a commercial fumigation firm carried out the treatment.

The result of the fumigation will be awaited with interest.

"Laws are not masters but servants, and he rules them who obeys them."

—Henry Ward Beecher.



#### WINDJAMMERS SOLD AT AUCTION.

The West German Windjammer "Passat," 3,180 tons, was sold at auction in Germany on April 24 for 335,000 German marks (£33,896) allegedly to pay debts incurred by her former owner, Heinz Schlieven. The "Passat" and her sister ship the "Pamir" sailed in the annual grain race from Australia to England both before and after the 1914-18 war. The "Pamir" was auctioned on April 2 for 310,000 marks (£32,000). The Schleswig-Holstein Landeshank at Kiel, Germany, bought both ships.

#### ANOTHER "KON TIKI" TYPE RAFT VOYAGE.

A message from New York on May 12 said that Mr. William Willis, of New York, had announced in Lima, South America, that he intended to begin shortly a 10,000-mile solo raft voyage across the Central Pacific to Samoa. He said he hoped to reach Polynesia within three or four months from the outset of his trip. His raft — named the "Seven Little Brothers," because it is made from seven balsa tree-trunks — is about the size of the raft "Kon Tiki" on which the four Scandinavians made their now famous crossing in 1947. Mr. Willis will not seek to prove any scientific theory.

#### AUSTRALIAN SEAMAN LOST AT SEA.

A Sydney seaman, James Douglas, 28, disappeared from the

July, 1954

# MARITIME NEWS OF THE WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

Swedish freighter "Parrakoola" on a voyage from Los Angeles to Brisbane. Douglas, who was being deported from the United States to Australia for illegal entry into that country, disappeared on the night of April 4. The "Parrakoola's" master, Captain Nils Kjelland, said: "Nobody knows just what happened. He was an unhappy boy." Douglas is said to have had no relatives and very little money.

#### SOVIET SHIP SERVED WITH WARRANT IN LONDON.

A British Admiralty marshal on May 14 arrested the Soviet steamer "Belostrov" in the port of London. The arrest was made shortly before the ship's departure time with two expelled Russian diplomats. The marshal nailed a warrant for the ship's arrest on the mast on behalf of a Dutch shipping firm, which claimed damages against the ship. The warrant stemmed from a collision between the "Belostrov" and the 500-ton Dutch ship "Marvic" in the Kiel Canal in October, 1952.

#### SHIP WITHDRAWN FROM AUSTRALIAN COASTAL RUN.

The 1000-ton freighter "Kindur," owned by the Newcastle and Hunter River Steamship Company and used to carry steel between Port Kembla, Newcastle, and Brisbane, has been paid off. The ship

was tied up at Rozelle, Sydney, on May 14. A spokesman for the company said that no further statement on the matter could come from the company at the present time. But it is alleged in shipping circles that the "Kindur" has been taken off the run because of the slow turnaround. The Newcastle and Hunter River Company suspended their Newcastle-Sydney shipping service in August last year because, it is alleged, of similar industrial trouble. Their service to Newcastle was the oldest coastal shipping run in Australia. The company still has two other ships operating on the Australian coast, the "Mulubinda" (1,400 tons), which goes to Launceston, and the "Karuah" (1,600 tons) which goes to Hobart.

#### AGED FISHERMAN SAVED BY OIL DRUM.

Mr. Leslie Pressley, aged 32, of Caloundra on the Queensland coast, helped to save his father from drowning by tying him to a four-gallon petrol drum. Mr. Pressley and his father, Mr. George Pressley, aged 64, a professional fisherman, of Golden Beach, Caloundra, were crossing the Caloundra bar when their small launch swamped and sank. His son retrieved an empty petrol drum which had broken loose from the launch and tied it to the elder man. A strong ebb tide carried them both 600 yards from the shore. Their plight was noticed and they were rescued.

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## LEAKING TANKER SENT TO SEA.

The N.S.W. Maritime Services Board late in the afternoon of May 13 ordered the British tanker "Stanvac Shanghai" to put to sea after a petroleum leak in the side of the ship had developed. The tanker cleared Sydney Heads at about 8 p.m. and having stopped the leak, headed for Brisbane, carrying four million gallons of petroleum products. It is understood that the tanker was ordered to sea purely as a precaution. Earlier in the day, when the tanker was unloading at the Atlantic Union Oil Company's wharf at Balmain, firemen had to break up an oil slick which formed around the "Stanvac Shanghai." The oil was part of the ship's cargo which leaked into the harbour. Board Officials said later there was no danger to shipping as the slick had been broken up by firefloats and firehoses from the ship.

## LANDSLIDE THREATENS PANAMA CANAL.

A New York report on May 20 said that a special board of consultants, after two days discussion at Balboa in the Panama Canal Zone, reported on May 19 that a cracked hillside threatens to topple into the Panama Canal. The board, composed of America's top-ranking geologists, engineers, and technicians, said "immediate steps" are necessary to avert the danger of a rock slide which might block the Canal for some time. The consultants said they completely agreed with the decision of the Panama Canal Company to remove all of Contractor's Hill, where a widening crack near the top threatens to hurl into the Canal a rock ledge overhanging the waterway along Gaillard Cut.

## AUSTRALIAN ANTARCTIC EXPEDITION CORRECTS CHARTS.

It was announced in Canberra on May 16 that observations made by the recent Australian Antarctic Expedition will lead to major alterations to magnetic data on navigational charts of the Southern In-

dian Ocean. These are some of the results of the expedition last summer. The expedition has made accurate magnetic observations at Mawson, the permanent station it has established on the Antarctic mainland, and at another coastal point about 400 miles east. These, together with data collected by Sir Douglas Mawson in 1912, represented the only exact magnetic information for the Indian Ocean sector of Antarctica.

## JAPANESE LEAFLETS DROPPED OVER NEW GUINEA JUNGLES.

The Japanese ship "Yukinawa Maru" (4,502 tons) left Kobe on April 13 for New Guinea with 100,000 Japanese "Please Surrender" leaflets. A plane has since dropped the leaflets over the jungles of New Guinea where it is believed a Japanese soldier, Zuyu Kanno, is still in hiding. Kanno's parents, who live in Kobe, were told that their son had been reported killed in action in New Guinea. The couple, however, believe that their son is still alive and in hiding, and are hoping that in this way they will establish contact with him and thus induce him to surrender.

## ORIENT LINE'S SECOND TRANS-PACIFIC VOYAGE.

A huge crowd, estimated at eight thousand, lined the wharf at Pyrmont, Sydney, to give the Orient liner "Oronsay" an enthusiastic farewell on May 21 on the Line's second voyage across the Pacific to Vancouver. So many visitors were on the "Oronsay" to see the passengers off that the ship's departure, scheduled at 4 p.m., was delayed 15 minutes to give the crowd time to go ashore. The "Oronsay" left Sydney with 1,200 passengers on board. When she sailed from Auckland every one of her 1,350 berths was filled.

## MASTER OF THE STARVAC "SHANGHAI" FINED.

The master of the tanker "Stanvac Shanghai," Captain Mathew

William Earl, was fined the maximum penalty of £100 in the Central Summons Court at Sydney on May 21 on a charge of having allowed oil to escape into the waters of Sydney Harbour. (See further item in another column). Mr. D. Craven, for the N.S.W. Maritime Services Board, said the "Stanvac Shanghai" was discharging motor gasoline at the Atlantic Union Oil Co. Ltd., wharf at White Bay on May 12. The pipelines had had to be cleared for a changeover to another type of oil. Atlantic employees noticed a considerable quantity of oil on the water beside the tanker. They informed the ship's engineer, and the escape of oil was stopped. Firefloats from the Maritime Services Board, and equipment at the oil terminal were brought into action, but it took two hours to break up and disperse the escaped petrol. Captain Earl, Mr. Craven said, had told him afterwards he believed the oil had escaped through the ship's sea valve during the changeover.

## BIG HAUL OF CONTRABAND CIGARETTES ON SHIP.

Customs officials are reported to have made one of the biggest cigarette hauls in years when they raided the freighter "Eastern Star" in Sydney on May 24. They are said to have found more than 14,000 American cigarettes in a coffer dam under the ship's dining-room. A search of the ship in Brisbane a few days earlier had been unsuccessful. To reach the cigarette hoard, searchers had to climb down a narrow ladder, after tests had been made to see if dangerous gases were present. The "Eastern Star," a British ship, berthed at Pyrmont, Sydney, on May 21 from China and Japan.

## U.S. VACATES ICE FLOE WEATHER BASE IN ARCTIC.

A Press report from New York on May 24 said that the U.S. Air Force has moved its weather men off Fletcher's Island, the drifting ice island used as a weather station

in the Arctic Ocean. A party of nine men were evacuated from the bleak ice floe—the last of a series of parties which have occupied the island since 1952. Fletcher's Island, also known as T-3, moves around the North Pole at a speed of about two miles a day, drifting with the Arctic pack ice. At present the island is only about 60 miles from a permanent United States-Canadian weather station on the northernmost tip of Canada's Ellesmere Island. The island's value as a weather reporting station is considerably reduced as long as it remains so close to a permanent weather station. It will be reoccupied when it has moved to a location which makes it more valuable. Suspicions among United States airmen that Russian reconnaissance planes were running reconnaissance missions over the island are said to have been confirmed recently when an aircraft made two low passes over the island—presumably for photographic purposes.

## MATSON LINE TO RE-ENTER SOUTH PACIFIC RUN.

A message from San Francisco on April 15 said that the Matson Line announced on April 14 that it was "on the threshold of a decision" to re-enter the South Pacific passenger trade. The company's president, Mr. Randolph Sevier, said "We are anxious to get back into the service." He admitted that the Orient Line's service between Australia and San Francisco had peeped up the Matson Line's contemplation of re-entering the run. The Matson Company has commissioned the Stanford Research Institute of California to make a detailed economic survey of the potentiality of the route, and the company will probably make a decision and call for tenders for the construction of two ships by mid-1955. Construction, Mr. Sevier said, would require a minimum of three years, so that the service could not start on the run earlier than mid-1958.

**PORT OF LONDON  
AUTHORITY'S WAR LOSSES**  
The Port of London Authority's accounts show that it received

£8,228,972 in compensation for loss by enemy action in the last war, but it naturally does not meet the cost of the destroyed buildings, etc., which have been replaced with great improvements.

## CARNARVON A MODERN WHALING STATION.

The Australian Whaling Commission's base at Carnarvon, Western Australia, will be the world's most modern treatment station this season, the Commission's chairman, Mr. J. C. Bowes, said in Perth on May 31.

## SHIP ON FIRE.

Melbourne Fire Brigades hacked open a hold of the cargo ship "Thistledown" at No. 5, Victoria Dock, Melbourne, on the night of June 1 as a fire blazed in a cargo of sheet celluloid. The fire was extinguished.

## PEARL DIVER DIES WHEN LIFELINE CUT.

Gabriel Sutric, 28, a pearl diver of Yam Island, lost his life on

May 8 when diving for pearl from a lugger in Torres Strait. He was working in seven fathoms of water on Warrior Reef 86 miles from Thursday Island, when his lifeline and airline were cut by the propeller of the lugger from which he was working. Sutric apparently tore off his diving helmet and tried to surface, but was dead when his body floated to the surface. He was the seventh pearl diver in the past two and a half years to lose his life while working on the Torres Strait beds.

## UNITED KINGDOM LEADS IN ATOM POWER.

A former United States Deputy Director of Defence, Mr. William Foster, admitted on May 19 that Britain is ahead of the United States in the development of atomic power for industrial or commercial uses. Britain will be obtaining massive power from atomic sources by 1956, he said.

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# SEA CADET NEWS

By Lieutenant-Commander D. J. MORT, A.S.C.C.

## N.S.W. Division Annual Church Parade

At 0930 Sunday 27th June, Cadets of the N.S.W. Division of the Australian Sea Cadet Corps assembled at the Michell Library for a march to the Dockyard Chapel, Garden Island for the Annual Church Parade.

The "Colour" Party was formed by T. S. "Australia," and the Escort company by the combined Units T.S. "Albatross" (Wollongong) and T.S. "Tobruk" (Newcastle), whose cadets were attending a week-end camp on board H.M.A.S. "Vengeance" alongside Garden Island.

The combined Drum Bands of T.S. "Sydney" and T.S. "Perth" headed the march. Approximately 175 cadets, including the Escort Company attended the Parade. It was the best parade for attendance held since the inauguration of the Corps into the Australian Sea Cadets Corps.

The keenness of the cadets was evident in the effort they put into the marching and drill. Each cadet appeared proud to be in the march and belong to the Corps.

On arrival in position at the Dockyard, the cadets formed up in readiness for the inspection by the Flag Officer-in-charge, East Australian Area, Rear Admiral H. A. Showers, R.A.N.

At precisely the time the Parade was required to be ready for the inspection, the Flag Officer in charge approached in his car with the flag flying. In true Navy style, the bugler sounded the "Alert" as the car came to a standstill, and the general salute as the inspecting officer alighted from his car.

On completion of his inspection, the Flag Officer in charge, congratulated the cadets on their Church Parade, particularly mentioning the Escort Company. As this was the first time T.S. "Al-

battross" and T.S. "Tobruk" cadets had performed duty as escort to the Sea Cadet Corps "Colour," they did not do a bad job. This was due mainly to the efforts on Saturday morning of the Chief Gunnery Instructor of H.M.A.S. "Vengeance," who put them through their paces on the Flight Deck; and the rehearsal Saturday afternoon put the finishing touches to the ceremonial drill.

The service was conducted by the Port Chaplain, the Rev. Wilson, who directed a very impressive lesson to the Sea Cadets. He spoke of preparing themselves for the life ahead of them, impressing the importance of setting a good "course" and sticking to it. The lesson, read by Rear Admiral Showers was also a direct "course" of good and sound advice which every cadet should try to follow; keep base thoughts, jealousies, spite and hatred out of their lives. By doing this cadets will find comradeship and happiness from their association with the Corps and be proud to be known as a Sea Cadet.

During the Service, the Sea Cadet Corps "Colour" was received by the Port Chaplain from the Executive Officer (N.S.W. Division) and temporarily laid up.

On completion of the service the parade re-assembled and marched to the Dockyard gates where they were dismissed. The Escort returning to H.M.A.S. "Vengeance" to complete the week-end camp.

## Week-end Training Camps In H.M.A. Shops

Week-end camps for cadet-Leading Seamen, cadet Petty Officers and Petty Officer instructors have been held on two occasions November 1953 and April 1954. The recent camp was arranged for the purpose of giving the above rates strict disciplinary training, and a report on the re-

sult of this training by the Commanding Officer H.M.A.S. "Albatross" has given an idea just how necessary are such courses and examinations. It is intended that all Petty Officers and Leading Seamen, whether they pass in professional subjects or not, will undergo the disciplinary course, either in H.M.A.S. "Albatross" or other available R.A.N. establishments before being advanced to the higher rate.

It is satisfying to know that all cases where cadets have been sent to Naval ships or establishments, the Chief Gunnery Instructors have been highly efficient and appreciative of what is required of a "boy" in Sea Cadet training. This is understandable in the case of H.M.A.S. "Albatross" as Chief Petty Officer A. Church is a product of Sydney Training Depot. He requires a higher standard of efficiency in T.S. "Sydney" cadets because he knows just what they "should know."

Twenty cadets were fortunate enough to have a week-end at sea in H.M.A.S. "Bataan." The cadets reported on board p.m. Friday and the ship proceeded to sea early a.m. Saturday. Although they only went as far as Broken Bay, the cadets got a fair idea of what we mean by "Destroyer" time. Lieutenant O'Connell, A.S.C.C. commanding officer of the T.S. "Sirius" was in charge of the cadets and reported that they settled in well, and gained valuable knowledge of actual sea life.

Approximately 40 cadets paraded on Empire Day, which was celebrated by a march of the various Cadet Corps and contingents from the Navy, Army and Air Force, with hundreds of school children in attendance.

T.S. "Sirius" and T.S. "Sydney" attended suburban ceremonies for Anzac Day within their particular areas.

Preparations are in hand now for the annual inspection by Captain Spurgeon and Commander James, who will be here in July to check up on the units, to see that they are keeping up to the mark as required by the Director of Naval Reserves, and "in accordance with."

## Unit News

T.S. "Sydney"—T.S. "Sydney" parades is one of the best, if not the best, depots in the Commonwealth, and judging by remarks from cadets who have been lucky enough to go overseas, one of the world's best. The numbers are steadily increasing (strength 70).

T.S. "Australia" (Waverton)—Being fortunate enough to parade in the Boom Defence Depot gives this unit an advantage over less fortunate sister ships. The atmosphere of the B.D.D. greatly assists the officers in their work of instilling Naval tradition and routine into the cadets. The bearing and drill of the cadets is evidence of this. (strength 35).

T.S. "Warrego" (Woolwich)—T.S. "Warrego" is really the hero of all units. They have had to fight for their existence all through. It now appears, however, that with the help of the Council of Hunter's Hill, they might at last be on the way to success. The main worry is recruits. Although small, the depot provides for strength of up to 50 cadets. One of the main handicaps to joining this depot appears to be inaccessibility, but if you consider the various distances from which cadets attend other units "Warrego" is not so inaccessible.

T.S. "Perth" (Manly)—Similar to "Warrego", but more fortunate in locality, this unit is making an effort to build up, not in strength but in building. The secret appears to be in the labour carried out by the cadets themselves. The amount of work put into the building and construction of a depot by the officers, instructors and cadets themselves often proves more satis-

factory to a unit than quarters already built up on which work of their own hands is required.

T.S. "Sirius" (St. George)—If ever a unit deserves praise it is T.S. "Sirius." The present Commanding Officer took over when only a handful of boys were on the roll. The St. George District R.M.Y.C. has allotted to the unit space beneath the main building. This has been fitted out in real ship style. Overnight the strength of the unit has jumped to approximately 60 cadets, with 75 per cent. in uniform. The lack of instructors puts a burden on the C.O.'s shoulders, but it is hoped that this can be overcome in the near future.

T.S. "Albatross" (Wollongong)—T.S. "Albatross" is still plodding along parading in the local Army Drill Hall. Not far away, however, near the waterfront, can be seen the outline of their new depot. "Albatross" maintains a steady fixed number of cadets, some have been with the unit since its inception. They now have a whaler. As soon as the new building is completed, T.S. "Albatross" should go ahead like wildfire. It is to be hoped now that the building has got so far it won't be long before further finance is available to complete it.

T.S. "Tobruk" (Newcastle)—This is another fortunate unit, parading in the Naval Drill Hall, at Newcastle. The depot is a Sea Cadet Officer's dream. A boat has been added to the depot, so that given correct instruction by competent instructors, T.S. "Tobruk" should be able to compete and win boat races and show other units the way home.

(Tasmanian news on next page)

The Royal Mail Lines have established a provident association for the permanent shore staff, masters and officers, whose deposits will earn the same interest as the ordinary dividend for the year with a guaranteed minimum of 5 per cent.

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# SEA CADET NEWS

## TASMANIAN DIVISION.

### REPORT ON ASSAULT PRACTICE ON FORT DIRECTION, SOUTH ARM, TASMANIA, AGAINST THE AIR TRAINING CORPS' ENCAMPMENT — 16th MAY, 1954.

T.S. "Derwent," Hobart.

At 0915 hours in the forenoon of Sunday, 16th May, 1954, Cadets of the Hobart Sea Cadet Unit T.S. "Derwent" were busily engaged in preparing two Montague Whalers, a fourteen-foot skiff and the G.P.V. H.M.A.S. "Huo" at the R.A.N. Naval Depot H.M.A.S. "Huo" for the ten-mile trip down river to Fort Direction, situated at the mouth of the River Derwent. It was the day planned for an assault landing against the Air Training Corps holding their annual Camp at the Fort. This was to be the second training manoeuvre with the Air Training Corps, the first being in May, 1953.

The two whalers and the skiff were being secured astern of the G.P.V. to be towed in a line astern with two Cadets in each for steering purposes. This operation was being supervised by the Executive Officer of H.M.A.S. "Huo," Mr. Muir, Senior Commissioned Boatswain, R.A.N.V.R., whilst the Commanding Officer and the First Lieutenant of the Unit were planning the moves to be taken during the assault landing. Although the times of landing and the facilities available had been planned out beforehand, the methods of approach, landing and distribution of attacking and defending parties had been left to the two Commanding Officers concerned.

By 0930 hours everything was prepared and the orders for casting off were given by Mr. Muir. Once away from the jetty on the one and a half hour trip the Cadets were given the job of steering and keeping look-out.

In order to make this trip as real as possible, no information regarding the assault had been passed on to any Cadet.

Closing the point of land that hid the Fort from view at 1045 hours, the look-out on the flying bridge reported down the voice pipe 'four aircraft bearing Red four five, Sir.' These were aircraft from the Aero Club of Southern Tasmania, who were to take no sides in the assault but were to drop their flour 'bombs' on any target of both sides except the GPV. The four aircraft were joined by two others who, in single file, commenced to drop their 'bombs' on the defenders. Reports were coming very rapidly from the look-out above on the movements of the aircraft until he was called down to take part in the assault.

The plan of assault was simple. The two whalers were loaded with Cadets and towed on either quarter. At a given order the boats were cast off, one heading directly for the beach, whilst the other vessel veered forty-five degrees to port to split up the defending forces. It had been assumed that the defending forces would expect us to land a party around the point before approaching the beach, as was done the previous year, thus effecting a complete surprise. By the hurried movements ashore in an attempt to re-group, the assumption was correct and the desired initial effect had been accomplished.

Once away from the GPV, the two whalers, with their crews doubled up, claimed the attention of the aircraft, who dived on them, dropping their 'bombs.' Many near-misses were perceived as the 'bombs' struck the water sending up a cloud of spray. The noise of the aircraft as they repeatedly dived on the boats and the beach provided a realistic background to an exciting spectacle. Whilst this was going on,

the GPV was anchored in the bay by a small crew from H.M.A.S. "Huo."

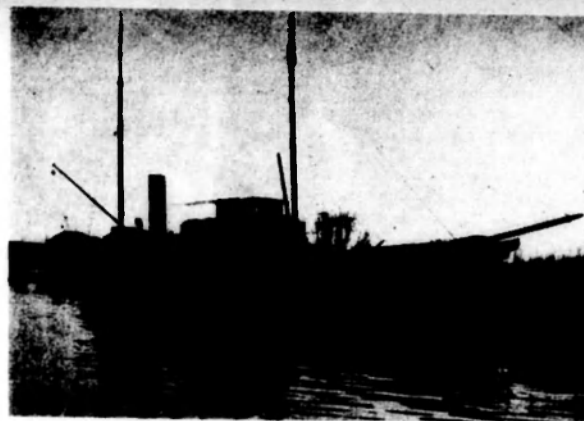
As the boats neared the shore, small groups of the defenders could be seen racing along the beach to intercept. The assault parties were seen to wade ashore from the boats to do 'battle' with the 'enemy.' It would be of interest to add at this point that this particular part of the river mouth lends itself admirably for training of this nature as the water is not particularly deep close to shore with a gently shelving beach backed by high cliffs and hills not too steep to clamber up and down with reasonable speed.

The aircraft, having exhausted their supply of 'bombs,' circled the area, formed up, and proceeded back to the Airport. By this time the 'fighting' was in full swing ashore with all the enthusiasm imaginable. Within twenty minutes all 'fighting' had ceased giving, this year, a decisive win to the Air Training Corps, and the invaders, although heavily outnumbered, were feeling very pleased with the fine effort they had made.

One whaler was recalled to take off the remainder of the party from the GPV. Ashore, the Officers of the Unit were met by the Officers of the Camp and escorted to lunch, whilst the Cadets were taken up to the main dining hall by the Air Cadets.

After lunch a great number of the Air Cadets were ferried out to the GPV for a visit before leaving for home. Instead of organising a sports afternoon as had been the case the previous year, it was decided to leave earlier and proceed back to base slowly using all available time in training aboard the GPV.

Continued on page 12.



Photograph of the S.Y. "Alvina" which has been bought by the Launceston Branch of the Navy League, and presented to the Launceston Company of the Australian Sea Cadet Corps as a Drill Ship and Depot. She will be renamed T.S. "Tamar."

## T.S. "Tamar," Ex "Alvin"

### EXTRACTS FROM LLOYD'S REGISTER, 1919.

Lloyds No. 06993.  
Official No. 92050.  
Signal KMJ (Aust. signal letters, VJCP)

194 tons gross, 132 tons net.  
100 Al (Lloyds) 1906, 1918.  
(Surveyed in Melbourne.)  
Iron Screw Steamer.  
Electric light.

Special survey No. 3 (i.e., plate drilled), Melbourne, 1908, 1910.  
S.S. Mel. No. 2, 1918.

Lloyds Special Survey Machinery Certificate 1906, 1918 (Surveyed in Melbourne).

Tail shaft last examined (1919-20 Reg.) 1906-1918. Lloyds Anchors and Chains Proof.

Built 1887 by Oswald, Mordaunt and Co., Southampton.

Owners: Port Phillip Sea Pilots.

Length 138.8ft., beam 20.2ft., depth 11.8ft., new deck 10ft. Registered Melbourne, Flag British, 4 Bulkheads cemented. Triple expansion, 3 cylinders, 12in., 18in., and 30in., 21in. stroke. 160 lb. boiler press. '6 Reg. H.P.

One boiler, two corrugated furnaces, grate surface 42 sq. ft.

made by Oswald, Mordaunt and Co., Southampton.

#### History.

From newspaper cuttings and verbal reports, some idea of the previous activities of this ship can be obtained: but it must be stressed that many of the details are unconfirmed. This may be done by reference to Registers and Records which, unfortunately, are not available in Launceston. The only Ship's Papers available are those endorsed since 1939.

As seen above, the ship was built in 1887 by Oswald, Mordaunt and Co., Southampton, and engined by the same firm. It has been said she was built for a cotton magnate as a private yacht, but very soon after she seems to have been made available for private charter, and was used by many well-known identities, in particular, the Prince of Wales, later Edward VII. After a period of such use, she was brought out to Australia, being registered at Melbourne since 1903.

Many years after she was used as Pilot vessel at Port Phillip, based at Queenscliff, and became a well-known sight in those waters. During the depression Henry Stokes bought her and turned her into a floating casino moored off St. Kilda, Melbourne. She was also used as a pleasure steamer at Westernport, and as a salvage vessel. Both ventures were financially unsuccessful. Following World War II she was used to carry cement from Tasmania to Victoria, and ran aground at Tallow Beach, near Stanley, Tasmania, in 1951.

After staying there awhile, she was salvaged by a local man who had hoped to use her as a pleasure vessel again, but this scheme was not carried through. She was then bought for Navy League, Launceston Branch, and now makes an excellent floating depot for Navy League Sea Cadets in that city.

—W. F. ELLIS, Asst. Director, Queen Victoria Museum, Launceston.

## U.S.-CANADIAN RADAR SYSTEM "WELL ADVANCED."

Washington (U.S.I.S.)—Work is well advanced on a new extensive early warning radar net guarding North America from enemy bombers crossing the polar ice cap, U.S. Defence Secretary Wilson said to-day. The Joint Canadian-U.S. project "extends over thousands of miles" and includes the "north-eastern and north-western seaward approaches to North America," he said. In a report on the progress of the network released simultaneously here and by the Canadian Government, Wilson described the project as "a large and costly radar chain which is required not only to detect enemy bombers but also to control fighter aircraft engaged in the task of interception."

"Each day is the scholar of yesterday."

—Publilius Syrus.

## PERSONAL PARAGRAPHS

### VICE-ADMIRAL SIR JOHN COLLINS ATTENDS CONFERENCE IN LONDON.

The First Naval Member of the Australian Commonwealth Naval Board and Chief of the Naval Staff (Vice-Admiral Sir John Collins, K.B.E., C.B.) left Sydney by air on Tuesday, March 30, to attend a naval tactical conference at the Royal Naval College, Greenwich. He arrived back in Sydney on Thursday, April 13. The Minister for the Navy (the Hon. William McMahon) in announcing this just prior to Admiral Collins' departure, said that the conference would be presided over by the First Sea Lord (Admiral of the Fleet Sir Roderick McGrigor, G.C.B., D.C.O.) and would be attended by senior officers of the Royal Navy in the United Kingdom and Commanders-in-Chief from abroad. These latter would probably include the Commander-in-Chief, Far East (Vice-Admiral Sir Charles Lambe, K.B.E., C.V.O.). Mr. McMahon added that Admiral Collins' attendance at the conference, to which he had specially been invited, would enable him to explain in detail the Australian naval point of view, which he would also be able to put in informal talks with the various Sea Lords, and the other Commanders-in-Chief.

### NEW C.-IN-C., SOUTH ATLANTIC.

The appointment of Vice-Admiral I. M. R. Campbell, C.B., D.S.O., and Bar, as Commander-in-Chief, South Atlantic, has been announced by the British Admiralty. He succeeds Vice-Admiral Sir Peveril B. R. W. William-Powlett, K.C.B., C.B.E., D.S.O.

### NEW C.-IN-C., EAST INDIES.

The British Admiralty has announced the appointment of Vice-Admiral C. F. W. Norris, C.B., D.S.O., as Commander-in-Chief, East Indies Station, in succession to Admiral Sir William R. Slayter, K.C.B., D.S.O., the appoint-

ment to take effect in August, 1954.

### C. G., ROYAL MARINES, VISITS GIBRALTAR.

Lieutenant-General J. C. Westall, C.B., C.B.E., Commandant-General, Royal Marines, flew to Gibraltar on March 9th, to visit Royal Marines in British Home Fleet ships based at that port during the (English) Spring cruise.

### NEW FIFTH SEA LORD, BRITISH ADMIRALTY.

Rear-Admiral A. N. C. Bingley, O.B.E., has been appointed a Lord Commissioner of the Admiralty, Fifth Sea Lord and Deputy Chief of Naval Staff (Air) in succession to Vice-Admiral Sir Edmund W. Anstice, K.C.B., the appointment taking effect this month (June, 1954).

### SENIOR NAVAL MEMBER, IMPERIAL DEFENCE COLLEGE.

The British Admiralty has announced the appointment of Rear-Admiral M. L. Porter, C.B.E., D.S.O., as Senior Member of the Directing Staff of the Imperial Defence College in succession to Rear-Admiral S. H. Carlill, C.B., D.S.O. The appointment took effect in April last.

### ADMIRAL EATON'S NEW FLAG APPOINTMENT.

The appointment of Rear-Admiral J. W. M. Eaton, C.B., D.S.O., D.S.C., (until recently Flag Officer Commanding the Australian Fleet) as Flag Officer Commanding British Reserve Fleet in succession to Vice-Admiral I. M. R. Campbell, C.B., D.S.O. and Bar, has been announced by the British Admiralty. The appointment took effect in April last.

### NEW 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.C., has been announced by the British Admiralty. The appointment took effect in April last.

### O.B.E. AWARDED TO C.O. OF H.M.S. "COMUS."

Among awards announced in a recent "London Gazette" was that of an O.B.E. (Military Division) to Commander Wilfred J. Parker, D.S.C., R.N., of Southampton, England, for services as Commanding Officer of H.M.S. "Comus" and as Acting Chief Staff Officer to the Flag Officer Second-in-Command Far East.

### P.T. BOAT DESIGNER DIES.

New York on April 15 reported the death of Mr. Hubert Scott-Paine, the English-born boat and aircraft designer, who designed the P.T. (patrol torpedo) boat. Mr. Scott-Paine, who was 62, went to the United States in 1939 and became an American citizen in 1948. He was for many years a speedboat racer, using boats he designed and built himself. He was one of England's pioneer aviators, and during the 1914-18 war designed and built land and marine aircraft.

### LLOYD'S SHIP SURVEYOR TO RETIRE.

Mr. H. A. Garnett, principal surveyor for Australia with the Lloyd's Register, will retire on June 30 this year. Mr. Garnett has served Lloyd's Register since 1919, and has been stationed in London, Southampton, Kobe (Japan), and Sydney. He was appointed a senior surveyor in October, 1934, and held the position of senior engineer on the London outdoor staff for nine years before his appointment as principal surveyor for Australia in October, 1946. Mr. B. P. Fielder will succeed Mr. Garnett as principal surveyor for Australia. Mr. Fielder, who is 53 years of age, has been with Lloyd's Register since 1930, and has served most of his time in Australia at Melbourne and Sydney. He was appointed a senior surveyor in January, 1946, and in the absence of Mr. Garnett, in 1951, he acted as senior surveyor for Australia.

"It is almost a definition of a gentleman to say that he is one who never inflicts pain."

—Cardinal Newman.

## SPEAKING OF SHIPS

With a total of rather more than 82,500 men, the personnel of the American merchant marine declined by nine per cent. last year.

Japanese shipbuilders are trying to retain their market for tankers for foreign owners by cutting the price to ten dollars per ton less than the British minimum.

The team of experts examining the chances of an immediate and substantial increase in Irish exports to the United States reported recently that there are none.

About 150 Government experts from all European countries except Spain, Iceland and Eire attended the opening of secret East-West trade consultations in Geneva on April 20. The United States was represented.

Companies in the Australasian Steamship Owners' Federation had lost £150,000 in the operation of their ships in the first three months of this year, Mr. P. W. Haddy, who is chairman of the Federation, alleged in Melbourne on May 13.

Canada's St. Lawrence Seaway, designed to open the heart of the North American continent to ocean-going shipping, for the benefit of both Canada and the United States, and which is said to be the biggest engineering job in the world—a project dwarfing anything of its kind in human history—is expected to be well under way some time in 1955.

The distance covered by Canada's St. Lawrence Seaway—which stretches from the open Atlantic at Cape North, Nova Scotia, to Duluth, at the head of Lake Superior—is 1,650 miles in a direct line and ships must be lifted over Niagara Falls on the way.

Two Hungarian trade delegates arrived in Sydney on May

11 to try to arrange for more two-way trade between their country and Australia. The two delegates were both export managers of Fer Union, a large Government-controlled export company in the Hungarian capital, Budapest.

Waterside workers in all North Queensland ports on May 10 imposed a "radio activity" boycott on all ships using Torres Strait. They laid down that they would decline to work ships arriving via Torres Strait until scientific tests had proven them free of radioactive particles.

Representatives of the Japanese shipbuilding industry and merchant marine expect this year to be "a very bad business year", the Reuters correspondent in Tokyo said on May 15. Japanese pessimism over world shipping and the shipbuilding recession has been aggravated by a recent announcement by the Japanese Government that subsidies to the shipbuilding industry would be cut.

The Australian Minister of Labour and National Service, Mr.

H. E. Holt, said in the House of Representatives at Canberra on May 13 that the Government regarded overseas and interstate freight rates as "unduly high".

When the great Canadian St. Lawrence Seaway is finished big American cities like Chicago, Detroit and Milwaukee, as well as some of the growing Canadian industrial centres, will challenge the great Atlantic ports of New York, Philadelphia, and Montreal.

British marine engine builders are being nearly as hard hit as the shippers by the shortage of steel plate.

It is feared that the new Japanese scheme of letting their exporters use sterling balances for buying in dollar areas will result in their selling goods in the United Kingdom without buying British goods in return.

The last of the River Thames paddle excursion steamers, the 1,539-ton "Royal Eagle", has been put on the sale list.

Continued overleaf.

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#### SPEAKING OF SHIPS. Continued from page 27.

The International Bank is laying out £13,000,000 to develop the enormous hardwood resources of British Guiana in South America.

Owing to the shortage of Belgian ships' officers, the steamer "Louis Sheld" has been fitted to carry 40 cadets, exchanging every six months with those on the Sail training ship "Mercator".

The German Union-Africa combination has given all their ships a red funnel with a white band between two blue bands.

The Daiyko Oil Company and the Harima Shipbuilding Company are planning to exchange Japanese-built tankers for Persian oil, but are encountering difficulties.

The Mullard Equipment Ltd. has perfected a radar system to give upper-atmosphere weather reports at a height of 100,000 feet or more.

A Caltex Oil Company's shipmaster got a nominal fine of £10 for allowing oil to escape into the Tyne (U.K.) owing to his having immediately got boats out to scoop it off the surface of the water at a cost of £40.

The South African Government-sponsored oil-from-coal plant is expected to cost £30,000,000, but is confidently expected to pay six per cent.

Many gas turbine experts maintain that the most important factor to be considered is some means of cooling the turbine blades or alternatively a new material for them.

Morris Motors (U.K.) have evolved a new arrangement of material to avoid electrolytic action in aluminium alloy life-boats.

A 1,200-lb. tiger shark was caught 200 yards off Fairy Bower, Manly, N.S.W., recently. Fishermen said the shark, which was 15½ feet long, was one of the biggest ever caught off a Sydney beach.

## SEA-ODDITIES

One doesn't expect to read of buried rivers of having existence in the ocean's depths. It verges on the paradox. Yet, according to an authoritative press message from Washington, U.S.A., on May 14, a research ship had just reported the finding of some such river in the Pacific. Scientists say that this explains why ships drift to the East close to the Equator in that ocean. The expedition reported that the river flows eastward at a speed of six miles an hour, in a direction opposite to that of motion on the ocean's surface. Although the undersea river is deeply submerged scientists say it probably rises to the surface in some places. With specially designed apparatus the members of the expedition measured the rate of surface motion westward, in the direction of the rotation of the earth. Then they sank drags 200 feet and attached them to floating objects. In this way they measured the rate at which the current retarded the objects. The expedition made most of its observations on the Equator at the approximate longitude of 150 degrees West. The area is near Christmas Island, about halfway between Australia and America. The scientists believe a similar undersea river exists in the Atlantic Ocean.

The first Portuguese explorers of the South African coasts were remembered at Port Elizabeth, South Africa, recently by the unveiling of a padrao (monument) presented to the city by the Portuguese Government. The Padrao, a marble pillar surmounted by a cross, is a replica of that erected by Bartholomew Diaz, at nearby Ksaihoek after his discovery of the Cape of Good Hope in 1486. Magnificent mariners, were those 14th century and 15th century Portuguese. To Portugal belongs the honour of having first navigated the unknown Southern Seas. Year after year her hardy and intrepid sailors pushed along the West African

coastline, until, at last, one of them, none other than the famous Diaz, succeeded in doubling the Cape. His tiny vessels of 50 tons were succeeded eleven years later by Vasco de Gama's galleons of 125 tons, outward bound on their way to India. For almost exactly a hundred years the Cape route to India remained exclusively in the hands of the Portuguese, who consequently enjoyed the monopoly of the Eastern sea-borne trade with Europe. Their fleets yearly left the Tagus (Portugal) on what at that time was by far the longest voyage undertaken for trading purposes and by their regular sailings inaugurated the first great ocean route of modern history. Although their vessels gradually increased in size and efficiency they seldom appear to have exceeded 300 tons and, owing to their excessive length and great height above the water-line, must have been most difficult to handle in even a moderate sea. The close of the sixteenth century found the Dutch Republic actively competing for the India trade. Wherever the traders of the two nations met, "sharp shot and cold steel" gave to the stronger the monopoly of the market for the time being. So victorious were the Dutch that, in a few years, the bulk of the trade was in their hands. The success of the Dutch was in no small way due to the great ease with which their short, round-sterned vessels could be handled. The same defects in naval construction which so largely contributed to the defeat of the Spanish Armada by England enabled the Dutch to drive their Portuguese rivals from the Cape route. But the Dutch had not long enjoyed their ascendancy that the British entered the field. Drake, the victor over the Spaniards, had sighted the Cape of Good Hope as early as 1580; the first vessel under the British flag entered Table Bay in 1591, and gradually British trade and influence took the ascendancy and became paramount.

One of the most macabre underwater stories this writer has heard—it is told by Sir Robert H. Davis, in his monumental work "Deep Diving and Submarine Operations"—came from an old Royal Naval diver. During the First World War the diver in question was ordered to proceed with despatch to a point near Scaup Flow where a German U-boat had been detected and sunk. She was lying in relatively shallow water and the British Admiralty hoped that, owing to her sudden destruction, the ship's documents and confidential books might be found. Shortly after his arrival at the scene the diver descended to the ill-fated vessel. Although badly holed she stood almost upright, and her conning-tower was open. Entering the vessel, the diver proceeded very cautiously along the narrow passage towards the officers' accommodation, where the ship's documents would be found. It was pitch dark and every step entailed the danger of fouling his gear or air-line. Slowly advancing, he was seized with a feeling that he was no longer alone. With the hair tingling slightly at the back of his neck, he turned his head and flashed his torch behind him, disclosing a tall, sinister uniformed figure with arms outstretched, showing his rank as captain of the ship. Recovering his composure, the diver continued his hazardous search, but the dead captain continued to follow him step by step and appeared to be watching every movement of the unwelcome intruder with cold, hostile staring eyes. Aware that his progress along the narrow passage was creating enough suction to carry his unusual escort with him, he was more than relieved to complete his task successfully, and to leave the tragic vessel to its ghostly, zealous guardian.

There is a noticeable difference between the tails and methods of locomotion of fish and such sea mammals as the whale family. Dr. Peterson, a well-known marine biologist, says that a whale swims by using its tail-flukes as two blades

of a propeller. Despite their huge bulk, whales are capable of swift movement. When harpooned, they sometimes dive so fast that they break their jaws on the sea floor at a depth of as much as 400 fathoms. Frank Lane, in his fascinating book, "Nature Parade", states that one whaler asserted that a fin-back whale which was harpooned sounded vertically to a depth of 275 fathoms. Its neck was broken by impact with the bottom and the carcass was then hauled straight up to the surface. . . . As for staying below water, it is said that the record in this respect is held by the cachalot whale. This whale often feeds near the sea bottom at depths of over a mile. One cachalot whale has been known to stay below water for one hour and forty-five minutes.

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The Ascent of Everest, by Sir John Hunt, published by Hodder and Stoughton, London.

A long and famous struggle won at last with scientific and artistic completeness by a courageous band of men superbly led, must inevitably attract attention the world over. Thus this book, for all its simple and forthright diction, brings to the lucky reader a sense not only of personal pride—particularly if he or she be British—but also one exhilaratingly spiritual. In this mood he is able to keep with Sir John and his fellow-climbers in every forward move they make, nearer to their goal. And the further he moves beside them, the greater the essential grandeur of their success becomes clear and epic.

Sir John Hunt's party, the 1953 British Expedition, appears to have been remarkable for several reasons. Of all the eleven attempts to climb the world's highest mountain, nine of them British, it was probably the best planned and most homogeneous: it was, as one can see as one reads, one of the luckiest in that it had fine weather for the vital fortnight for the final build-up and assault upon the summit; it had no casualties, not even a frost-bitten toe; it was again fortunate in that a portable oxygen equipment of reasonable weight for human carrying was developed just in time. Sir John's own comment is that the improved oxygen equipment they had was vital to success. Without it, it is hardly conceivable that Hillary and Tenzing could have won through to the summit.

Certainly the story of Sir John Hunt's expedition clinches the theory that the limit of unaided human endurance is reached between 27,000 and 28,000 feet.

Certainly, too, nothing was left undone to ensure safety and bring success. Months of planning, based largely on the experience of earlier expeditions, went into Sir John's expedition, planning so meticulous and elastic that even name tapes were sewn on to each member's individual garments to obviate one possible source of petty irritation at high altitudes, where even so small a thing might spell disaster, so thin could the margin become between failure and success.

And when once on the mountain, organisation of the thrusts forward and upward, despite many and vast difficulties, left little to be desired. The difficulties encountered are indicated by such names in the book as Mike's Horror, Hellfire Alley, Hillary's Horror, Atom Bomb Area, the Nut-cracker. Not the least remarkable feat was the establishment of the vital Camp 9, at 27,350 feet, to which Sir John himself and a Sherpa porter carried loads of 45 lbs. and Gregory, Lowe and Hillary loads of between 50 and 60 lbs. (normal load without oxygen, 25 lbs.). Then follows an account of the ascent of the south summit, 28,500 feet, by Bourdillon and Evans direct from the South Col above the huge crevasses of the Cwm and the steep traverse of the Lhotse face—a preliminary climb necessary to the final assault and most gallantly achieved.

Sir John leaves the story of the ascent and successful descent of the summit itself to Sir Edmund Hillary, who, with Tenzing, had the luck of the draw for the final thrust. This is a revealing and moving chapter, and most dramatic. The final words of Hillary's account show what a happy and co-operative band they were. "To

see," writes Sir Edmund, "the unashamed joy spread over the tired, strained face of our gallant and determined leader was to me reward enough in itself."

Nor is that amazing little man, Tenzing, forgotten. Indeed, the Sherpas' achievements and the Sherpa temperament receive many generous tributes, especially concerning the work done by these hardy mountain men at high altitudes.

This exciting and informative account of the 1953 British Expedition's struggles for mastery of the world's mightiest mountain, makes the "Ascent of Everest" one of the most important and valuable books on British enterprise written in years.

#### OIL FROM SHIPS PACT.

Forty nations, of which Australia is one, agreed at a convention held in London in mid-March to institute zones in which ships will not be allowed to discharge "persistent oils."

Persistent oils include crude oil, fuel oil, heavy diesel oil, and lubricating oil.

The agreement followed a fortnight's discussions at a conference called to find some way of ending oil pollution of coastal waters.

The conference delegates agreed unanimously to a draft convention which will come into force as a zoning authority when it is signed by 10 Governments, including five which have a tanker tonnage of more than 500,000.

The distance out to sea at which ships can dump their oil ranges, according to currents and other factors, from a minimum of 50 miles.

Around most of the Australian coast there will be a 150 mile zone.

The convention allows a period of three years for the zoning to be brought into full operation. After that, ships will have to carry oil record books giving an account of any operations resulting in the discharge of oil.

# NOTED AVIATRIX SEES WORLD HOPE IN ATOM'S PEACEFUL USES.

New York (U.S.I.S.) — The noted aviatrix, Jacqueline Cochran, says peaceful exploitation of atomic energy "can bring about the salvation of the peoples of the world." Atomic energy, she said, can be used to manufacture chemicals to increase the soil's productivity, enabling millions of persons in the world to enjoy a higher living standard. The only woman flyer to break the sound barrier, Miss Cochran predicts "within 15 or 20 years we'll use rocket planes and atomic planes for regular industrial and passenger transport." She predicted further that atomic energy will permit the use of man-made satellites to aid in weather forecasting, navigational and astronomical research.

## UNITED STATES' HUGE WAR STOCKPILE.

A Press message from New York on May 20 said that the Director of the U.S. Office of Defence Mobilisation, Mr. Arthur Flemming, stated on May 19th the U.S. Government had stockpiled more than 4,225 million dollars (£1897 million) worth of strategic and critical materials for use in case of war. Mr. Flemming told the U.S. Congress that by last January the stockpile had reached 60 per cent. of the Government's goal. Another 15 per cent. had been ordered.

Exchange visits had been made and watches were set by 1600 hours, and at 1615 hours the GPV moved slowly out of the bay on the return journey. To use as many instructors as possible the three watch system was used. One watch on duty carrying out the duties of helmsman, look-out, quartermaster, bridge messengers and etc., one watch under instruction, and the remaining watch below. The vessel was washed down on leaving the bay and the watches went to their allotted tasks. The instructors included the Divisional Training Officer, Lieutenant - Commander G. Lanning, R.A.N.V.R.; the Commanding Officer of T.S. "Derwent," Lieutenant J. Hamilton - Smith, A.S.C.C., and the 1st Lieutenant of T.S. "Derwent," Sub-Lieutenant A. Gates, A.S.C.C.

Throughout the return trip each Cadet was able to do the duties of helmsman, look-out, bridge messenger, whilst the Leading Hands took the duty of Quartermaster. Instruction was given on navigation, helm, look-out, telegraphman, compass and bearings, engine-room as well as anchor work and tying-up ship routine.

H.M.A.S. "Huo" was reached at 1745 hours where, after inspection and a short address by the Commanding Officer the parade was dismissed.

From previous experience and from knowledge gained during and after this day of training it has been proven without doubt that practical, well-planned events such as this are of far more value to a Unit than a well-planned parade of classroom instruction. After a day of the nature described much training value can afterwards be obtained by classroom discussion.

—J. HAMILTON - SMITH,  
Lieutenant, A.S.C.C.,  
Commanding Officer.

# MEDICAL ADVICE BY RADIO TO SHIPS AT SEA RECOMMENDED.

Recommendations that medical advice by radio be available to ships at sea 24 hours a day have been adopted by a group of experts called together by the International Labour and World Health Organisations. The group also recommended that every ship carry an adequately stocked medicine chest and that all new entrants to merchant navies be examined for tuberculosis. The experts, who formed a Committee on Hygiene of Seafarers, found that existing radio facilities for medical advice are satisfactory, but are not always available when needed.

## RED CROSS AID FOR GREEK EARTHQUAKE VICTIMS.

More than 30,000 people were reported homeless, when news received of the recent earthquake disaster in Northern Greece. Red Cross Societies throughout the World immediately cabled financial aid to the stricken towns. In response to an appeal from the League of Red Cross Societies the Australian Red Cross cabled £300 asking that this be utilised to purchase stores most urgently required for relief measures. Enquiries made to the Red Cross Enquiries Bureau, will be transmitted to the Greek Red Cross by air letter or reply-paid cable at the sender's expense.



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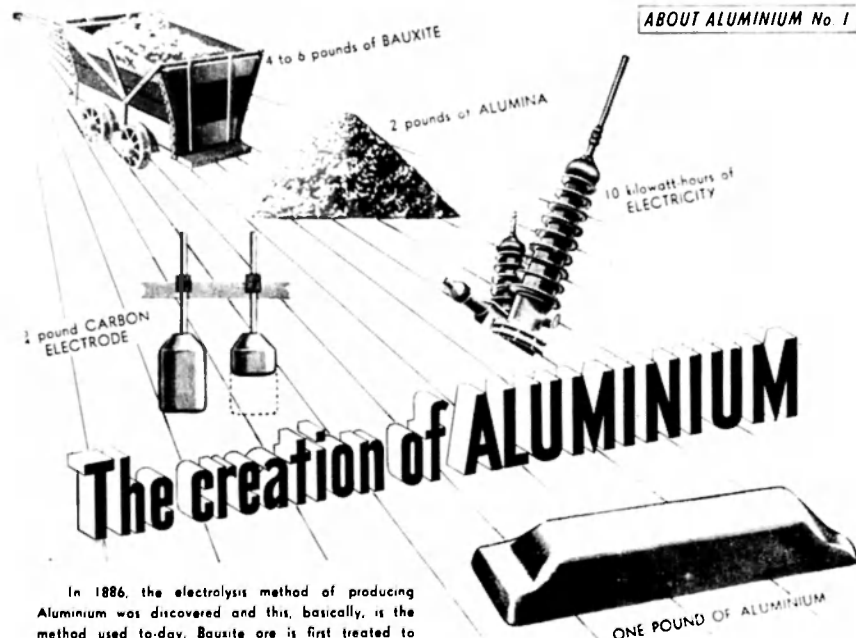
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# *THE* NAVY



AUSTRALIA'S *ARMED SERVICES* JOURNAL — AUGUST, 1984





In 1886, the electrolysis method of producing Aluminium was discovered and this, basically, is the method used to-day. Bauxite ore is first treated to produce pure alumina; this oxide is dissolved in molten cryolite and a heavy electric current passed through the solution from carbon anodes to the carbon lining of the bath. The oxygen combines with the anodes to escape as carbon dioxide, and metallic aluminium sinks to the bottom, whence it is tapped. Little change takes place in the cryolite; the carbon anodes are consumed and have to be regularly replaced.

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AUGUST, 1954.

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COVER PICTURE: A Bristol Sycamore Helicopter lands on the deck of H.M.A.S. "Sydney" during exercises off Port Kembla on August 25th. Taken by "Sydney Morning Herald" photographer Gordon Short.

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# THE NAVY

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Vol. 10. AUGUST, 1954. No. 8.

### TRAVELLING ROYALTY.

The triumphal round-the-world tour of the world tour of the Queen and the Duke of Edinburgh combines with certain significant Royal travels to emphasise a very important aspect of the changing relationships in our British family of nations. Royalty has become a much more personal and intimate affair in the greatest aggregation of peoples, creeds and cultures in history.

The Queen is Head of a Commonwealth of which the total population is 613,540,000, and she is the only concrete symbol of unity among them. Gone are the times when the Sovereign and his or her family are remote figures in a little island in the North Sea. They mean something to us in our personal lives. We want to see them and meet them, and so do the peoples of other parts of the Commonwealth. And, thanks to modern transport and communication, we can do so, and, to our infinite joy, have done so.

The Queen Mother, of course, was in Australia in 1927. A few months ago she and Princess Margaret went to Central Africa. Late this year they will visit Canada. Not long after his world tour with Queen Elizabeth, the Duke of Edinburgh will be off to the Empire Games in Vancouver,

Canada. It has been loudly hinted that he will return to Australia for the Olympic Games in 1956.

What surprised many people when the Royal couple were in Australia was that both Her Majesty and the Duke enjoyed themselves and did not regard what some of us would think would be boring as a bore. The Queen realised what her duties were, and carried them out conscientiously and enthusiastically. That is one of the reasons why she insisted on rehearsing such State occasions as the openings of Parliaments before they took place. Truly, Royalty is now part of our lives.

### THE QUEEN AND THE HOME.

Queen Elizabeth is, as we all know, home again. That does not mean simply that she has returned to the land of her birth and the site of her residence. It means that she has been reunited with her children and has re-established an institution which is the heart and core of our form of civilisation—the home.

The home and family are the units on which so much that is all-important to us is based that a few thoughts on an occasion as the Queen's return home and family after a round-the-world journey,

the first to have been undertaken by a reigning British Sovereign, come to mind.

Institutions ranging from our mode of living to our forms of government are based on the family. We are born in a family, we marry to begin a new family, and most of us die with a family to mourn us. Parents assume heavy responsibilities for their children, and the destiny of most of us is moulded by the manner in which these responsibilities are met.

Well-cared-for and well-educated children usually grow into good citizens, and it is an accepted fact that most criminals come from broken or unhappy homes. Children tend to follow the example set by their parents, and what is taught to them during their formative years usually guides them when they are old enough to strike out for themselves.

An accumulation of families constitutes a community, and in our form of democracy the community decides what the government will be. The government in turn steers the affairs of the nation. But this structure of social relationships all goes back to the foundation of the family.

In our Royal Family we have an excellent example of family life. All of us should endeavour to follow the example.

### LET US STUDY OUR PROBLEMS.

History is being made so swiftly in that part of Asia that is nearest our shores that many of us in Australia do not realise that the future of our own country and that of generations to come after us is being moulded. For the next few years we shall pass through a testing time that will have a vital effect on our survival as a virile, strong white nation in the Eastern Hemisphere or as a subordinate and possibly controlled unit in a new mosaic of power politics and ideas.

Our destiny lies in our relations with Asia and other parts of the Pacific. We cannot deceive ourselves with comforting thoughts that "the Americans will come to our help if we are attacked" or "the next war will be so-and-so;" nor, surely in each case, do we want it so. Too many of us are liable to shrug off the situation by thinking in terms of armed conflict. The British policy is as enunciated by both Mr. Churchill and Mr. Attlee: that war is not inevitable. They realise that, if mankind is to survive, we must have peace, not war.

Warfare to-day is not a matter of rifles and bayonets, or their modern counterparts, bombs ranging from A. to H. It is possible that there never will be armed invasion of Australia. It is possible that the human race will realise that the new warfare would destroy the human race.

The term "cold war," which was coined after

1939-45, implies a war of ideas. It is a struggle for the hearts and minds of human beings, factors which have guided the destinies of humanity since man learned to think and feel.

And this means that we must adapt ourselves to the new world in which we live. The first step toward doing so is to learn how to live in co-operation and understanding of our millions of Asian neighbours, most of them underfed and underprivileged.

We have made a small beginning with the Colombo Plan, under which we help them by teaching them and providing them with tools and food, but it is still very small, and is little known to most Australians. Perhaps the best contribution that loyal Australians could give would be to seek a understanding of the whole problem.

### OIL POLLUTION OF THE SEA.

A note in a recent issue of the "Merchant Navy Journal" under the above heading has aroused considerable interest amongst seafarers, those serving with the tanker fleets in particular.

It is clearly recognised that this is a problem that needs early solution.

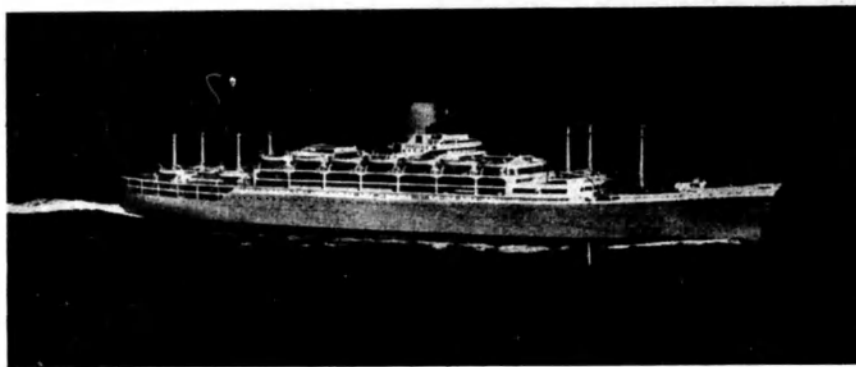
There seems to be unanimity of opinion that more facilities should be available in the world's ports for tank cleaning and the discharge of sludge. Mr. Alfred Wilson, C.B.E., general secretary of the Mercantile Marine Service Association, a gentleman with a fine approach to seafaring problems, is in no two minds on this matter. It is also apparent that ships wearing the British flag endeavour to meet all the regulations, but it is implied that perhaps the same meticulous care is not always being exercised by ships of foreign nationality.

Be this as it may, there can be no disputing the fact that the public conscience has been aroused, and the report of the Committee appointed by the British Ministry of Transport has focused attention on what is a real evil.

The National Institute of Oceanography (of the U.K.) has decided on an intensive research into the surface currents of the North Atlantic to the West of the British Isles. It is hoped that this research will make an important contribution to the campaign against the pollution of harbours and beaches by oil.

It is planned (and, it is understood, the work is already in hand) to drop into the sea 10,000 plastic envelopes, many of which will eventually float ashore on the coasts of Britain and other North-West European countries. Each envelope contains a franked addressed postcard, on which is printed a simple questionnaire, and a small sheet

Continued on page 18.



"Orsova," 29,000 tons, third of the big sister-ships built for the Orient Line since World War II, made her maiden voyage to Australia in April this year. Next February she will be introduced to the Trans-Pacific Service of the Orient Line.

## THE ORIENT LINE

By JOHN MAY.

Mr. May here presents in clear but compressed form one of the most absorbing maritime stories of the world—the story of a great shipping enterprise, under whose flag voyages have been made to Australia since the days of the windjammer.

For more than seventy-five years the Orient Line as we know it to-day has been a force in the world of shipping. Though one of the smaller merchant fleets, it has always striven to make improvements and to be a leader in its field. Many of the Line's vessels have broken speed records, many have incorporated innovations in design. And next week [March 17] the Company's "Orsova," the first mastless liner of her size, will leave on her maiden voyage to Australia.\* It is in voyages to that country that the Orient Line has specialised ever since the days of the sailing clippers. Emigrants and luxury-loving first-class passengers alike have been carried at greatest possible speed and in greatest possible comfort. While in three successive wars, the Line's fleet has played its part in carrying troops.

Not long after the liner

\* The "Orsova" arrived in Australia in April and sailed from Sydney recently on the return stage of her maiden voyage. A picture of this fine ship leaving Sydney was reproduced in the April issue of this journal.—Ed

"Orsova" departs on her maiden voyage to Australia, leaving Tilbury on March 17, the 1,500 passengers on board this new golden ship with the "Blue Danube" name will be enjoying a preview of springtime in the sunny Mediterranean and, incidentally, forging a little link with history. For this way, also on her maiden voyage, some forty-five years ago, sailed the first "Orsova," built in the year 1909, when the "Orient," the first steamship built specifically for the Orient Steamship Navigation Company, was completing the last run of her thirty years of service. And the "Orient," of course, was named after the original three-masted sailing-clipper which also founded the title of the Line.

How vast the gap now is between the windjamming clippers of 100 years ago and such ships as the 29,000-ton "Orsova," despite the clipper-like lines of her bow, is something not easily imagined. Sail has become falsely glamourised by the passage of

years, but a sea voyage for our great-grandparents was an ordeal rather than an experience to be welcomed, as it is to-day. Cabins were cramped, and not only the stout oak timbers groaned on a fast sea passage, when everything below and aloft was tilted continually at one uncomfortable angle or another as the ship heeled to the wind.

In contrast, the new "Orsova" is fitted with stabilisers—the gyroscopic-hydraulic underwater "fins" which iron out a vessel's slightest tendency to roll until it is imperceptible. She has a smooth, all-one-piece welded hull which has been X-Ray inspected throughout its 723ft. of length, 90ft. of beam and 30ft. draft. She has air-conditioning below, and games decks, which in total cover an area larger than a football pitch. And, finally, she is completely mastless—the first mastless liner of her size, an ultimate break with the most visible of the old traditions of sail.

The ships of the present-day

Orient Line fleet—the "Orsova," of 29,000 tons, the "Oronsay" and "Orcares," of 28,000 tons, the "Orion," of 24,000 tons—steam not only on the Australian run. This was the first company to start the "modern" idea of cruising—to the Norwegian fjords as long ago as 1889—and this year the Orient Line is putting on ten cruises: nine to the Mediterranean and one to northern waters. As well, at certain times of the year, the extension of the service across the Pacific to Canada and the United States opens up round-the-world possibilities. By first crossing the Atlantic and North America to connecting services, one may embark on an Orient liner at Vancouver or San Francisco, cruise the 2,000-odd miles to Honolulu, then voyage onwards 2,783 miles to Suva, 1,140 to Auckland, 1,274 to Sydney, and then the 12,521 miles to London.

This way, or in the reverse direction, most of the run is through the tropics, for which the Orient ships are built.

The fleet's origins are in roots that stretch away into the past in strange, romantic directions. The first Orient Line of clippers in the 1850's sprang from the time when a certain Alexander Anderson bought a prize ship as a speculation at the close of the Napoleonic Wars, and gave the agency for operating it to the firm of James Thomson and Company, which was established in 1797 to carry on the business of ship-owning and ship-broking. In 1828, Alexander Anderson asked that his nephew, James Anderson, should enter the firm, and thus was sealed the association between the Anderson family and the Orient Line which continues to-day through Anderson, Green & Company Ltd., who manage the Line.

Nearly fifty years after the nephew Anderson had entered the firm, steam was beginning to hustle sail, and hard-headed businessmen saw that a change-over was inevitable. So the managers of the Orient Line got together

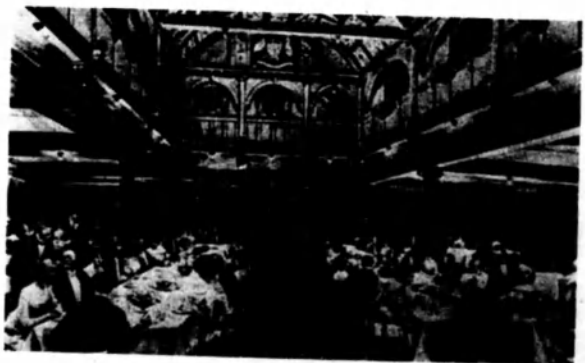
with Frederick Green & Company, brokers for R. and H. Green & Co., who were famous for their shipyard, founded in 1612, and as the owners of the Blackwall clippers sailing to India and Australia. The two concerns decided to try a joint experiment. They first chartered one steamship in 1874. Two years later they chartered three. The following year they chartered three others, with an option to purchase.

The outcome of this exploratory working was the issue, on February 12, 1878, of the prospectus of the Orient Steam Navigation

Co. Ltd. (capital, £44,642), to be managed jointly by Anderson's and Green's. A third party in the negotiations was the Pacific Steam Navigation Company, which was running a large steam fleet between the United Kingdom and South America. The new Orient S.N. Company bought four P.S.N. Company ships of just under 4,000 tons each—the "Chimborazo," "Cuzco," "Lusitania," and "Garonne." Starting on her maiden voyage to Australia in March of that year, the "Garonne" was the first steamship to fly the Orient Line flag. The "Cuzco" made a record passage of only a



The First-class Dining Room of the 1954 "Orsova."



First-class Dining Room in an Orient Line vessel of about 1890.



few hours more than forty days. The cost of the whole fleet was less than a quarter of the price of a single Orient liner to-day, but the enterprise had made a successful beginning.

Various financial changes and rearrangements of title and management followed through the years. In 1901, closer associations with the P.S.N. Company brought into being the title of Orient Pacific Line. Five years later the Royal Mail Steam Packet Company briefly took over the P.S.N. Company's interest and some of its ships, and the title changed again to the Orient-Royal Mail Line. Then, after only two years, the Royal Mail S.P. Company withdrew, and the fleet became once more the Orient Line.

Fierce financial struggles were sometimes responsible for these changes. It was during the 1914-1918 War that things settled down. Anderson's and Green's, with Gray Davies & Company, amalgamated to form the present concern, with the Pacific and Oriental Steam Navigation Company acquiring a large share of the capital. The financial link made then was reflected in the similarity between the hulls of many Orient Line and P. & O. ships built in the twenty years that followed; it shows to-day in the family feeling between the two fleets, with the Orient Line regarding the P. & O. as something of a "big brother."

Concurrent with the changes were developments in the tasks that the Line's ships were called upon to carry out. In 1880, the first consignment of frozen meat was brought from Australia to England, and in 1888 a London magazine recorded that an Orient Line ship had recently brought a consignment of apples, pears, grapes, oranges, quinces, lemons, melons and pomegranates from South Australia—then a great innovation. The possibilities of trans-world trading were burgeoning faster.

Again, in 1883, the Orient Line contracted with the Government

of New South Wales to carry emigrants from England to Australia for £15 a head for numbers up to 400, and at 10/- less per head from 400 to 600. The carriage of mails had already developed, and various contracts were made over the years. Also, to use the ships when they were not needed so frequently in summer on the Australia run, cruising had begun. And as well there were special trips as those to Spithead for the Naval Reviews at Queen Victoria's Diamond Jubilee and the Coronations that followed, and to the Schneider Trophy races in Southampton Water.

What of the vessels themselves that went about these varied duties? Half-a-million tons of ships have crossed and recrossed the oceans of the world under the Orient Line flag since those early days when it was first flown by the "Garonne." A century ago, as we have said, there had been an Orient Line of sailing-clipper ships, taking its name from the 1,032-ton three-master "Orient," which made a number of record passages to Australia. Then, a year after the new enterprise first tried out the idea of steam to Australia, another "Orient" was built—the first steamship specially designed for the Australia passenger trade, and, except for the unlucky "Great Eastern," the largest ship then in the world.

This "Orient" was a great ship. She had the straight stem and superstructure of a steamship—an dfour square-rigged masts, with belly sails which must have been blacked by the smoke from her funnels. Her promenade deck was something new in those days. She was the first ship to be fitted with electric light, and the first in the Australian trade to have refrigeration—which to-day we take for granted, but which meant then that passengers no longer had to share their decks with cattle, and slaughtering could be done ashore.

In the whole thirty years of her life the "Orient" never once broke down. But the "Austral,"

designed two years later as an improved "Orient," sank in Sydney Harbour on an even keel while coaling on her second voyage, and was raised six months later only when a cofferdam had been built round her. The most significant mark left by the "Austral" is that the name of every Orient Line vessel since has always begun with an "O."

Only ten years after the "Austral" came the "Ophir," the first ship with twin screws on the Australia run. She was a handsome ship, with an impressive speed, but very expensive to run. However, she attained distinction in being converted in 1901 into a Royal Yacht to carry the Duke and Duchess of York (later King George V and Queen Mary) on a similar Royal Tour to Queen Elizabeth's and Prince Philip's this year: via Suez to Singapore, Australia, and New Zealand, and then via South Africa to Canada and home.

The "Ophir" ended her days as an armed merchant cruiser and then as a hospital ship in the 1914-18 "Kaiser's" War, in which the next dozen Orient ships were all involved in one way or another. Mostly they became troopships, and several were sunk by torpedoes. Greatest of them all was the "Ormonde." She was laid down in 1913, and stayed in service until 1952, linking in two wars. The "Ormonde" first became a trooper in 1917, was converted to the mail run in 1919, and twenty years later again was carrying troops in almost all the major evacuations and landings, including North Africa, Sicily and Salerno. She finished her service as a migrant carrier to Australia, and made her seventy-fifth and last voyage two years ago, having steamed over 2,000,000 miles and carried some 350,000 passengers.

Hitler's War brought more adventures to Orient Line vessels, by now mostly ships of around 20,000 tons. The "Orama II," built in 1924, was sunk during the evacuation of Norway. The

"Oronsay I," brought home, with the help of a school atlas, from St. Nazaire at the Fall of France when her wheelhouse, chartroom, and navigational gear were all smashed by enemy action, was eventually torpedoed off the West Coast of Africa. The "Orcaades" (24,000 tons) was sunk the next day in the South Atlantic, after successfully evacuating civilians and forces from Singapore and Java. And the "Orford" was burned out in Marseilles Harbour after air attack, her crew escaping across France back to England.

Most important of the Orient Line ships that survived the war was the "Orion." This ship had set a new fashion for the line, emerging in 1935 from the Vickers-Armstrong shipyard at Barrow-in-Furness with one funnel, one mast, and her hull painted corn colour—as opposed to two funnels, two masts and the black hull of her predecessors. "The managers of the Orient Line believed that modern travellers, particularly those who journeyed in tropical waters, appreciated clean lines, simple materials, and an absence of complicated detail," says Sir Colin Anderson, who is a trustee of the Tate Gallery and President of the Society of Industrial Artists, as well as director of

Anderson, Green & Co. Limited. "They firmly held that function governed basic design, and that as far as hulls are concerned, pale colours augur fine weather, smooth seas and pleasant voyaging."

Out of this "through function to design" philosophy grew the profile of the "Orion," still a modern-looking ship after a score of years, and the shape of new Orient Line vessels since then, including the new mastless "Orsova." "Orion's" interior design was another innovation, based on the same idea. From the lampshades to the layout of the public rooms, all was put into the hands of one man, Brian O'Rourke, A.R.A., F.R.I.B.A. Acting as producer-manager to a company of craftsmen and designers, he has been responsible for the interior design of all Orient Line ships since.

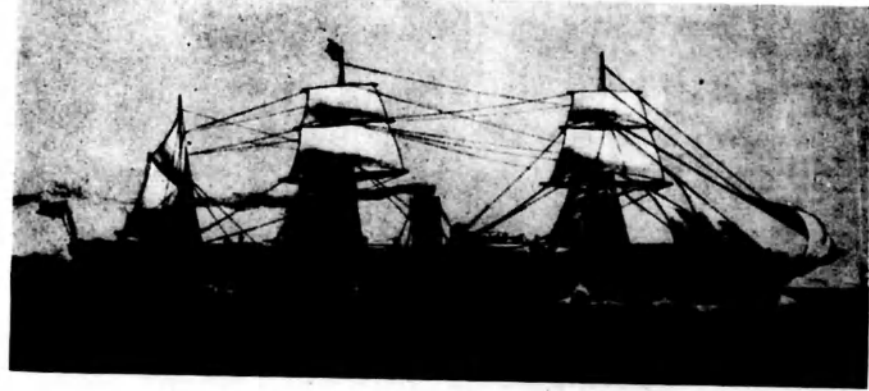
The "Orsova" . . . is the third Orient Line ship to be launched since 1945. The second was the "Oronsay," and the first was the "Orcaades," at the time of her launching the largest ship in the world to be completed post-war. "Orcaades" set the style of merging funnel, mast and bridge into one unit, not unlike a warship, which now goes a step further with the disappearance of mast altogether.

The point is that without masts there is more room for the games decks so necessary for a long voyage, and that any part of a ship which has lost its function should logically and artistically no longer be retained in the design. A timely underlining of maritime progress on these lines occurred last year, when the Orient Line was accorded a great honour for so small a fleet. The "Orcaades" was chosen to lead the Merchant Navy vessels through the Fleet at the Coronation Review—and, as it happened, this took place exactly a century after the launching of the original three-masted sailing-clipper "Orient," name-ship of the Line.

The new Orient Line century of trans-world navigation and evolving style begins now with the "Orsova" slipping away down the London River, as the tall-spurred clipper ships of old once did when masts and sails provided the power.

"It would need a trained psychologist to explain why we, calling ourselves a Christian community, have ruthlessly killed so many men, women and children in road accidents."

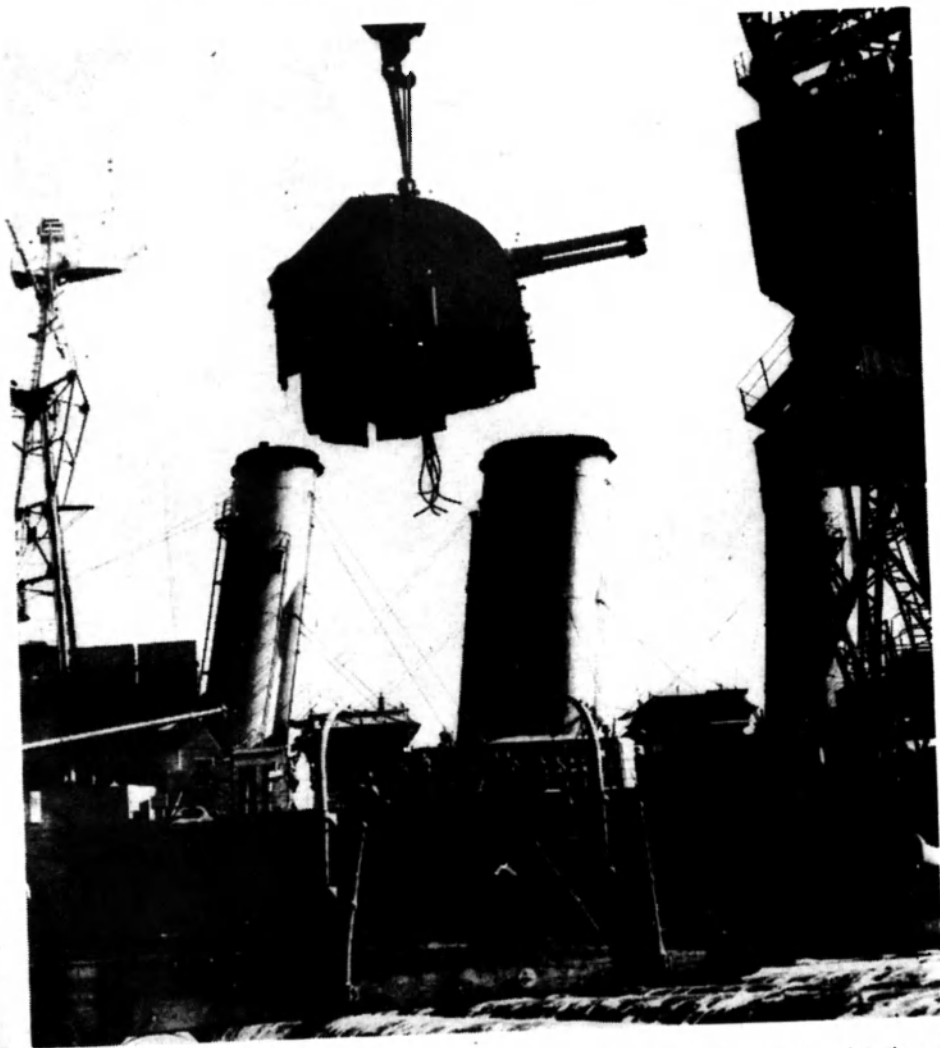
—Mr. T. G. Paterson, Chairman, Road Safety Council.



ONE OF THE FIRST STEAMSHIPS OF THE ORIENT LINE:  
The "Garonne," built in 1871, was one of four vessels chartered by the Orient Line in 1877 to test the possibilities of a steamship service to Australia. They were bought outright later. "Garonne" first arrived in Australia in April, 1878.

August, 1954

## AUSTRALIA'S A.A. GUNS REMOVED



Twin four-inch gun mountings from H.M.A.S. "Australia" being removed by the Garden Island crane last month in the work of disarming the ship before it was sent to the ship-breakers.

"S.M. Herald" photo

THE NAVY

## THE ROYAL NAVAL VOLUNTEER RESERVE

By IAN CURTIS.

The Royal Naval Volunteer Reserve was founded 50 years ago, and was reviewed by Her Majesty the Queen on June 5th, 1954.

The Royal Naval Volunteer Reserve—the R.N.V.R.—was officially founded in 1903, but it really started 30 years before that—and, of course, there were always volunteers in Britain's armed forces; they served with Drake and the other Elizabethans, but the earlier volunteers were often paid for their service or received a bounty, and many who sailed with Drake did so to make their fortunes.

In 1873 the Royal Naval Artillery Volunteers, as they were called, gave their services for nothing: they bought their own uniforms, paid their own expenses, and even paid for their own food when on board H.M. ships. They were stockbrokers, lawyers, businessmen, licensed victuallers, and clerks; there was even a whole music school from Bristol, including a Doctor of Music. They were gentlemen trying to be sailors, and the Navy rather looked on all of them as comedians. Officially they were described as "efficient men" or "non-efficient men," but never as seamen.

### Eager To Serve.

In 1891 they were disbanded, so they set up a private navy of their own. They bought old service boats and yachts, manned them with ex-volunteers, and ran them on naval lines. At the turn of the century, the Navy was overhauled in ships and personnel—Germany was looming up as a menace, and if there were a war it would be fought at sea—and so in 1903 the Artillery Volunteers were resuscitated under the title of the Royal Naval Volunteer Reserve. The Stock Exchange formed a company, and it solemnly marched to the nearest barbers to shave off the mous-

taches its members had grown in the preceding few years.

Divisions were started at London, Brighton, Bristol, Glasgow, and then at Liverpool, and in a few months nearly 4,000 men enrolled. It was clear that the young men of Britain were more than eager to serve in this naval volunteer force.

They went to sea with the Royal Navy, and they were sent to fetch buckets of steam and red oil for the port steaming light. In return they provided white table-cloths and cups and saucers for the scrubbed mess-deck tables of battleships—or so the old stories go. They were given some tough jobs, but they took it all.

Then came the First World War, and every man in the R.N.V.R. prepared for sea service with the Fleet. But, to their dismay, they were turned into soldiers, formed into the Royal Naval Division, and ordered to fight on shore. The Division did fight—and with distinction—and others were drafted to ships. They took part in actions at Antwerp, Gallipoli, Zeebrugge, Ostend, Jutland, and many others.

It was then, in the First World War, that the stories of the R.N.V.R. and the Navy began to merge. On mobilisation, the R.N.V.R. strength was 4,198 officers and men. By 1918 it had reached about 38,000, not including those in the Royal Naval Division.

Then came a period of suspended animation. A reconstruction committee sat. New regulations for the Reserve were issued in 1921, but there had been delay and frustration, and the response was disappointing. Recruitment improved during the great slump, when men joined for boots or an insurance stamp; and others volunteered who had always wanted to be sailors but had never before had the time or opportunity.

With new threats of war, the pattern was repeated: the Royal Naval Volunteer Supplementary Reserve was formed; the response was immediate, and once more men shaved off their peace-time moustaches.

When the Second World War broke out the R.N.V.R. was used immediately: its strength was 8,000 officers and men, all of whom went to H.M. ships or shore establishments, and the permanent R.N.V.R. closed its recruitment for the duration. For the next five and a half years the volunteers became the Navy. Almost every officer or rating saw some form of action, and the anti-submarine and mine-sweeping fleets were in the main officered and manned by the R.N.V.R. and the Royal Naval Reserve. The Sussex Division at Hove became H.M.S. "King Alfred," where nearly all temporary officers received their training. During the war "King Alfred" passed out upwards of 48,000 officers.

Corvettes, frigates, sloops, and torpedo craft came steadily from the shipyards to be officered by the "King Alfred's" trainees and crewed by "hostilities-only" ratings. There were the coastal forces, the "combined operations navy," the Fleet Air Arm, not to mention the ever-increasing supply of R.N.V.R.'s to the larger ships of the Fleet. As time went on, destroyers and even submarines fell to the command of V.R. officers, and the "brass hats" of R.N.V.R. commanders gleamed in the sunshine in many parts of the world.

The Reserve served in the Arctic, on Russian and Mediterranean convoys, and in the Far East. Some of their ships visited American ports and others navigated Central African rivers, and at the end of the war 80 per cent. of all naval officers were R.N.V.R.

—"London Calling."

August, 1954

## REFIT FOR DESTROYER AT GARDEN ISLAND



Sandblasters work on the hull and rudder of the Tribal class destroyer H.M.A.S. "Warramunga" at the Captain Cook Dock, at Garden Island. "Warramunga" is undergoing a refit and will be completely modernised.  
"S.M. Herald" photo.

THE NAVY

## TWO NEW AIRCRAFT-CARRIERS

H.M.S. "CENTAUR" AND H.M.S. "ALBION" PREPARING FOR OPERATIONAL SERVICE.

Details were recently given by the British Admiralty of two light fleet carriers of the "Hermes" Class which will be coming into operational service with the Royal Navy this year. They are:—

H.M.S. "Centaur" (Captain H. P. Sears, R.N.), completed at the Belfast yard of Messrs. Harland & Wolff Ltd., modified to incorporate angled deck arrangements at the Royal Dockyard, Portsmouth, and now doing her final trials with the Royal Navy; and

H.M.S. "Albion," nearing completion at the Wallsend-on-Tyne yard of Messrs. Swan Hunter and Wigham Richardson Ltd., and accepted into Her Majesty's Service recently.

The main machinery of H.M.S. "Centaur" is by Harland & Wolff Ltd., while the main machinery of H.M.S. "Albion" is by the Wallsend Slipway and Engineering Co. Ltd. Geared steam turbines are employed. Both ships have an extreme length of 737ft. (650ft. between perpendiculars), a beam of 90ft. and extreme breadth of 120ft. 6in. Armament consists of 11 multiple and single-barrelled Bofors gun mountings, controlled by modern close-range director systems.

The complement of each ship will number approximately 80 officers and 950 ratings—exclusive of the Aid Squadron personnel, which will vary according to the number and type of aircraft embarked, but will normally be between 50 and 60 officers and between 250 and 300 ratings.

The "Centaur" and the "Albion" are the first warships of their size to be completely fitted with canvas bunks for all ratings. These are portable and can be stowed so that the bunk spaces, which are provided with nesting tables and chairs, may be used for recreational purposes during the day. The intention is to ensure that each man has a sleeping

billet adjacent to his kit locker.

While these ships have been building, a number of changes have been made in design with a view to improving the comfort of the ships' companies. The living quarters have been arranged on lines which exist in H.M.S. "Vanguard"—large dining halls close to the galleys, and mess decks equipped with tubular steel furniture. Many of the living compartments are fitted with air-conditioned ventilation so that the temperature can be maintained at a congenial level in any climate. The catering arrangements are highly mechanised, with cooking mainly by electricity. More space has been allocated to refrigerated stowage—intended to ensure a more varied diet—in "cold" and "cool" rooms than was formerly the practice.

The design of the "Hermes" Class was the subject of a long series of model experiments to determine the best shape of the hull for speed, endurance and seaworthiness. Hull strength and rigidity have also been the subject of special investigations. Electric welding has been extensively used. X-Ray testing of welding being now a standard procedure in shipyards, teams of experts with their radiographic equipment have been a familiar sight to the workmen engaged in the construction of these ships.

Radar and wireless telegraphy sets of an aircraft-carrier are more varied and numerous than in any other type of warship. In the "Hermes" Class, therefore, a great deal of thought and ingenuity has been devoted to finding positions for all the aerials without loss of efficiency and without infringing on the areas which must be kept clear for aircraft.

### Electrical Installation.

It is estimated that some 250 miles of cables are installed in both the "Centaur" and the

"Albion," and that the ship-builders were required to make approximately a quarter of a million electrical connections to complete each installation.

Peak demands for electricity are met by a generating plant which has a total output of 3,200 kilowatts. Each plant consists of eight electrical generators, each of 400 kilowatt capacity. Four of these generators are steam-driven and four diesel-driven, and each generator is capable of sustaining a 10 per cent. overload for two hours.

A 220-volt D.C. watertight ring main system is used for the distribution of the electrical energy, and supplies are tapped off this ring at convenient points round the ship through approximately 200 electrically-operated breakers. An emergency supply system is fitted for use in the event of damage.

Distribution of electricity is controlled from a large central switchboard, and four smaller switchboards are provided for use in emergency, from each of which the supplies to a quarter of the ship can be controlled. All switchboards are provided with an elaborate system of indication lights.

There are more than 700 electric motors in each ship. These range in size from large 100 h.p. motors for aircraft lifts down to fractional h.p. motors for a variety of services such as potato-peeling, drinking water cooling, photo printing, paint mixing, collar ironing, and ice-cream making.

A 300-line automatic telephone exchange is operated from a 50-volt D.C. supply, rectified from a 230-volt, 50-cycle per second A.C. source. For vital action communications, sound-powered telephone groups, independent of electrical supplies, serve the various ship departments. An integrated main broadcast system is fitted. General information, warning signals, etc., are passed over this system to all parts of the ship. In action, the various departments of the ship can take control of appropriate units of the system; the

August, 1954

13

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armament broadcast unit by gunnery personnel, the flight deck and hangar broadcast unit by flying personnel, etc. Under these conditions, only warning signals from the main system can override transmissions on the unit system. Approximately 400 loudspeakers are installed.

The sound reproduction equipment fitted serves some 70 mess spaces, etc. Two large portable cabinet type loudspeakers are provided for use on the flight deck and in the hangar. The system provides for gramophone recitals, ship studio broadcasts and also outside broadcasts, with a choice of two programmes at each loudspeaker.

Approximately 8,000 lighting points are installed, 2,500 of which are fitted with twin lamp fluorescent fittings. The standard of illumination is extremely high and conforms generally with the best practice on shore. A complete absence of glare is a notable feature of the fluorescent lighting installation.

Both ships are equipped with a

comprehensive system of flight deck lighting to provide for night landing by aircraft.

For escape purposes, in the event of severe damage to the ship, with the normal lighting out of action, a complete system of battery-operated emergency lanterns is fitted. These relay-operated miners' type lanterns switch on automatically immediately the normal lighting fails. "Red" lighting is fitted to allow for rapid adaptation of vision at night.

### UNITED KINGDOM ARMED FORCES.

Britain had 845,900 officers and men in its Armed Services on April 1, the British Ministry of Defence announced on May 30. The Army had 446,900, the Navy and Marines 133,900, and the Air Force 265,100. These totals included the auxiliary women's forces and all National Service trainees. Reserve and auxiliary forces totalled another 604,600. In addition, the Services employed 264,500 civilians.

# LOWNDES RUM

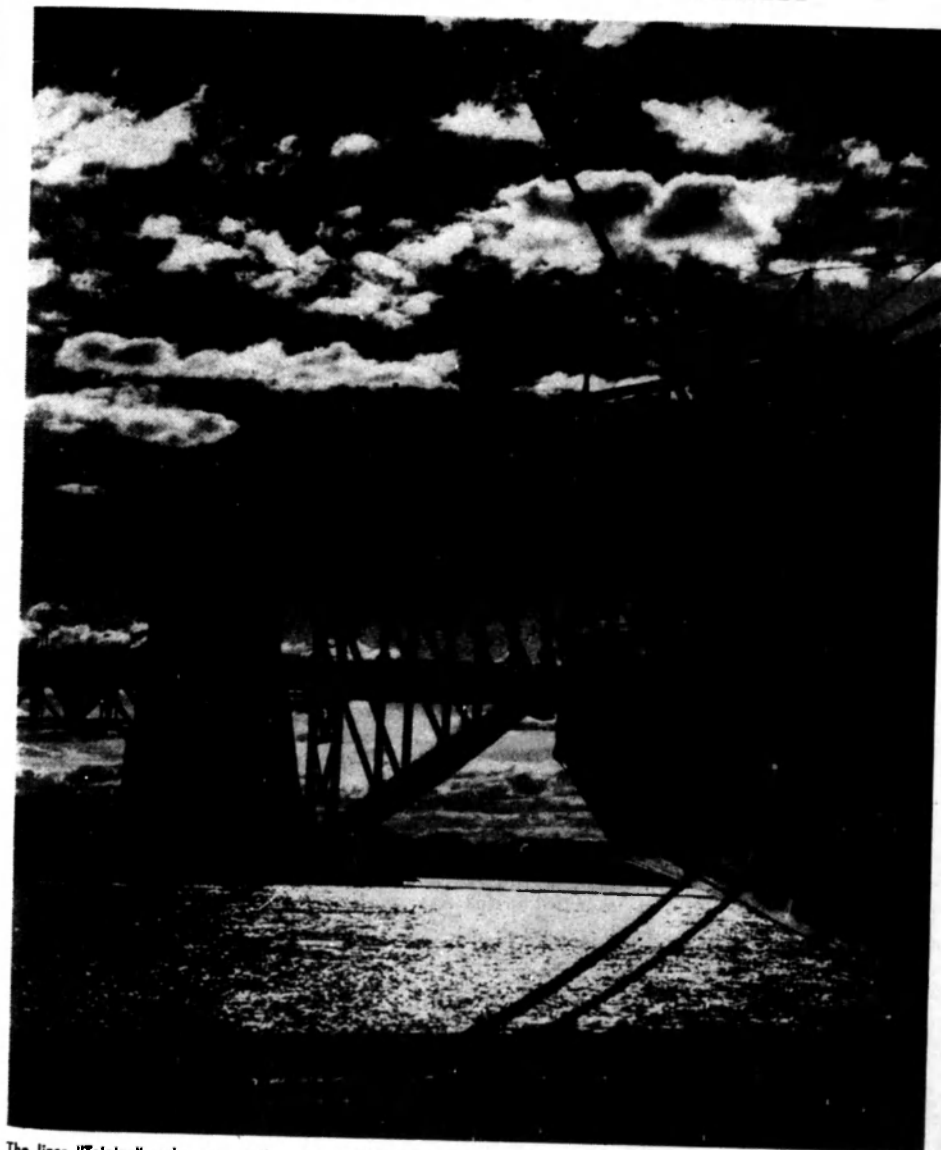
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## LINER "TAIPING" AT HER BERTH



The liner "Taiping" makes an arresting picture silhouetted against the Harbour Bridge at her berth at Circular Quay, Sydney.  
"S.M. Herald" photo.

August, 1954



## WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

SWEDEN NINTH AMONG  
SEAFARING NATIONS.

Shipping and shipbuilding are two important industries in Sweden to-day. She has always been a great seafaring nation. Since World War I, her merchant fleet has doubled and the tonnage to-day, despite the heavy loss of about 200 ships during the war, is greater than ever before. Gross tonnage of 2,651,000 places Sweden ninth among the seafaring nations. Her ships are among the most modern in the world, the majority of them motor-driven and built in Swedish shipyards. Last year Sweden's merchant fleet was increased by 64 new ships, totalling 299,000 tons. Her tanker fleet has increased to total 29 per cent. of her entire merchant navy. Nearly 30,000 men are employed aboard Sweden's merchant vessels.

FAREWELL TO THE GRAND  
OLD "AKAROA."

Shiplovers the world over hate to say farewell to a trim and trusty old liner. But that day comes to every ship in time, be her record good or bad. After nearly 40 years' service in the Australian and New Zealand trade the Shaw Savill liner, "Akaroa," is now off the run and is tied up in England. Her ultimate fate is not yet decided, but, according to reports, she will probably be broken up. The "Akaroa," a triple screw steamer

of 14,947 tons, was built by Messrs. Harland and Wolff, of Belfast, as the "Euripides" for the Aberdeen Line, and sailed on her maiden voyage on July 1, 1914. Immediately on arrival in Australia she was requisitioned as an Australian troopship, and took troops in convoy to Egypt and the Dardanelles. In 1919, she was acquired by the Shaw Savill Line and renamed the "Akaroa." During World War II, the "Akaroa" remained in commercial service, although under general requisition, generally with Government cargo and large numbers of service passengers. After the war she was reconditioned and her tonnage increased to 15,316 tons gross. The "Akaroa's" long record of service was noted for its freedom from accidents or mishaps.

JAP. PEARLERS REACH  
ARNHEM LAND COAST.

The Japanese pearling fleet has arrived in full seasonal strength in Boucaut Bay, on north Arnhem Land coast, 250 air miles north-east of Darwin. They arrived there during the first days in June. The Naval officer in charge at Darwin, Commander A. H. Green, R.A.N., received this information on June 4. The fleet is said to consist of 25 luggers, one mother-ship, and a Government inspection ship. Last year a Japanese fleet of the same size lifted more than 1,000 tons of pearl shell, valued at

£750,000, from the waters off the North Australian coast. Darwin-based Australian-owned luggers brought in only 170 tons of pearl shell.

HELICOPTERS FOR UNITED  
KINGDOM SERVICES.

Britain's three fighting Services have ordered more than 200 helicopters, to be delivered within 18 months, the British Aircraft Constructors said in London on June 2. One hundred of the helicopters will be used for communication and rescue work, 100 for anti-submarine work, and some for general duties with the Royal Air Force and the Royal Navy.

INTERNATIONAL SHIPPING  
EXHIBITION.

An International Shipping Exhibition is to be held in the not so long distant future at Naples, Italy. It is being designed to show the developments in navigation, shipbuilding, in port organisation, and in industries allied to the shipping industry.

MACQUARIE ISLAND BASE  
AERIALS BLOWN DOWN.

Gales of over 100 miles an hour blew away the wireless aerials at the Macquarie Island base of the Antarctic Division of the Australian External Affairs Department. Macquarie Island base reported this on May 18. Over temporary aerials rigged under great difficulties to 40-foot steel wireless masts. The report

said buildings at the base had suffered slight damage, but no one had been hurt.

A SHIPBUILDING  
JUBILEE.

Fifty years ago last June, the present shipbuilding company of Swan, Hunter and Wigham Richardson Ltd. on the Tyne (U.K.), came into being. It was formed by the amalgamation of two neighbouring Tyneside firms: C. S. Swan & Hunter Ltd. and Wigham Richardson & Co. Ltd. At the same time a controlling interest was acquired in the Wallsend Slipway & Engineering Company. In 1912 the organisation was further strengthened by the acquisition of Barclay, Curle & Co. Ltd., whose yards are on the Clyde. To celebrate this Jubilee and as a record of fine achievements, a most interesting volume, excellently illustrated, entitled "Launching Ways," has been privately printed. It relates the history of each of the four companies which form the Swan, Hunter & Wigham Richardson organisation of to-day.

TWO GERMAN LINES  
REOPEN TRADE WITH  
AUSTRALIA.

The two biggest German shipping lines, the Nord-Deutscher Lloyd, of Bremen, and the Hamburg-America, of Hamburg, jointly began a regular service to Australia in July. The announcement of the resumption of the service was made on June 23 by Messrs. Gilchrist, Watt and Sanderson Ltd., of Sydney, who have been appointed agents for the two lines. A monthly service will be provided. The first ship, the Nord-Deutscher freighter "Weserstein," left Bremen on July 20 and is due in Sydney on September 8. The second sailing, the Hamburg-America ship "Heidelberg," is scheduled to leave approximately a month after the "Weserstein." The "Weserstein" is of 6,795 tons gross, and has a speed of

17½ knots. The ships will carry mainly wool from Australia to German ports. Each ship will carry six passengers.

FRENCH ISLAND TRADER  
TOWED TO PORT.

The small island trader, the French motor ship "Jacques Del Mar" (512 tons) was towed into Sydney on the night of June 11, after being rescued in a disabled condition in raging seas 200 miles from Sydney. The ocean-going tug "Woonah," owned by the Waratah Tug Company, towed the ship to 7th wharf at Circular Quay. The ship was on its way from Noumea with a cargo of island products when, in gale-force winds and mountainous seas, the hull went under the water, the propeller-shaft came out of the sea, and the crankcase of one of the engines broke down. The ship's master, Captain E. Savoie, said they were in real trouble and sent a radio message in to Sydney for assistance, whereupon the "Woonah" was despatched to her aid.

HUGE LOSS IN U.S. PORT  
OIL EXPLOSION.

An explosion in fuel storage tanks in the big Californian port of Los Angeles on the night of June 26 caused damage estimated at two million dollars (£893,000). A railway port worker was reported missing after the catastrophe and two firemen were injured. A port official said that only about four of the 20 storage tanks in the area were expected to be saved. Blazing oil from the exploding tanks sent flames towering high above the harbour. All port pilots were alerted for duty to move ships out of the harbour in case the fire wall around the burning tank area should collapse. An engineer who saw the first explosion said that it rocked the quayside "like an earthquake." Following the explosion, six other tanks, ranging from 5,000 to 50,000 barrels capacity, burst into flames. Eighteen fire bri-

gades, backed up by fire-boats, faced to the scene in an effort to limit the blaze to tanks in the affected area, which is surrounded by a 12-foot concrete wall. They were only partly successful. About a dozen tankers, including one with 130,000 barrels of petrol aboard, were towed out of the danger area.

OLD SWEDISH WIND-  
JAMMER NOW YOUTH  
HOSTEL.

The "Af Chapman," Sweden's only fully-rigged sailing ship surviving from the old days of sail of last century, is now a youth hostel and lies anchored alongside the Naval Base, in the harbour of Stockholm, Sweden's magnificent capital on the Baltic Sea coast. Once the "Af Chapman" plied between Europe and Australia in the grain trade. The ship's orlop deck is full of cabins fitted with from two to six bunks and lockers. They hold 130 hostellers. In the aft deckhouse there are modernly furnished reading and writing rooms. Forward and aft on the orlop deck are modern tiled bathrooms with hot showers and washing facilities. In the fore deckhouse is a well-equipped cafeteria where cheap, good meals are served, and scattered about the deck are tables and chairs in which hostellers can relax under sun umbrellas. To enjoy all these amenities the hosteller pays only 2s. 6d. (Australian) a night.

## JAP. TUNA BOAT MISSING.

A message from Tokyo on June 30 said that the Yutsu Fishing Company had reported to the Coast Guard that its 97-ton tuna fishing boat No. 3 "Yutsu Maru," with a crew of 20, is missing in the New Guinea waters. The boat, which left Japan for New Guinea on May 12 and was due back there in mid-June, has not been heard of since May 28. The company had ordered another of its boats the No. 5 "Yutsu Maru," to search for it.

EDITORIAL—continued from page 5.

of instructions for completing it (locality where found, etc.).

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

Meantime, it is devoutly to be hoped that sea-

farers in general, and masters and officers of tankers in particular, will do all in their power to lessen the evil effects attending oil pollution in harbours and off-shore waters.

But obviously this was no matter that could be left entirely to the individual conscience. Nor could it be left to one nation. These facts have now been realised. The news, then, that forty nations, of which Australia is one, have agreed to institute zones in which ships will not be allowed to discharge persistent oils into the sea is bound to meet with universal satisfaction. The problem was one for international attention. Only on that basis could it be solved.

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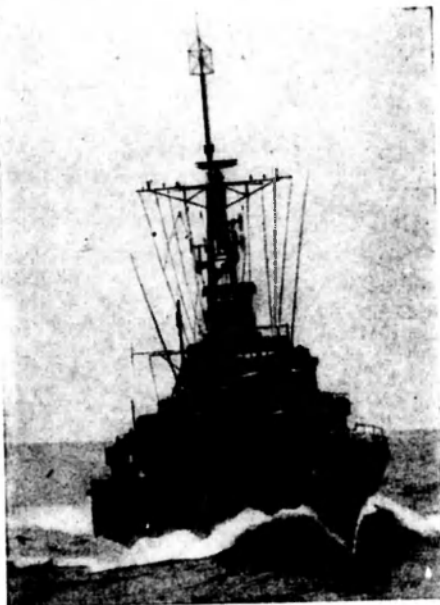
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★ H.M.A.S. "Arunta" on her recent trials after the steam pipes and boilers had been insulated by Uni-"Versil".

## NEWS OF THE WORLD'S NAVIES

### NATIONALIST CHINA SEIZES SOVIET TANKER.

Nationalist China, on June 25, announced that it seized a Soviet tanker—evidently the "Tuapse," belonging to the Russian Black Sea Fleet—off Formosa on June 23 and was holding it at the port of Kaohsiung. On June 24, the Soviet alleged that an American destroyer had seized the tanker. Subsequently, the Soviet Government announced that, "in future they will be compelled to take appropriate measures in order to guarantee safety of navigation for Soviet merchant ships in this region."

### R.N. BIRD WATCHING SOCIETY.

Last December the Royal Naval Bird Watching Society held an exhibition at the British Admiralty, London, of 150 original photographs and thirty paintings, mostly the work of its members. The exhibition was held for the benefit of the naval and civil staffs and ornithologists of other societies in which they are affiliated. Amongst the objects of the Society is to increase existing knowledge of seasonal bird distribution, with reports from 230 members plotted regularly on charts, in order that periodic bird movements can be seen at a glance. It also maintains a close liaison with the Meteorological Office of the British Air Ministry by helping to identify unknown birds seen by ships sending in weather reports.

### H.M.S. "WHIRLWIND" AIDS SPANISH STEAMER.

While on passage from Elba to Gibraltar with a large quantity of salvaged wreckage from the Comet aircraft which crashed off Elba, H. M. S. "Whirlwind" (Commander A. R. E. Evans, R.N.) received an S.O.S. message from the "Cabot Caruna," a Spanish merchantman, which had lost her

rudder and was drifting in heavy seas some ten miles north-east of Cape Palos. The "Whirlwind" was approximately 50 miles away and immediately proceeded with all despatch to the assistance of the merchantman. She arrived on the scene about two hours after receiving the call, and stood by until daylight made it possible to take the ship in tow. In addition to the heavy seas, there were winds of gale force. Twice the tow parted, and its recovery was made very difficult by the presence of the Comet wreckage, which was secured on the upper deck. The "Whirlwind" remained in company with the "Cabot Caruna" until the arrival of the Swedish ship "Svanesund" and a tug from Cartagena. After the tug had taken the "Cabot Caruna" safely in tow, the "Whirlwind" was ordered to proceed to Gibraltar, where she transferred the Comet wreckage to H.M.S. "Vanguard" for transport to the United Kingdom.

### R.N. DESTROYER'S COMPANY TO RECEIVE £1,472.

A salvage award of £1,472 to the ship's company of H.M.S. "Cossack," R.N. destroyer, for assisting the S.S. "Incharran," owned by the Incharran Steamship

Co. Ltd., of Hong Kong, when she ran ashore on the Foochow Bar in June, 1952, has been announced in the *London Gazette*. The "Cossack," commanded at the time by Captain W. A. Adair, O.B.E., D.S.O., R.N., succeeded in passing a tow line to the "Incharran," whose rudder was seriously damaged and jammed to port. A strong tide, a 22-knot wind, and other difficulties hampered the operation. The "Cossack" took 39 hours to tow the 3,539-ton ship 441 miles to Hong Kong. Members of the ship's company of the "Cossack" who have now left the Royal Navy should make application to the Director of Navy Accounts (D.N.A. 3A), Admiralty, Bath, for their share in the award.

### KEMSLEY TRUST FLYING TROPHY.

First winner of the new Kemsley Trust Flying Trophy is 1831 Squadron, one of the first four units of the R.N.V.R. Air Branch formed at the end of World War II. The Squadron has operated from the R.N. Air Station at Stretton, near Warrington (Lancs.), since 1947. The trophy consists of a silver vase presented in December of last year by the Rt. Hon. the Viscount Kemsley and the Trustees of the Kemsley



The Commonwealth Government, on July 16, sold the cruiser H.M.A.S. "Shropshire" to an English company to be broken up for scrap.

—Sun-Herald photo.

August, 1954

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### R.N. CRUISER THANKS AUSTRALIAN NAVY BOARD.

H.M.S. "Ceylon" (Captain R. S. Foster-Brown, R.N.), which escorted H.M. the Queen in the S.S. "Gothic" from Australia, has sent the following message to the Australian Commonwealth Navy Board:—

"I would like to thank the Minister of the Navy and the Australian Commonwealth Navy Board for the kindness and hospitality extended to us during our visit to Australia. We have had an enjoyable and memorable time."

### R.N. SHIPS HOME FROM FOREIGN SERVICE.

Three H.M. Ships recently returned to the United Kingdom following overseas service: H.M.S. "Lioness," minesweeper, commanded by Lieutenant-Commander B. Collins, M.B.E., R.N., after many years' service in the Far East; H.M.S. "Nereide," frigate, commanded by Commander P. R. H. Harrison, D.S.O., D.S.C. and Bar, R.N., from the West Indies; and H.M.S. "Glory," light fleet carrier, commanded by Captain T. S. White, D.S.O. and two Bars, R.N., from the Mediterranean. H.M.S. "Nereide" had been overseas eight years, during which she steamed some 170,000 miles. In 1946, the frigate left the United Kingdom for the South Atlantic Station, where she was refitted on a number of occasions in Simonstown (South Africa) Dockyard. Immediately prior to her return to Portsmouth, she spent six months on the America and West Indies Station, and acted as guard ship in the Falkland Islands. H.M.S. "Glory" returned after three months' service with the Mediterranean Fleet. Both the "Lioness" and the "Nereide" recommissioned several times during their long periods overseas.

### LOSS OF W/T CONTACT WITH SUBMARINE.

Routine W/T contact with H.M. Submarine "Alcide" (Lieutenant-Commander P. T. Miles, R.N.), carrying out cold-weather trials in British northern waters, was temporarily lost on March 14th. Although it was considered that this loss of communication was probably due to stress of heavy weather, steps were taken to re-establish contact. An aeroplane of Coastal Command was flown off to search for the vessel, and two ships of the Royal Norwegian Navy put to sea shortly after a British Admiralty request was received. Fortunately, the submarine herself soon re-established normal W/T contact, and the precautionary measures were cancelled.

### GIFT FROM ENGLISH BOROUGH FOR H.M.A.S. "QUEENBOROUGH."

A canteen of cutlery for the ward-room of H.M.A.S. "Queenborough" has been accepted with appreciation by the Australia Commonwealth Naval Board from the Borough of Lytham St. Annes, England. The Minister for the Navy (the Hon. William McMahon) said, on May 17, that the "Queenborough" was one of five "Q" Class destroyers lent to the Royal Australian Navy by the British Admiralty in 1945 and later given to the R.A.N. for conversion into fast anti-submarine frigates. The other four vessels were "Quadrant," "Quality," "Quiberon," and "Quickmatch." When the "Queenborough" was still a ship of the Royal Navy, she left the United Kingdom on duty in the Second World War before the canteen of cutlery could be presented to her. During the war she was adopted jointly by the Boroughs of Lytham St. Anne and Queenborough. Mr. McMahon added that, as already announced, the Naval Board had recently accepted from the Borough

of Queenborough, with thanks, a silver rose bowl which had been acquired by public subscription some years ago, but, like the canteen of cutlery, had not been presented to the "Queenborough" because of her absence on war service.

### TWO R.A.N. SHIPS LEAVE SYDNEY ON SURVEY DUTIES.

Two ships of the Royal Australian Navy left Sydney in mid-May to undertake survey duties on the North-East and North-West Australian Coasts, respectively. The Minister for the Navy (the Hon. William McMahon) said, on May 19, that H.M.A.S. "Barcoo" would sail on that day to survey an at present inadequately surveyed area inside the Great Barrier Reef between North Keppel Island, 50 miles north of Gladstone, Queensland, and the Percy Islands, 150 miles north-north-west of the same point. The "Barcoo" would be assisted by the tenders "Warreen" and "Jabiru." Her task would occupy her for three months. H.M.A.E. "Warrego" would sail from Sydney on Thursday, 20th May, to complete the survey of Exmouth Gulf, whose mouth was almost due west of Onslow (W.A.). The survey was begun in August, 1952, and would be finished within three months of the "Warrego's" arrival in the Gulf. The ships, as already stated, left as scheduled and are now at their duty stations.

### CAPTAIN'S THEORY ON "BENNINGTON" BLAST.

A Press message from New York, on May 29, quoted Captain William Raborn, commander of the U.S. aircraft-carrier "Bennington," as saying before a Navy Board of Inquiry that an explosive mixture carried through the ventilating system may have caused the recent disaster aboard the "Bennington." The explosions and fires following the blasts caused the deaths of 99 men. Captain Raborn is said to have stated that his theory would

account for the "searing sheet of flame, flash fire and blast" that rocked the "Bennington" off the coast of New England. There was no evidence, he said, that petrol lines, magazines, or other combustible parts were involved. "If that had been the case, the ship probably would have been a total loss," he said.

### WINGED-TORPEDO HITS TARGET AT SUPERSONIC SPEED.

New York reported, on June 11, that a United States Air Force team at Cape Canaveral, Florida, on June 10 launched a winged-torpedo over the Atlantic, and announced that it hit the target at supersonic speed. This was the first time that a rocket-driven jet-plane type of weapon (called the "Matador") had been demonstrated in public. The first "Matador" launched at the demonstration developed trouble and was push-buttoned into the Atlantic 60 miles off the coast. But the second "Matador" took off at 200 miles an hour, and two seconds later was going at 300 miles per hour and striking the target at the speed indicated. Incidentally, both Britain and the United States are experimenting with new types of guided missiles which can seek out and destroy enemy planes.

### N.A.T.O. FORCES EXERCISE IN ENGLISH CHANNEL.

N.A.T.O. minesweeping forces exercised in the Channel Command in the sea area south of the

Isle of Wight between April 30th and May 8, 1954, under the direction of Admiral Sir John Edleston, G.C.B., G.C.V.O., C.B.E., Allied Commander-in-Chief, Channel. Ships which took part were:—French: "Belfort," "Ailette," "Amarante," "Aconit," "Acacia," "Petunia," "Gentiane," "Chasseur M. 691," "Chasseur 711," "Alcol," "Regulus," "Voca," "Rigel." Norwegian: "Rana," "Gaula," "Sauda," "Vinstra," "Begna," "Vorma." United Kingdom: "Coquette," "Romola," "Welcome," "True-love," "Mariner." The ships were based at Portsmouth during the exercise.

### N.A.T.O. INSHORE MINE- SWEEPER LAUNCHED.

The first of a group of Inshore Minesweepers being constructed under the American Offshore Procurement Programme for N.A.T.O. nations was launched by Mrs. Barry, wife of Captain Stephen Barry, R.N. (Retd.), Admiralty Regional Officer, S.W. Area, at the Appledore Yard (U.K.) of Messrs. P. K. Harris, in the presence of Rear-Admiral L. A. Kniskern, U.S.N., on April 5th.

"The development of close and friendly relations between Australia and the countries of South-East Asia is a fundamental principle of Australian foreign policy."—Mr. A. S. Watt, Australian Commissioner in Malaya.

When ships of the Navy  
"heave to" this rose  
holds fast!



ANCHOR BRAND

# FASTER LANDINGS ON DECKS OF AIRCRAFT-CARRIERS

(A Broadcast in the General Overseas Service of the British Broadcasting Corporation.)

A new United Kingdom invention to help the Royal Navy to operate the faster aircraft of the future from the flight-decks of aircraft-carriers was recently disclosed by the British Admiralty in London. It consists of a large curved mirror on to which lights are projected, and by watching the mirror as he approaches the carrier from the stern the pilot is brought in almost automatically to a perfect landing at speed. The mirror is unaffected by the motion of the ship because of a gyro-mechanism perfected by naval gunnery experts.

This new landing aid has already been proved many times, by day and night, the first night landings being carried out by two pilots who had never before touched down in the dark. British Broadcasting Corporation reporter Douglas Willis went to the Royal Aircraft Establishment at Farnborough where he interviewed,

first of all, Mr. Dennis Lean, the scientist mainly responsible for developing the device.

"We have been studying the problems of landing an aircraft on a carrier for some years now," explained Mr. Lean, "and one of the main results of our study has been that what the pilot requires now to make his landing easier and safer is more precise information as to his exact position in space as he comes in to land. We found during the course of our tests that when the aircraft is overtaking the carrier at the ever-increasing speeds of modern aircraft, the batsman on the deck is just not able to appreciate quickly enough when the aircraft starts getting into a dangerous situation.

"And by the time the batsman has made up his mind that the aircraft is getting into a bad position, and signals that information to the pilot, the situation can very well have changed to the exact

opposite. So our studies were directed towards finding some means of giving the pilot this more precise information. A Royal Naval officer, Commander H. C. N. Goodhart, put forward the idea of using this very simple optical system on the deck to give this information.

"On the edge of the carrier deck we have installed a large metal concave mirror about four feet high and five feet wide, placed about one-third of the ship's length from the aft end of the deck. Shining towards this mirror and about half-way between it and the end of the deck is a powerful light, and the mirror is set at such an angle that a beam of light is reflected up into space towards the approaching aircraft. So the pilot approaching on the correct glide path will see the reflection of the light in the mirror, and if he is on the right path he sees the light exactly half-way up the mirror. He flies down the light on to the deck of the carrier — he simply flies so that he keeps the reflection of this light source exactly half-way up the mirror, and to help him we mark the sides of the mirrors with two rows of coloured lights, so that his problem is simply to keep one spot of light lined up with two rows of coloured lights. The immediate advantage of that is that he has no rapid last-minute control movements to make before touching down, which is what we feel is a bad feature of the present system of deck landing.

"The mirror is mounted on a platform which we had built out from the port side of the carrier deck, in a framework which allows the mirror to be moved by a gyro fitted in the back of the mirror, and the effect of this is that when the ship pitches in rough weather the beam of light remains at a fixed angle in space, so that to the pilot it is no more difficult to land on when the ship

is pitching than it is when the ship is stationary."

## Many Experiments.

The Royal Navy made many experiments before accepting this new aid, Lt. W. Noble, of the Fleet Air Arm, explained. "For the past twelve months," he said, "we have been developing the mirror ashore, at Farnborough, and periodically taking it out to sea aboard one of the carriers—first H.M.S. 'Indomitable' and, later, H.M.S. 'Illustrious,' which is our regular trials carrier.

"The very first mirror I tried was a rather crude one. The thing had been lashed up just to check the feasibility of the idea. This was good enough to indicate that the principle was good, worthy of further development. Consequently a high-quality, optically-finished mirror was manufactured, and for some months we flew up and down the runway at Farnborough. The work we did there consisted mainly of getting adjustments to such items as the intensity of light source, and trying out the technique of landing the aircraft, which is rather different from conventional runway landing. Instead of watching the runway as one normally does, and checking the aircraft in order to put the aircraft down smoothly and gently, one merely watches now this spot of light on the mirror, keeping the spot of light in the centre of the mirror. In effect, this means that one is maintaining a constant flight-path, and no attempt now is made to watch the ship at all.

"Something like 70 landings were carried out by two pilots, both of whom came away feeling very content that we had something."

## LONDON'S FIRST HELICOPTER AIRPORT OPENED.

London's first helicopter airport, situated on the South Bank of the Thames, Waterloo, was opened

in June. The British European Airways propose from here to start a regular passenger service to London airport, about 18 miles away. In short-distance transport, either for passengers or freight, the helicopter seems to offer a full or partial solution to transportation problems in congested areas.

## TRANS-TASMAN AIR SERVICE NOW OPERATED BY LAND PLANES.

The last Tasman Empire Airways flying-boat from New Zealand arrived at Rose Bay, Sydney,

on June 25. In future, land planes will operate on the service. The last T.E.A.L. Trans-Tasman flying-boat to operate on the service left Rose Bay for Auckland on June 27. The flying-boat service began in 1940. The land planes—new DC6 airliners—which are replacing the flying-boats, will operate to Auckland and Christchurch from Sydney and to Christchurch only from Melbourne. There is now no direct air link between Wellington and Australia.

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## PERSONAL PARAGRAPHS

### ON THE RETIRED LIST.

The British Admiralty has announced that Admiral Sir Maurice J. Mansergh, K.C.B., C.B.E., has been placed on the Retired List.

### NEW C.-INC., PORTSMOUTH

The British Admiralty has announced the appointment of Admiral Sir George E. Creasy, G.C.B., C.B.E., D.S.O., M.V.O., as Commander-in-Chief, Portsmouth, in succession to Admiral Sir John H. Edesten, G.C.B., G.C.V.O., C.B.E., the appointment to take effect in September, 1954.

### PROMOTED TO ADMIRAL.

The promotion of Vice-Admiral Sir Charles E. Lambe, K.C.B., C.V.O., to the rank of Admiral in Her Majesty's Fleet, has been announced by the British Admiralty.

### COMMONWEALTH CADETS PASS OUT FROM DARTMOUTH

Lieutenant-General Sir Dudley Ward, K.B.E., C.B., D.S.O., Deputy Chief of the Imperial General Staff, took the salute at the end-of-term prize-giving and passing-out parade at the Britannia Royal Naval College, Dartmouth, England. He presented the Queen's Telescopes to the two Chief Cadet Captains of the College—Peter V. Clarke, whose home is at Colquhoun Road, Larkhill, near Salisbury (Wilts), and David R. W. Cowling, of 9 Thorn Lane, Hawthorne Road, Bradford (Yorks). General Sir Dudley Ward also presented educational prizes to the term winners. Passing-out from the College were 33 Cadets of the Dartmouth Entry, who entered in May, 1952, and 69 Special Entry Cadets, who joined in January, 1954. The latter included 25 Cadets from the Commonwealth. The parade consisted of an inspection and march-past, for which the Royal Marine Band, Plymouth, was in attendance. The Guard consisted of 43 Special Entry Cadets, including Cadets

from Ceylon, Pakistan, India, and New Zealand.

### AWARDS FOR COURAGE IN FAR EAST INCIDENT.

The award of the British Empire Medal (Military Division) to 20-year-old Leading Seaman Gordon Richard Cleaver, of the Royal Navy, whose home is at Egham, Surrey, has been announced in the *London Gazette*. Leading Seaman Cleaver was serving in H.M.M.L. 1323, which was attacked without warning by a Chinese chaff in the Pearl River Estuary on September 9th of last year, when the Commanding Officer was mortally wounded and six officers and men of the crew of eleven were killed. "When thus suddenly and unexpectedly surrounded by death and bloodshed," the citation reads, "Leading Seaman Cleaver showed outstanding coolness and courage in directing operations to extinguish a fire and rig the hand-steering gear, and then in rough weather he brought the partly-damaged M.L. back to harbour." The same issue of the *London Gazette* also announced the award to Stoker Mechanic Eric Milner (aged 23 years), of Fratton, Portsmouth, of the Queen's Commendation for courage and devotion to duty; and the Queen's Commendation (Posthumous) to Able Seaman Ralph Shearman, of Wakefield, Yorkshire, who was fatally wounded during the attack on M.L. 1323.

### HOUSES COMMEMORATE V.C. WINNER.

Five houses built as a memorial to the late Corporal Tom Hunter, the only Royal Marine to gain the Victoria Cross in World War II, were officially opened on March 27, by the Commandant-General, Royal Marines (Lieutenant-General J. C. Westall, C.B., C.B.E.), in Stenhouse Street (West), Stenhouse, Edinburgh, where Corporal Hunter spent much of his life. The houses, which have been erected by the Scottish Veterans' Garden City Association, have been built with

money collected from the Royal Marines and raised by public subscription, mainly in the Stenhouse district. The Lord Provost of Edinburgh was present at the ceremony, during which General Westall unveiled a plaque on one of the houses.

### NEW FOURTH MEMBER, A.C.N.B.

It has been announced that Captain D. Mel. Russell has been lent to the Royal Australian Navy, as Fourth Naval Member, Australian Commonwealth Naval Board, to serve in the rank of Commodore Second Class, while in the appointment.

### FINANCE MEMBER, A.N.B., RETIRES.

Mr. F. H. Smith, who has been Finance Member of the Australian Naval Board for the last five years, retired from the Commonwealth Public Service on May 12. He has been in the Commonwealth public service for 42 years, during which he was employed in the finance and secretariat branches of the Department of the Navy. He served in naval establishments in Sydney and at Navy Office, Melbourne. A short period of his service was in the Defence Department. Mr. Smith was entertained at luncheon by the Naval Board in the Balmoral Room at Scott's Hotel, Melbourne, on May 12. The First Naval Member (Vice Admiral Sir John Collins, K.B.E., C.B.) presided. On Tuesday, May 11, he was the guest at luncheon at the Prince of Wales Hotel, St. Kilda (Victoria), of the directors of branches at Navy Office. On the afternoon of May 12, in the presence of a large number of his naval and civilian colleagues, a presentation was made to him by the Secretary of the Department of the Navy (Mr. T. J. Hawkins, B.A., LL.B.). The Minister for the Navy (the Hon. William McMahon) has sent Mr. Smith a message expressing appreciation of his long and valued services.

### DEATH OF VETERAN WINDHAMMER-TRAINED MASTER.

Captain Samuel Mortimer died

suddenly at his home in Vaucluse, Sydney, early in June. He was one of the few surviving master mariners trained under sail. Captain Mortimer was born in England 86 years ago. When he came to Australia as a young man he joined the Canadian-Australian Line, whose ships traded between Pacific ports. Later for many years Captain Mortimer was master of Burns, Philp ships in the island trade. He retired in 1935. His wife predeceased him by a few years. Captain Mortimer leaves two sons.

### I.LLOYDS MEMBER DIES.

Mr. Robert Dudley Walrond, a member of Lloyds, died in London on May 26, aged 75. Mr. Walrond was the founder of Walrond, Searman & Co., Lloyds insurance brokers, with connections in Australia and New Zealand.

### R.A.N.R. OFFICERS ATTEND REVIEW BY QUEEN.

Six officers of Royal Australian Naval Reserves who are at present in England took part in a 50th anniversary review of the Royal Naval Volunteer Reserve by Her Majesty the Queen on the Horse Guards Parade, London, on Saturday, June 12. They were Lieutenant-Commander F. S. Holt, R.A.N.V.R., of Nunawading (Victoria); Acting Sub-Lieutenant G. V. Dobbin, R.A.N.R. (S), of Lindfield (N.S.W.); Acting Sub-Lieutenant B. S. H. Rosenberg, R.A.N.R., of Double Bay (N.S.W.); Surgeon Lieutenant-Commander R. K. Newing, R.A.N.R., of Kew (Victoria); Surgeon Lieutenant W. G. Telleson, R.A.N.R., of Elizabeth Bay (N.S.W.), and Surgeon Lieutenant-Commander (D) R. D. F. Teal, R.A.N.R., of Gardenvale (Victoria). The Minister for the Navy (the Hon. William McMahon) said, on June 13, that the review would be attended by past and present officers and men of Naval Reserves from all parts of the British Commonwealth. The 50th anniversary of the Royal Naval Volunteer Reserve occurred in June, 1953, but, because it coincided with the Coronation,

the Board of Admiralty decided that it should not be celebrated by a review until June this year.

### WELL-KNOWN SHIPPING MAN RETIRES.

Mr. F. L. Williams, assistant Australian shipping manager of Dalgety & Co. Ltd., retired at the end of June after 42 years with the overseas shipping trade in Sydney. Mr. Williams began his

career with the Orient Line in Sydney in 1912, and, after World War I, joined the Commonwealth Line of steamers. When that line was sold to Shaw, Savill and Albion Company, he transferred to the shipping department of Dalgety & Company, Ltd., as outside representative. He had been assistant Australian shipping manager since 1942.



Rear-Admiral H. A. Showers, C.B.E., inspecting Sea Cadets at the Annual Church Parade, Garden Island, Sydney, on 27th June.



Church Parade of Sea Cadets passing under stern of H.M.A.S. "Vengeance" on way to the Dockyard Chapel.

## SPEAKING OF SHIPS

A large number of English bank and American dollar notes was salvaged by the Italian vessel "Rostro" from the wreck of the American "Flying Enterprise" (Captain Carlsen), which foundered early in 1952.

Two Customs officers at Fremantle (West Australia) on June 8 seized opium worth about £20,000 on a freighter from India.

Shipping was so interwoven with the business of Burns, Philp and Co. Ltd. that the company must try to carry on, despite the host of troubles, said the chairman, Mr. James Burns, at the company's annual meeting on May 20.

Australian-owned vessels, even if registered in London, or elsewhere, were handicapped in various ways, including scale of wages, hours worked, and accommodation. They had to compete against foreign tonnage in the Singapore and island trades, and could only survive if they had equal conditions, Mr. James Burns, chairman of Burns, Philp & Co. Ltd., said at his company's annual meeting on May 20.

Japan is planning a \$70-million (£31,250,000) trade barter deal deal with the Russian Soviet, the "New York Times" reported on June 27. The newspaper's correspondent in Tokyo is reported to have said that four Japanese companies have signed provisional agreements through the unofficial Soviet mission to Tokyo for exchange of goods with Russia over the next two years.

Economic supply of oil to Australia and New Zealand was still hindered by the lack of refinery capacity east of Suez, said the chairman of the Anglo-Iranian Oil Co., Sir William Fraser, in his annual address recently. Good progress, however, was being made on the new 3,000,000 tons capa-

city refinery at Kwinana, Western Australia, which was expected to be in operation early next year, he said.

The American-built Baltic type ships, popularly known as the "Jeeps," which were sold to British owners after the war and frequently expensively altered, are now being sold to various flags at low prices.

White's Marine Engineering Company (of U.K.) has introduced an automatic oily-water separator, electronically controlled.

The Greek Government is to pay half the cost of the new oil refinery, with a capacity of 1,300,000 tons of crude oil a year, near the Piraeus.

At the British Association Annual Meeting at Liverpool (U.K.) the question was raised why, with over 70 metallic elements at their disposal, engineers had practically confined themselves to alloys of iron, copper, aluminium, and magnesium?

An innovation in the new Swedish-American liner "Kungsholm" is sloping down the outer section of the boat deck to have the boats as low as possible—partly to reduce top weight and partly to let them be loaded before the gravity davits are swung outboard.

The Egyptian Courts are now giving sentences of life imprisonment to drug smugglers, but the police seem to be catching very few of them compared with the drugs that are obviously entering the country.

There is a growing opinion in all quarters that a modern, technically perfect fire-alarm system is preferable to sprinklers on shipboard.

The dredging of the turning

area and the approach channels to the jetties of the Anglo-Iranian's new refinery at Aden, Arabia, should be nearly complete by now.

American engineers are studying the many problems in the suggestion to install atomic power in the two 60,000-ton U.S. Navy aircraft-carriers "Forrestal" and "Saratoga," now under construction.

The Royal Mail Lines Ltd. are keeping their designs for new passenger ships up to date for use as soon as conditions on the South American trade justify their construction.

The late Lord Aberconway, chairman at the time of his death of John's Brown's, of Clydebank, etc., left unsettled estate of £242,251 gross; £163,719 nett, on which duty of £106,103 had to be paid.

The Orient Line's new "Orsova" has a novel shape of funnel for liners of that line. It has the functional purpose of dealing with smoke and smuts so that they will be as little noticed as possible. Besides helping to make up for the absence of a mast, the funnel can contain ventilating intakes and the discharge from the boilers.

The "Passit" and the "Pamir," the last of the great windjammers, beloved in Australia and practically the last remaining link with the world-famous grain races from Australia to Europe, are now in German ownership.

The new Orient liner "Orsova" is the first passenger ship ever to be built without any painted cabins. The walls are covered with plastic materials pale in colour. The predominant colours in the first-class cabins are beige, green, and pink.

## SEA-ODDITIES

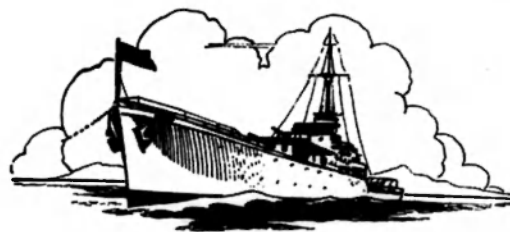
We were recently asked which was the fastest fish in all the seven seas. It is generally agreed among marine biologists that this distinction must go unquestionably to the swordfish. If it is ever your fortune to see one of these "ocean gladiators," note the supreme shapeliness of its body. It is the epitome of stream-lining. The pointed head, with its protruding yard-long sword, the sharp backward rake of the dorsal fin, the long, lithe, power-endowed body sloping gradually, and with perfect symmetry, to the powerful tail, compose a vital living form supremely fitted for the most rapid and forceful movement through the water. Though the maximum speed of a swordfish has never yet as far as we know been definitely ascertained, we know that the velocity and power this fish develops when in pursuit of its fishy prey, which it impales

on its sword, are tremendous. Professor Richard Owen has testified that the swordfish "strikes with the accumulated force of fifteen double-headed hammers. Its velocity is equal to that of a swivel shot, and is as dangerous in its effect as a heavy artillery projectile." "A wooden ship, named the 'Fortune,'" writes Frank W. Lane, in his fascinating book, *Nature Parade*, "was once struck with prodigious force by a big swordfish. The sword pierced the copper sheathing, an inch of under-sheathing, and a three-inch plank of hard wood. Continuing its journey of investigation, the fish then poked its nose through 12 inches of white oak timber and a hard oak ceiling 2½ inches. An oil cask then barred its way. Into this its sword went at full tilt and then broke off, thus forming a convenient bung for the hole it had bored . . . It is claimed by

some observers that the fact of clean penetration implies a speed, at the moment of impact, of not less than 60 miles an hour."

Ocean raft voyaging is becoming a regular habit. A 61-year-old American, William Willis, on June 22 left Callao, Peru, on a 34-foot raft with only a cat and a parrot for company, in an attempt to cross the Pacific Ocean to Samoa. A Peruvian Navy tug-boat towed the raft to a point 10 miles offshore. When the tow-line was cast off, Willis hoisted his two orlon sails. The parrot climbed into the rigging, and the cat took shelter in the small, palm-thatched cabin. The raft, named the "Seven Little Brothers," after the seven balsa tree-trunks from which it is made, is about half the size of the raft Thor Hayerdahl and his five fellow-Scandinavians used on the Kon Tiki expedition in 1947. Willis expects the voyage to last four to five months. He says he has no scientific theories to prove

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by his trip. "I just want to show that a solitary man can conquer the ocean and the fury of the elements with his bare hands and the most rudimentary means of navigation," he said.

A 70-ton blue whale, a rare catch in Australian waters, was harpooned and caught 45 miles north-east of Brisbane on the morning of June 11. Blue whales, which are generally only caught in Antarctic waters, are the largest creatures in the world. They attain a length of 120 feet and may weigh as much as 130 to 140 tons. Captain Bredo Rimstad, gunner-captain of the whalechaser "Kos II," operating from Whale Products Ltd., Tungalooma whaling station on Moreton Island, Brisbane, harpooned the whale. The 68-foot-long whale fought for two hours before the crew could secure it alongside the 120-foot chaser. Its length, however, did not constitute a record. The largest whale caught so far by Australian coast whalers was a 70-foot fin whale taken off Albany, Western Australia, in 1953. The general manager of Whale Products Ltd., Mr. L. K. Shave, said, after the recent capture, "This is the first blue whale we have sighted, but we suspected that they were swimming north each winter about 40 miles out to sea. We don't know yet why this one came in so close to shore." The blue whale, which was processed for oil and meat meal, earned more than £2,000 for Whale Products Ltd.

How many of us could recognise ambergris if we found it? Perhaps not more than one in a hundred. Yet it is commercially one of the most valuable substances in the world. How valuable may be gleaned from the fact that a recent lucky finder received a cheque of £500 for a 2 lb. 9 oz. lump of the substances, which he found sea-tossed on the incoming tide at the mouth of a North Queensland creek. He was doubly lucky, really; for, after having

ashore, he threw it away in disgust in some scrub, and only retrieved it the next day after talking with some friends. It was then identified by a chemist in Mackay. Ambergris, although sometimes described as fatty in appearance, is definitely not greasy. Nor is its colour, which varies from blackish to greenish-white or greenish-grey, a sure guide to its identity. One expert recently stated that as good a test as any is to pierce the substance with a red-hot wire or needle. If your find is ambergris, a dark, sticky stuff will coil and bubble out at the point of penetration. Ambergris is excreted by the sperm whale, and is used commercially in the manufacture of perfumery. One of the biggest finds of ambergris was that made by two brothers in New Zealand, when walking along Kaipara Heads beach. It weighed 224 lb. The market value of ambergris at that time was £10 an ounce, and the lump brought £36,000. Another large lump of ambergris was found inside a whale that had been stranded on Cape Providence, New Zealand. It was worth £10,000 to its lucky discoverers.

A message from Caracas, Venezuela, recently stated that a cultural sub-commission of the tenth Inter-American Conference has agreed to a proposal that the British Government be asked to allow the building of a monument on Watling Island, in the Bahamas, commemorating the spot where Columbus first landed in the Americas. The proposal also calls for the building of a library on American history in connection with Columbus's discovery.

### NEW DANISH MOTORSHIP

The Danish motorship "Sumbawa," 8,830 tons, arrived in Melbourne on May 21 and in Sydney on June 4 on her maiden voyage to Australia. The "Sumbawa," fitted for carrying general cargo, is also air-conditioned throughout. She is one of the latest additions to the fleet of the East Asiatic Company Ltd., of Copenhagen.



*The Angry Admiral*, by Cyril Hughes Hartmann, published by Heinemann, London.

British naval history is a fascinating and practically inexhaustible study. And no aspect of it presents a more fascinating subject for study, or one more worthy our attention, than that provided by the long list of famous sea commanders that have successively combined to make Britain's sea power through the past four centuries so illustrious. From the reign of Elizabeth the First to that of our present gracious Sovereign, Elizabeth the Second, our sea commanders have been among the most distinguished figures in British history. Merely to recite some of their names is inspiring. Drake, Hawkins, Grenville, Blake, Albemarle, Benbow, Rooke, Vernon, Anson, Boscawen, Hawke, Hood, Rodney, Howe, Nelson, Collingwood, Jellicoe, Fraser, Mountbatten—what valiant occasions they conjure up and what vivid and outstanding personalities!

Admiral Vernon, the subject of this book, though perhaps not among the greatest of the great, was nevertheless a seaman of fine calibre, with a personality to match. Indeed, as a subject for biography and because of his initiative as the father of naval tactics, Vernon was in many ways one of the most fascinating figures that ever trod a British quarter-deck. His character and career had long needed a modern biography. Mr. Hartmann, in fine style, has here stepped in to supply the want.

To the student of naval history, Admiral Vernon has long been recognised as the man who first broke through the barrier of rigidity in naval tactics, who was able to see and to foster in others

the fact that the end was more important than the means. Where the line of battle had failed was in the rigidity with which succeeding admirals adopted it, bringing about a stereotyped course of action that stultified all original thought, practice, and action. Vernon was the man who gave flexibility to the line of battle, partly through permitting a certain amount of latitude on the part of his junior commanders, partly by the introduction of additional signals to increase his vocabulary when talking to his ships. But his success was no easy one—hence the title of Mr. Hartmann's book, *The Angry Admiral*. Undoubtedly, Vernon had a grasp of naval affairs far in advance of his predecessors and contemporaries. And it was well he had. One can trace to his innovations and example much of the later triumphs won by such men as Anson, Boscawen, and Hawke.

There can be no question that Mr. Hartmann, though apt to exclude certain details that could with advantage be included, is an extremely competent interpreter, and his account of Vernon's life is written with both consuming interest and able scholarship. There can be little but praise for his book. We are to be congratulated in having historians and biographers of Mr. Hartmann's calibre to present to us such inspiring and rewarding subjects as are provided by our great naval hierarchy of the past.

*The Angry Admiral* is both inspiring and informative. Mr. Hartmann's manner of treatment is sufficient guarantee that he writes with due knowledge and understanding, and he gives full weight to the story of this man, whom it is our honour to place among that long list of sea com-

manders who sailed and won the supremacy of the seas for Old England.

### N.Z. TRAWLER WRECKED ON ROCKS: TWO DIE.

A message from Auckland (N.Z.) on June 18 reported the loss that day of the trawler "Outlaw." The trawler smashed on to the rocks at Whataatane Heads, and two of the crew, Maynard Alexander Canning and John Henry Robert Trembath, were lost.



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## Federal Council, Ex-Naval Men's

The Federal Council of our Association is now domiciled in Adelaide. The State Council of South Australia very kindly made available a room on the fourth floor of Naval Memorial House which serves the purpose of an office and Council Meeting Room. Six meetings have been held this year, and all have been fully attended.

Members who have joined or rejoined our Association since January now total 400. Federal Council feel certain that over 1,000 members will be added before we see the close of 1954.

With two new Sub-Sections already functioning in Queensland (we refer to Balmoral and Sandgate), Federal Council was overjoyed when news was received that the Sub-Section of Canberra North was afloat. We are also pleased to hear that Penrith-Blue Mountains Sub-Section is functioning so well. Of course, we realise that opening a new Sub-Section means extra work for all our members, but surely it is worth while. Let us, as Australians, re-capture some of

that public-spiritedness which existed prior to the recent War. Good, solid men are needed in our Association to-day to fill the various offices, and the more we have on our various committees, the less work falls on the Hon. Secretary and the President, whether it be the work of a small Sub-Section or the responsibility of State Council. We want you all to help to make this Association a name in this great country.

The visit of Her Majesty the Queen and His Royal Highness the Duke of Edinburgh gave a moral uplift to all ex-Service organisations in the Commonwealth. It was indeed a proud moment when we witnessed our own Federal President being presented to the Royal couple. The significant tie between our Association and the Duke of Edinburgh was further cemented when our Governor-General, Sir William Slim, presented our Life Membership Badge to His Royal Highness. This intimate ceremony took place at Government House, Canberra.

On Anzac Day the Federal President, Mr. H. H. Handby, at-

tended the National War Memorial at Canberra as our representative. Mr. Handby was also able to make an official call at Government House, and is still telling us of the warm welcome he received from His Excellency the Governor-General. A call was also made on the Right Hon. the Prime Minister, so we can say much was achieved by this visit.

Fleet Admiral William F. Halsey, U.S.N., flew into Adelaide for Coral Sea Week. Our President was personally presented to the Admiral, who expressed great pleasure at being in this country and of the message that this Association sent him on his arrival. With the co-operation of the State Secretary, South Australia, we were able to entertain some of the crew of his aircraft.

To our various members who are on the sick list, we wish them a speedy recovery.

To the relatives and friends of the following members who passed to their reward, we extend our deepest sympathy:—

The late George Herbert Gar-side, Frank Richard Lane, Edward John Evers and Norman Richard Atlee, of New South Wales; Michael John O'Neill, Cyril Albert Miller, Frank John Thomas Reid, of Victoria; John Cunningham Foster, Charles Julius Thomson, Eddy McDonnell, Frank Dittmer, Raymond W. Tucker, Frank Darmody, Harry Sykes, and Robert Richard Cain, of South Australia . . . "LEST WE FORGET."

Hon. Federal Secretary.

E. S. JOHNSON.

## R.A.N. ANTI-SUB. FRIGATE FITTED WITH "LIMBO."

The most deadly anti-submarine mortar ever developed has been fitted to H.M.A.S. "Queenborough," now being converted from a destroyer to a fast anti-submarine frigate.

The mortar, known as the "Limbo," is controlled by an electronic brain which finds its target, aims, fires, and sets its bombs to explode at the correct depth.

The Minister for the Navy (the Hon. William McMahon), in announcing this in Canberra on June 25, said the equipment marked another step in introducing the most modern technical equipment for use in sea war by the Royal Australian Navy.

"Limbo" increased the killing power of escorts many times.

Mr. McMahon said the "Queenborough" was the second of the five "Q"-class destroyers to be converted to a fast frigate.

H.M.A.S. "Quadrant," which had already been converted, would also be equipped with "Limbo."

Many improvements for the comfort of officers and men had been made during the conversion of the "Queenborough." They included air-conditioning in many confined working spaces, modern refrigeration, cold water drinking taps, a commercial-type laundry, and all-electric galleys.

The "Queenborough" was expected to be commissioned about October, Mr. McMahon added.

## H.M. FAST PATROL BOAT "DARK HUNTER."

H.M. Fast Patrol Boat "Dark Hunter," built for the Royal Navy and the first of a new class to be powered by the Napier Deltic engine, which has a very high performance, was launched at the Fife yard of Messrs. J. N. Miller & Sons Ltd. on 18th March. The naming ceremony was performed by Mrs. W. P. Miller, wife of one of the directors of the building company.

These boats are of composite construction, aluminium alloy be-

ing used for all the framing and for the deck. They are of 71ft. 4in. extreme length (67ft. between perpendiculars), and they have a beam of 19ft.

They are constructed so that they can be armed either as gunboats or as torpedo boats. In the gunboat role they will mount either a 4.5 inch gun and a single Bofors gun, or two single Bofors guns. In the torpedo-boat role they will be armed with four 21in. above-water torpedo tubes and one small gun.

The Deltic engine has been designed and developed for the Royal Navy by Messrs. D. Napier, of Acton, London, on behalf of their parent company, the English Electric Company Ltd. It takes the form of an opposed piston two-stroke cycle engine and is constructed in triangular form with three crankshafts, an arrangement new to engineering. The engine will develop 2,500 shaft horsepower at 2,000 revolu-

tions per minute. The striking feature is that the engine and reverse gear weighs only 10,500lb. and therefore gives one horsepower for every 4.2 lb. of its weight. This is the best power-weight ratio ever achieved in a marine Diesel engine.

## ZEEBRUGGE MEMORIAL.

H.M.S. "Starling" (Lieutenant-Commander L. G. Lyne, D.S.C., R.N.) sailed from Portsmouth on April 23rd, taking a Royal Naval and Royal Marine party to attend the annual Service of Commemoration at the Zeebrugge Memorial on April 25th. Included in the party was Major-General C. R. W. Lamplough, C.B.E., D.S.C., a Royal Marine officer who was awarded his D.S.C. for services in the Zeebrugge Raid. Two wreaths were laid by the British party, one for the Royal Navy and one for the Royal Marines. *Maritime News of the World.*

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## GARDEN ISLAND DOCK- YARD ADMINISTRATION CHANGED.

The method of administration of Garden Island Dockyard, Sydney, has been changed.

The officer-in-charge of the establishment will, in future, be an officer of the naval engineering branch, instead of an officer of the naval executive branch as formerly.

The Minister for the Navy said, on May 2, that the post of Captain Superintendent of H.M.A. Establishments, Sydney, including the Dockyard, which had been held by the last occupant, Captain F. N. Cook, D.S.C., R.A.N., an executive officer, since September, 1953, had been abolished, and Captain Cook had been appointed to the new post of Captain of the Port, Sydney. The post of Engineer Manager, held by Captain (E.) K. McK. Urquhart, R.A.N., had also been abolished, and Captain Urquhart had assumed the new title of General Manager.

The Minister added that the changes approved by the Naval Board followed an investigation into the administration of the dockyards at Garden Island and Williamstown (Victoria), by Mr. Weymouth, Chairman of the Australian Shipbuilding Board. The investigation had been begun, at his request, in March, 1953, and concluded in the following July.

The administration of the Garden Island Dockyard, which is primarily an industrial establishment engaged in ship repair and construction work, would now be under the control of a trained engineer as General Manager, who would take charge of the whole of the industrial activities. He would have on his staff superintendents specialising in each section of dockyard work and a number of naval engineer officers to supervise and oversee the work carried out on board the vessels under repair. By this means a very close liaison

was established between ship and dockyard personnel, resulting in work being carried out expeditiously and well.

The changes, which signified the modern trend in dockyard administration, were designed to simplify control and should result in an improvement in the efficiency of the Dockyard.

## BIOLOGICAL WARFARE TRIALS.

Trials of methods of defence against biological warfare are to be carried out this year in Bahaman waters, West Indies. Mr. Sandys, the British Minister of Supply, announced on 12th March.

The Minister issued the following statement:—

"During and since the war, successive Governments have had to consider methods of defence against all possible forms of attack, including even such forms as biological warfare, which are expressly forbidden by the rules of war. Her Majesty's Government cannot neglect consideration of the precautions which would need to be taken should this form of warfare ever be applied against us.

"In recent years, trials have been carried out off the coast of Scotland to obtain the technical data on which those precautions should be based. It has been decided that certain further trials should be carried out in 1954 in Bahaman waters, where the climate and other circumstances are much more suitable.

"The area chosen is far out to sea, at least 20 miles from any inhabited island, and is widely removed from any normal shipping route. This decision has been taken after full consultation with, and with the full co-operation of, the local authorities."

The British Admiralty subsequently confirmed that H.M.S. "Ben Lomond" was involved in these forthcoming trials.

## Clare D'Oily Memorial Prize.

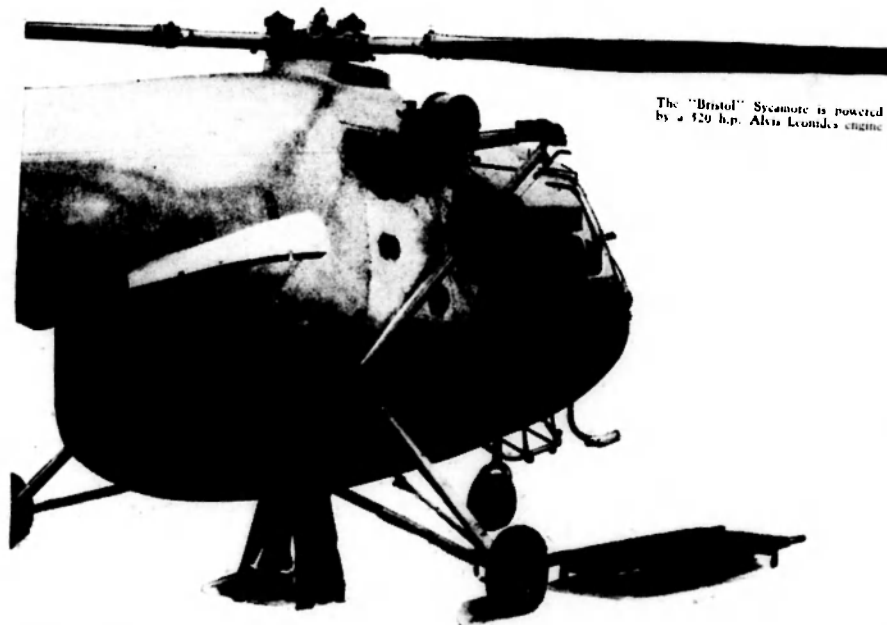
The Clare D'Oily Memorial Prize for the Spring Term, 1954, has been awarded to Acting Sub-Lieutenant (E) William Garth Mumford, R.N., of Claremont, Springfield Road, Eltherton, Plymouth. Sub-Lieutenant Mumford is 21, and entered the Royal Naval College, Dartmouth, as a Cadet in 1950. He was educated at Mount House School, Tavistock, and Clifton College. The Clare D'Oily Memorial Prize consists of a sum of money which is spent in any way the winner chooses, and is provided from a fund created by the late Vice-Admiral W. H. D'Oily and Mrs. D'Oily in memory of their son, Lieutenant (E) R. C. H. D'Oily, who passed out of the Royal Naval Engineering College, Plymouth, in April, 1940, and was killed in action when H.M.S. "Bonaventure" was sunk on March 31st, 1941. It is awarded on completion of the two-year "Basic" Course, in Engineering, to the Acting Sub-Lieutenant who is considered to possess the greatest qualities as an officer out of the "term" or entry to which he belongs. On completion of this course, officers go to sea for a period of one year to gain practical experience, on completion of which they return to the Royal Naval Engineering College for a further year in which they undergo a "specialist" course in one of the three main branches of Naval Engineering—Aeronautical, Marine, and Ordnance.

## JET WITH SPEED OF 600 M.P.H.

The U.S. Navy has unveiled a jet aeroplane which is said to be the smallest and lightest American jet combat aircraft. Although the plane, designated the Skyhawk, has a wingspan of only 30 feet and a length of about 40 feet, it is capable of speeds of 600 miles an hour. The plane is only about half the size of existing planes performing comparable functions. The aircraft was displayed recently at the Douglas Aircraft Company.

# SYCAMORE

The Mark 4 Sycamore is a unique helicopter in that it has inbuilt provision for several operational roles: (1) a powered-winch is fitted for rescue work; (2) two stretcher patients can be accommodated within the cabin and tended in flight by a medical orderly; (3) with the stretchers folded and stowed in the 20 cu. ft. baggage compartment the cabin will seat five people; (4) a ventral sling permits the lifting of awkward loads over short distances; (5) spraying equipment can be fitted for crop treatment.



The "Bristol" Sycamore is powered by a 520 h.p. Alvis Leonides engine.

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## D E H A V I L L A N D

