

THE NAVY



AMERICA'S MARITIME JOURNAL

APRIL 1985

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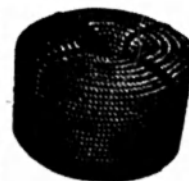
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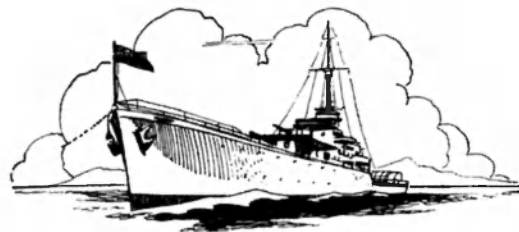


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A HOPEFUL SIGN FROM CANBERRA

In his statement on foreign policy to the House of Representatives, the Prime Minister said that his discussions with the United States Government on defence against Communist aggression had been "eminently satisfactory and comforting." Mr. Menzies conveyed some of that comfort when he spoke of the dangers of insularity of defence strategy and of the "madness" of neglecting conventional weapons, despite the atomic age.

Only those who may wish to sacrifice national safety for the sake of personal political advantage will dispute the wisdom of meeting the threat of war as far as possible from our own shores. And meeting the threat of war includes efforts to contain local conflicts and "cold" wars, of which we have had some experience since the end of World War II.

The "cold" front in the Asian zone is shifting steadily southwards. It is prudent and proper that Australia should make her contribution to help stop its development. This action, represented by Australia's decision to increase her armed forces in the Malayan area, as the Prime Minister said, cannot be regarded seriously as "imperialism." On the contrary it is essentially a defensive move which must have the support of the Manila Treaty

countries, in whose area of interest the danger of war is pressing.

It was refreshing to hear Mr. Menzies declare that "an insular view of Australian defence would be the very definition of disaster." As a statement of policy that is reassuring. But it must be implemented quickly, and that means we must have the men, weapons, and supply to make its implementation a realistic fact.

The policy means that a heavy responsibility will fall on the Navy, whose mobility and versatility in battle automatically place it in the foremost line of our defensive operations. The Navy will accept that task cheerfully, although more cheerfully if it were provided with the means of discharging its responsibilities effectively. In this regard, of course, the Prime Minister relayed the United States Government's promise of "effective co-operation" with Australia in the Malayan move and its assurance that it would consider on the highest level what war material America could send us.

Helpful though these will be, their inclusion in the Prime Minister's statement carried a faintly disquieting overtone — a dim echo of the British Government's harassed cry when dealing with its Navy plans. Britain's preoccupation with her very understandable fear of atomic attack has led to grave confusion in her Naval planning. Despite the good intentions set out in the British Government's recently issued 1955 Statement on Defence,

Britain has had no Naval building programme worth mentioning since the war and for some years to come will continue to be dependent on the American Navy to a large extent in the event of war.

It is important that Australia should not fall a victim of the same hypnosis. Compared with Britain the threat to Australia of a quick knock-out atomic attack is remote. But our defence zone lies in the sea, and we should be planning and building vigorously to that end.

The Australian Navy has a distinct and important place in the overall defence pattern of the Commonwealth and its allies. For that reason alone we should be looking searchingly at our resources of conventional weapons — particularly of our Fleet Air Arm, which in common with Britain and America we now regard as the teeth of our Navy.

The Prime Minister stated — as we pointed out in our March issue — that the democratic world at present was "substantially inferior" to the Communist world in conventional war weapons. It would be madness, he said, for the democratic countries to suspend production of these types of weapons.

Let us hope that the Government will take an equally realistic view when it comes to providing something more material than a statement of policy — that is, when it begins to provide the weapons and men we need.

HIGH COST OF JET PILOTS.

The jet aircraft pilot — whether R.A.N. or R.A.A.F. — is the most expensive man in Australian uniform, says the "Sydney Morning Herald."

It costs £35,000 to put him there.

"Behind each pilot there is a colossal organisation of men and machines," the newspaper adds. "Service auditors estimate that each flying hour costs at least £100. It takes 24 months to train a pilot to squadron standard so that he can join a front-line operational wing. During that time he has flown about 500 hours, on elementary and advanced machines.

"About £10,000 has been spent on the pilot by the time he goes to an operational training unit. Up to then he is merely a fledgling.

"The rest of the time and money go in perfecting his skill on jet machines or the latest bombers in the Australian Services.

"At about 35 a pilot becomes physically unfit for front-line flying and is usually withdrawn from the squadron. This is because as machines go higher and faster so do their demands on the men who fly them increase."

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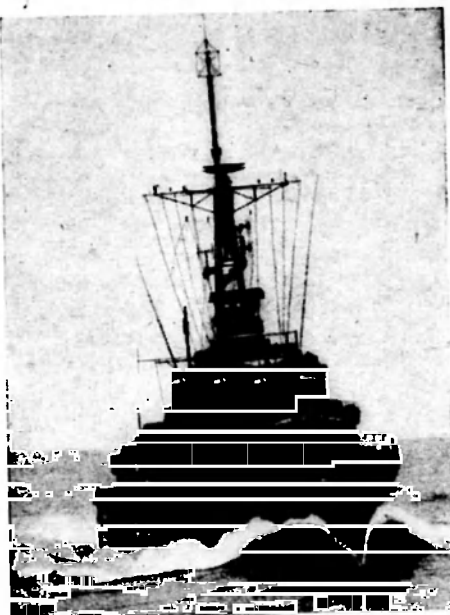
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FOR THE NEXT ISSUE OF

The Navy



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

British Conference Criticises U.S. Shipping Policy

The British shipping industry has been striving for centuries to restrain "flag discrimination." At the recent annual meeting of the Chamber of Shipping of the United Kingdom the fight was renewed and the chief opponent named — the United States of America. Sir Colin Anderson charged the United States with maintaining its merchant navy "by what amounts to a levy on world trade." This levy was "unacceptable and unneighbourly."

SIR COLIN, in proposing a resolution on flag discrimination (it appears in the panel on the next page) said that the British shipping industry now faced a moment when particular frankness should be used.

Between the wars the forms taken by flag discrimination were mild when compared with the sweeping nature of those now developing.

"I do not think the situation has ever been so serious as at the moment," Sir Colin said. "This is partly due to the new nationalisms which have grown up following the last war. There is a strong tendency for these to express themselves by the formation of new national merchant navies. Having newly acquired a merchant navy the administration often finds that it is strangely expensive and difficult to manage.

"It adopts the first and, to it, the simple solution which is to get other countries to share the burden by recouping running expenses by a sort of levy on world trade consisting of a claim to carry 50 per cent. of the cargoes coming in and out of its ports. It is a very shortsighted thing to do, though it is difficult to convince those doing it that it is so. There is no doubt about it that these uneconomic fleets are a grave burden on world trade and a factor which unnecessarily raises the cost of goods transported by sea.

"I do not wish it to be thought

that we British shipowners feel that there should be no new merchant navies. I can think of several nations which would have every reason for developing their own merchant navy. All we ask is that they should develop them on the proper basis, if they need them and can pay for them.

"On the other hand we do not see why other seafaring nations should be indirectly taxed for their benefit. That applies to a number of nations, but the particular trouble at the moment is that a great nation—probably the greatest nation in the world today—is amongst them. The alarm which exists arises from that fact and it is to that fact which I must address myself.

"It will appear as if I am talking against that particular nation—the United States. But I must, for the time has come to do so.

"The policy of the United States is to maintain a merchant navy. And we all feel they should indeed do so for strategic reasons. But instead of maintaining it in the acceptable and neighbourly way, by a levy on the people of the country which has decided to have it, it is being kept up in an unacceptable and unneighbourly way. In short, it is having its deficits met by what amounts to a levy on world trade.

"It is absolutely illogical to find this particular policy pursued by this particular nation (and pursued not only in its inward and outward seaborne trade

but in its cross trades as well) considering that this is a nation which has come out strongly and openly—and rightly, too—as an apostle of the policy of the liberalisation of world trade.

"We all know how this mistaken 50 per cent. policy of the U.S. began after the war as connected with 'gift' cargoes. We accepted it at that date, but it is only fair to say that at the same time we openly deplored it in principle. Now we can see 'aid' becoming 'trade.' There is no doubt about that. Yet the original 50 per cent. concession, which we felt could not really be gained when gifts were at stake, still exists.

"May I here stress that the rather loose term '50-50 rule,' which one often hears, should not be used and that a better term is the '50 per cent. rule.' The use of the expression '50-50' seems to me to suggest that the American ships are allowed 50 per cent. of the cargoes and the other parties to the agreement are allowed 50 per cent.

"But that is not so. In fact 50 per cent. is to go to the Americans and the rest of the world can scramble for the remainder. It is quite certain that the point of view I am expressing now will be painful to many Americans, particularly to our American shipowner friends and even to the Administration, but as we feel this so strongly it would be folly not to speak out plainly. We have

accepted the situation long enough.

"We must ask whether the United States sincerely wishes to impose these illiberal terms of sea-carriage to the detriment of the maritime, freedom-loving nations, which the United States has openly said it wishes to foster.

"To show the extent to which things have gone I should say that, apart altogether from the recent United States Cargo Preference Act, there is earlier legislation of Congress dealing with this matter and that it too is now being invoked. Under Public Resolution No. 17 (dated as far back as 1934) it can be claimed that equipment bought in America by some foreign enterprise (the purchase of the equipment having been made possible by loans made by private bankers in America but guaranteed by the Export-Import Bank) must be made available in its entirety for shipment in American ships—and not as to 50 per cent. only.

"The more one studies the terms of the various American enactments on the subject, the more one sees how discriminatory can be their use. The harder times become at sea, the more we shall notice this. The larger the American maritime fleet becomes the more we shall suffer. And the more America employs the 50 per cent. and other flag discriminatory rules the more they will be copied by other nations. We have already recorded over twenty international trade agreements in which this has been done recently.

"As I have said, when first this system became prevalent after the war one understood the generous gift nature of the transactions under which American shipping got these advantages. One accepted the terms. The transactions were comprehensible. The funds available to us through American generosity were kept in this country and were used in this country.

"But the recent coal transaction

between the United Kingdom and America, which I may take as a current example, cannot be classed along with the original type of trade agreement of the 'aid' period. It does not in itself, for instance, constitute gift or

THE RESOLUTION.

The annual meeting of the Chamber of Shipping of the United Kingdom, on February 24, resolved to:—

"(1) record the consternation with which British shipping views recent purchases of commodities from the United States on terms which, while not affording any direct aid to the United Kingdom, involve the application of the requirement for 50 per cent. carryings in American ships to transactions which otherwise would have been dealt with on an ordinary commercial basis;

(2) register its equal concern at the growing tendency of other countries to support their mercantile marines by requiring a proportion of imports and/or exports to be shipped in national flag tonnage; and to

(3) call on Her Majesty's Government—

(a) to refrain from entering into any further transactions where the purchase of commodities would be subject to the 50 per cent. discriminatory shipping requirement; and

(b) in furtherance of its declared policy of opposing flag discriminatory practices wherever they are met, to renew its efforts to bring all such practices to an end.

aid to us in this country at all. The sterling equivalent is not to be used for the direct benefit of the United Kingdom. It is to

finance exports to other countries which are to be nominated, but have not yet been nominated according to the wishes of the American Government.

"All that has happened is that America has sold an embarrassing surplus of coal and we have bought it. If the application of the 50 per cent. rule can be used to cover matters of this sort, then my suggestion is that it can be used to cover anything, and the time has come for us to speak out and say that this must really not go on."

Mr. L. G. Dann, who supported Sir Colin Anderson's resolution, criticised the British Government for "sacrificing a principle to which it paid—and indeed still pays—lip service."

Referring to the purchase of 250,000 tons of American coal, he said that British tramp owners did not resent the competition of American ships.

On the contrary, they regarded the seven seas as the proper sphere where the mercantile fleets of the whole world should meet in free and open competition. Britain placed no bar against the free trading of ships of any nationality whatsoever in any part of the world, including its own coasts.

Mr. Dann said: "As to the operation of this 50 per cent. rule, I am glad that Sir Colin has stressed the point that it is not a 50-50 rule. I go further than he. He said that it means 50 per cent. American and 50 per cent. for the rest of the world. But it is not even that. It is 50 per cent. American and 50 per cent. among the mercantile fleets of the whole world, including the American."

"That is a serious situation. If there must be, for reasons of their own, some assistance given to American ships or to ships of other nationalities, there can be no question that the proper way to do it is the clean and open way, not introducing restrictions of this kind, which can only cause



Members of the destroyer H.M.A.S. Tobruk's plotting room at work during recent battle exercises which the 10th Destroyer Squadron carried out off the Australian coast.

ill-feeling throughout the world and particularly to the nation principally concerned. It is frequently impossible of application. When that happens the complications which arise are complex and far reaching, as we may very soon find out when the Americans are unable to find their 50 per cent. in any one particular trade. We shall find that it is tacked on to something else, to a global figure.

"Let us examine the excuse for this. We hear a good deal about gifts and aid. If you make a gift, for example, of a pair of crutches to a cripple, I take it that the cripple has no right to demand that they should be sent to him by registered post rather than by Carter Paterson. If, on the other hand, you merely go to him and offer to help him to buy his crutches, then he is entitled to a say in how they should be sent to him.

"In the case of Norway, she

refused the American terms when it came to a question of supplying coal under the Mutual Security Aid plan, and all honour to her for so doing. Our position was much stronger. This coal was no gift. We are paying the full price for it. It is quite true that we are paying in Sterling and not in dollars, as was the case hitherto, but the plain fact is that the British Treasury—and this is where the danger lies—was so dazzled by dollars that it failed to perceive the pit before its feet. Worse still, having fallen into the pit it was still so dazzled by the golden light that it thought it was standing on the top of Mount Pisgah, gazing into the promised land.

"There was no excuse for the British Government sacrificing a principle to which it paid—and indeed still pays—lip service. The purchase was made at a time when our dollar reserves were exceptionally high and it should

have gone through on the normal commercial basis.

"I was astounded when I heard that the bargain had been made without the British Government having the slightest idea what the Americans were going to buy with the Sterling. It may well be that, as a result of this deal, we have, in fact, sacrificed other foreign exchange which would be almost if not quite as important to us as American dollars.

"This is a very tragic state of affairs. It is quite obvious that we must exercise eternal vigilance because we never know when this is going to be extended or where it is going to break out afresh. We must preach against flag discrimination in all its forms in season and out of season and we must hope that all the nations of the world will eventually come to see that in the freedom of the seas lie the true prosperity of all the goodwill which goes with it."

The Trend of Maritime Power

By Donald Barry

SINCE World War II naval power has irresistibly exerted more and more influence on naval strategy and tactics. The aircraft carrier has become the focal point of the major fleets of the world. The phrase "naval power" is rapidly being superseded by the new phrase "maritime power," the latter acknowledging that control of the sea today also involves control of the air over the sea in a much more complete sense than was possible in World War II.

A vital part of the exercise of maritime control is undoubtedly vested in the aircraft carrier and her squadrons. Although the smoke of the atom bomb still clouds the shape of the navy of the future one thing is clear: that naval aircraft and ships from which they operate will be the Goliath of future naval planning. What then is the ship strength of the Air Arm?

The near future strength is 18 carriers: two "Eagle" class vessels, four "Hermes" class ships, five "Colossus" class carriers, five World War II fleet types, two ferry carriers. Some of these ships are not yet in service but near completion, and a few of those near completion are partly manned by the Navy. There are in addition five light fleet carriers in service with, or building for, Commonwealth Navies.

The present aircraft carrier strength is, ship for ship, approximately equal to the battleship strength of the Navy in 1930 when aircraft carrier strength was roughly equal to the battleship strength of today. Their Lordships, it would seem, now regard the aircraft carrier in much the same light as their pre-World War II colleagues regarded the battleship.

But the ultimate future of the aircraft carrier is bound to be considered against the background of modern weapons which may be fitted with atomic warheads. What is the official reaction to this? As far as can be ascertained it is on these lines:

The aircraft carrier is not more vulnerable than any other ship afloat. Its damage control system is most effective, making it an exceedingly difficult ship to sink. It is such a dangerous offensive weapon that an enemy might be prepared to launch large and exceedingly expensive weapons against it, but it must never be overlooked that it will always have considerable ability to defend itself, and, if operating in waters where it would be liable to heavy attack, it would have a strong escort. Then, of course, it has been shown in war that every weapon has its counter weapons, and also that it is imprudent to dispense with old and tested ideas and weapons until new ones have been proved.

But while the Royal Navy is confident that present or future aircraft carriers will be of vital importance in war, it views the large attack carriers of the U.S. 60,000-ton "Forrestal" class as unnecessarily large for the British tactical and strategic roles and too big for the majority of docks and canals of the world.

The cost of building such ships, however valuable they might prove to be, would also, it is thought, strain the British taxpayer to breaking point, and if money were to become available on a scale required for such construction it would be wiser to build more ships of smaller size which will still have strong capabilities.

In any event, nations within

N.A.T.O. would not in any future war be called upon to operate their naval forces alone. The collective strength will co-operate and operate as a whole under a planned allied direction.

The present policy of the Royal Navy is, therefore, to maintain in commission a relatively small number of aircraft carriers which, in company with United States carriers, could command whatever area they operated in; and if the Russian "Sverdlov" class cruisers were engaged in hostile action in the North Atlantic some such offensive task forces would immediately become necessary.

More precisely, the aim is to make an equitable contribution to the N.A.T.O. forces, (a) of heavy types of carriers for offensive operations; (b) of lighter types of carriers for trade protection, and (c) of others for ferry and maintenance duties normally associated with a fleet train.

Does our carrier strength meet this requirement? By and large it does. No other nation, apart from the U.A., has a carrier force remotely approaching it. It would not be difficult to make out a case for a stronger force, having regard to Britain's large overseas commitments; but at present the country must continue to be content with essentials. Nevertheless, it is a startling fact that there is at present no carrier, or any other major warship, on the stocks.

The Navy is, however, in the process of modernising its carrier fleet. Some time next year the new Ark Royal, now doing her trials, will come forward as a fully operational ship to join her sister ship the *Eagle*. These two

Continued on page 23.

THE NAVY



"GOOD-BYE, AUSTRALIA"

THEY SIGNALLED

The cruiser *Australia* on March 27 began her last voyage—towed by the Dutch tug *Rode Zee* from Sydney to shipbreakers in England.

Sydney yachtsmen and residents in ferries and small craft gave the old ship a warm farewell as she moved down the harbour.

Thomas J. Ward (Aust.) Pty. Ltd., who bought the *Australia* from the Commonwealth Government on behalf of the British Iron and Steel Corporation, chartered the Showboat to carry members of

the H.M.A.S. *Australia* Veterans Association and other ex-service-men and their families.

The Flag Officer-in-Charge East Australian Area, Rear-Admiral H. J. Buchanan, with Rear-Admiral H. B. Farncombe and Rear-Admiral H. A. Showers as his guests in the Admiral's barge, saluted the *Australia* on her way to the heeds.

Garden Island signalled "Good-bye *Australia*."

Rear-Admiral Buchanan later said: "The *Australia* has gone but

her name will live forever in the proud record of the fighting services of our country."

In the last war the *Australia* saw service in the Atlantic and Pacific. She was in action at Dakar, Guadalcanal, the Coral Sea, Arawe, Cape Gloucester, Hollandia, Wake, Biak, Morotai, Leyte, and Lingayen.

The *Australia* was Rear-Admiral Farncombe's flagship at Lingayen when she was fiercely attacked by Japanese suicide planes.

REVIEW OF U.K. SHIPPING

This is the first of three articles reviewing the strength of the United Kingdom merchant shipping fleet and the composition of shipping organisations. The second article will appear in next month's "Navy."

TWENTY per cent. of the world's shipping tonnage of 100 gross tons and over is registered in the United Kingdom, which has the largest merchant navy in active employment. A greater tonnage—26 million—is registered in the United States but over half of this is in the Reserve Fleet.

United Kingdom ships carry probably over one-third of the world's international sea-borne traffic in passengers and goods, and shipping makes the largest single contribution to the United Kingdom's net invisible earnings of foreign exchange: £122 million out of a total of £320 million in 1953. This £122 million excludes earnings of tankers and includes payments by foreign ships in British ports.

An inquiry conducted by the General Council of British Shipping which takes account of these

two factors put net foreign exchange earnings by British shipping at £221 million in 1952.

The merchant fleet

At June 30, 1953, a total of 18.7 million gross tons was registered in the United Kingdom. Excluding river craft, vessels not ordinarily carrying passengers or cargo such as fishing vessels, tugs and cable ships, Admiralty vessels (about 375,000 gross tons, mainly tankers) and vessels registered in the United Kingdom but owned abroad, the gross tonnage was 16 million. These 16 million gross tons, referred to later as the United Kingdom Trading Fleet, are analysed by type, number and average age in Table I.

Two important trends in recent years have been the growth of tanker tonnage, to meet increased demands for oil, and the fall in coal-fired tonnage.

World tanker tonnage (500

gross tons and over) has increased from 11½ million gross tons in 1939 to over 22 million gross tons in 1953, an increase of 90 per cent. compared with an increase of only about 28 per cent. in the world dry cargo tonnage.

Including Admiralty and other tankers the United Kingdom accounts for 4.6 million gross tons or 21 per cent. of the world's total tanker tonnage.

Propulsion: The amount of coal-fired tonnage in the United Kingdom trading fleet has fallen in recent years to less than 14 million tons.

This is only 7½ per cent. of the total while of foreign-going tonnage only 4½ per cent. is coal-fired. Oil has taken the place of coal in steamships while the steam engine is itself giving way to the diesel engine.

In 1953, of 220 merchant ships launched in the United Kingdom, 85 (521,918 gross tons) were steamships and 135 (795,545 gross tons) were motor ships.

The latest development is the investigation being made into the use of gas turbines in ships. In March, 1952, the first crossing of the Atlantic using this form of propulsion was made by the tanker *Auris*.

Size Distribution: As to the size of foreign-going trading tonnage, about 52 per cent. of tonnage of liners—passenger and cargo—are in the 6000-10,000 tons group, and over 68 per cent. in the size group 6000-15,000 tons.

Tankers are predominantly in the 8000-15,000 tons group. Tramps are under 8000 tons and mainly over 5,000. Total tramp tonnage has fallen by one million tons since 1935.

There are four ships of 30,000 tons and over. These are the

TABLE I
Trading Vessels Owned and Registered in the United Kingdom, June, 1953

| | No. | Thousand gross tons | Average age (years) |
|---------------------------------|--------------|---------------------|---------------------|
| Foreign-going: | | | |
| Passenger-cargo liners | 243 | 3,055 | 12.12 |
| Cargo liners | 856 | 5,373 | 12.12 |
| Tramps | 470 | 2,505 | 10.92 |
| Tankers | 457 | 3,924 | 8.76 |
| Total | 2,026 | 14,857 | 11.03 |
| Coasting and Home Trade: | | | |
| Passenger-cargo liners | 135 | 227 | 17.11 |
| Cargo liners | 222 | 212 | 17.11 |
| Tramps | 725 | 662 | 16.28 |
| Tankers | 105 | 63 | 15.07 |
| Total | 1,187 | 1,164 | 16.56 |
| Grand Total | 3,205 | 16,021 | 11.43 |

Source: Chamber of Shipping of the United Kingdom Annual Report, 1953-54.

Queen Elizabeth (83,000 tons), the *Queen Mary* (81,000 tons), the *Mauretania* (35,667 tons) and *Caronia* (34,000 tons) owned by Cunard White Star Ltd., all on the North Atlantic route.

Of ships built since the war, the largest amount of tonnage falls in the size group 10,000-15,000 tons, the group covering the bulk of tanker tonnage. Of total launchings in 1953, seven ships exceeded 20,000 tons, four were between 15,000 and 20,000 tons, 52 between 10,000 and 15,000 tons, 12 between 8000 and 10,000 tons, and 40 between 4000 and 8000 tons. The seven ships exceeding 20,000 tons were passenger liners or tankers and they included: *ss Orsova* (28,250 tons); *ss Arcadia* (28,000); *ss Melika* (22,000); *ss British Merchant* (21,000); and *ss British Engineer* (20,960 tons), the last three being tankers.

There is, indeed, a trend in the direction of tankers larger than 15,000 tons. 1953 was also the year in which the Royal steam yacht *Britannia* of 5,769 tons was launched.

Specialized Ships: In addition to oil tankers, there are other

scheme of the International Civil Aviation Organisation. Relative newcomers to this category include vessels specially built to carry ore, bulk sugar and other commodities. In 1953, four ore carriers were launched, ranging from 6000 to 11,000 gross tons.

Shipping Organizations

Excluding Government-owned tankers, cable ships, and ships owned by the British Transport Commission, the business of merchant shipping in peace time is in the hands of private enterprise.

The main organizations concerned with the activities, interests and common problems of the industry, are as follows:

The Corporation of Lloyd's: This body, which was founded in the seventeenth century, is a society of underwriters whose main business is marine insurance.

Lloyd's Register of Shipping: Lloyd's Register is an organization, distinct from the Corporation, which surveys and classifies ships with particular regard to their safety and operational efficiency. It will accept responsibility for surveying and giving technical advice on vessels of all flags from the initial stages of building, at

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regular intervals during their service, and after casualties. A satisfactory Lloyd's classification is a guarantee to an underwriter that he may accept the risk of a vessel, and this forms a strong link between the Register and the Corporation of Lloyd's.

The Corporation of Trinity House: This Corporation is administered by a Board of ten Elder Brethren elected from the Royal Navy and Merchant Navy. The Corporation, which received its first Royal Charter in the sixteenth century, is the general lighthouse authority for England and Wales, the Channel Islands and Gibraltar. It is also the chief pilotage authority in the United Kingdom, having the management of all matters relating to pilots and pilotage in the London area, the English Channel and certain other coastal districts of the United Kingdom. (Lighthouses in Scotland and Ireland are the responsibility respectively of the Commissioners of Northern Lighthouses

and the Commissioners of Irish Lights).

Shipowners' Organizations: The representative bodies speaking for shipowners generally (excluding, for the most part, owners of fishing vessels) are the Chamber of Shipping and the Liverpool Steamship Owners' Association. The General Council of British Shipping co-ordinates the views of the shipping industry as a whole on all matters of major policy.

There are a number of local associations of shipowners, centred around the main port areas. There are, for example, the Bristol Steamship Owners' Association, the London General Shipowners' Society, and the North of England Shipowners' Association. Others represent companies specialising in a particular trade or type of cargo.

Employers' Organizations: The Shipping Federation and the Employers' Association of the Port of Liverpool are the employers' organisations concerned with labour relations and the regulation of employment throughout the Merchant Navy. They are responsible for the administration of the Merchant Navy Established Service Scheme, under which shipowners engaging crews for ships of 200 tons and above engage them through the Merchant Navy Establishment Administration unless they are prepared to offer two-year Company Service contracts. The Shipping Federation, which is under the control of a Management Committee consisting of representatives of shipowners and seafarers' organizations and the Government Departments concerned, also operates the National Sea Training Schools set up for the purpose of training ratings for the deck and catering department and as firemen.

Seafarers' Organizations: Masters and officers are represented by the Mercantile Marine Service Association, the Navigators' and Engineer Officers' Union, the Marine Engineers' Association, the Amalgamated Engineering Union and the Radio Officers' Union, as

the case may be. The National Union of Seamen represents the interests of Merchant Navy ratings.

The National Maritime Board: The National Maritime Board is composed of equal numbers of representatives of the shipowners and seafarers and is responsible for all negotiations of wages and conditions of service in the Merchant Navy although, except by special arrangements, National Maritime Board Agreements do not apply to vessels under 200 gross tons or to tugs, salvage vessels, etc. Detailed working of the Board is carried on by a number of "panels" representing the various interests of those forming the seafarers' part of the Board.

The Royal National Lifeboat Institution: Lifeboats in the United Kingdom are maintained by the Royal National Lifeboat Institution, which depends entirely for its funds on voluntary subscriptions, and very largely for its operation on voluntary work.

Conferences: British shipping companies operating liners have associated with each other and with the companies of other countries operating on the same routes in a series of "conferences" designed to secure standardization and stability of rates, and to maintain frequency and regularity of services. The essential principle of a conference is the establishment of a common tariff of freight rates or passenger fares from each port of departure. Each conference meets from time to time to review and revise existing rates, or to compile new ones. Some of the conferences may be connected by rate agreements, or may have joined together to form wider groupings.

The Baltic Exchange: British tramp shipping, and indeed the tramp shipping of the world, is offered and engaged for charter hire in London's Baltic Exchange where ship brokers and owners meet and arrange contracts for the movement of all types of cargo between any ports in the world.

NEWS OF THE WORLD'S NAVIES

R.N. Home Fleet exercises

Ships of the R.N. Home Fleet, which began their Spring exercises on January 17, are scheduled to return to their home ports in time to grant Easter leave to their companies.

The Commander-in-Chief, Admiral Sir Michael Denny, G.C.B., C.B.E., D.S.O., is flying his flag in H.M.S. Tyne, transferring his flag on certain occasions to the fast minelayer Appollo.

Last month the Fleet took part in combined exercises in the Western Mediterranean with the Mediterranean Fleet.

Congratulations on flood rescue work

The Australian Minister for the Navy, Mr. J. Francis, last month sent to the Navy a message congratulating officers and men on the part they played in rescue operations during the recent disastrous floods in New South Wales.

The Minister made special reference to the pilots and crews of the Navy helicopters, and the Dakota and Firefly aircraft and to the officers and men who "worked untiringly to keep the aircraft in service."

"Once again the Royal Australian Navy has shown that it is always ready when called upon to undertake a dangerous and onerous task," the Minister's message read, "and once again its officers and men have lived up to its highest traditions. Their efforts have brought the greatest credit upon them and I extend to them my heartiest congratulations on their achievement."

"Shoalhaven" home from long patrol

The Australian frigate Shoalhaven (Lieutenant-Commander Max Lee) returned to Sydney on

March 29 after nine months patrolling in Korean waters. It was her second tour in that area—the first being from the outbreak of the Korean war in June, 1950, to September of that year.

On her voyage back to Australia the Shoalhaven battled through what her commanding officer described as the "roughest weather I have ever seen," and towed a disabled tanker to safety. A rating broke an ankle during the storm when a mess table collapsed.

The tanker was the 1100-ton Pacific Clipper. The frigate towed her to Darwin, a tow of 450 miles.

Living space in H.M. ships

The Board of Admiralty has appointed a consultant to the Director of Naval Construction to advise on equipping and furnishing living space in H.M. ships.

The consultant, Major H. S. Rowan, has had long experience in fitting out living spaces in merchant ships. He will act in an honorary capacity.

The Admiralty, announcing the appointment, states: "The large amount of fighting equipment which must be packed into modern warships takes up great space and requires more men to operate it than the simple equipment which used to be fitted. Consequently the space that can be made available for living quarters is strictly limited. Because of this the Board of Admiralty attaches the greatest importance to making the best use of the available space and to ensuring that the standard of furniture, furnishing, domestic equipment, and other items which make for the comfort and well-being of the ships' companies is as high as possible, consistent with reasonable economy."

Trophy for Fleet Air Arm

The front and second line Fleet Air Arm Squadron of the Royal Australian Navy will compete annually for a trophy given by the Fairey Aviation Company of Australasia Pty. Ltd.

It will be awarded each year to the Squadron which has "carried out its designated task with the highest degree of efficiency."

The Minister for the Navy Mr. J. Francis said that the trophy would be called the Collins Trophy as a tribute to Vice-Admiral Sir John Collins, who was so closely associated with the introduction and development of the Fleet Air Arm in the Royal Australian Navy, and who relinquished his appointment as First Naval Member of the Australian Naval Board in February.

It is a silver model of the Fairey Gannet turbo-prop, three-seater anti-submarine aircraft, which had been ordered for the Royal Australian Navy.

The first Gannets arrive in Australia in 1956 in H.M.A.S. Melbourne.

Mr. Francis added that the Fairey Aviation Company of Australasia Ltd. had maintained Fleet Air Arm aircraft since the inception of naval aviation into the R.A.N. nearly six years ago. The present company in England had been building aircraft for the Royal Navy for more than 30 years. The organisation in Britain some years ago made a similar presentation, the Boyd Trophy, to the Royal Navy.

The Minister said that the winning of this trophy was considered a great distinction in the R.N., and he was certain that the R.A.N. Fleet Air Arm Squadron would regard the winning of the Collins Trophy as a signal honour.

Continued on page 2

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Britain's Carriers Will Be Bigger and Better

By a Special Correspondent in London

THE FIRST LORD of the Admiralty, Mr. J. P. L. Thomas, in the past few weeks has made several significant policy statements at public functions. He has discussed aircraft carriers and cruisers—two types of warship well in the news because the recent controversy about whether atomic warfare and the Royal Air Force have made the Royal Navy obsolescent—and the ageing Fleet, a subject of acute concern to the Navy League here.

The First Lord's views on carriers (remember Lord Montgomery's expressed wish that no more large, expensive carriers were built) was that carriers were getting bigger and bigger, and so they should be.

He echoed the official American view — stated after Lord Montgomery's shattering remarks and at the time the U.S. was launching its super-carrier *Forrestal*—that the carrier is far less vulnerable to atomic attack than land bases. The big carriers, he said, are the striking force of the Fleet and will remain so for possibly another generation of ships.

"Modern aircraft," he said, "demand larger platforms from which to operate. Small ships cannot be made to go fast so economically as large ones. And the smaller carrier cannot take enough aircraft to perform the three functions of the offensive role—reconnaissance, attack, and self-protection.

"We have at the moment in commission the five newest aircraft carriers in the world. The fleet carrier, such as the *Eagle* and *Ark Royal*, can bring all the resources of a fully equipped modern airfield to within a few miles of a hostile shore and it can do so anywhere in the world.

"We believe that these ships are far less vulnerable to attack by the new bombs than any land target of comparable importance. As for submarine attacks, we already have means of detection and counter-attack which would make life very hazardous indeed for a hostile submarine—and we have still better things up our sleeve."

Just what these things were: the First Lord did not say. But he put in a good word for H.M.S. *Vanguard*, which he described as one of the most formidable warships in the world and "which we have no present intention of putting into reserve."

Referring to the cruiser building programme (three *Tigers*), Mr. Thomas again was both complimentary and critical of this type of warship. The Naval programme of big ships since the war was concentrated on carriers, he said, for two main reasons: the carrier was the main striking power of the modern Fleet, and it would be imprudent to lay down other big ships which might become obsolescent by the time they were completed.

The Board of Admiralty was quite convinced, he added, that it would have been rash and extravagant to undertake, say, a major programme of laying down cruisers during the past few years.

"In a time of great change in ideas of war and remarkable developments in weapons it is essential to pause and study form very carefully," he said.

But he had a good word for the *Tigers* and a deprecating word for those who live too much in the future.

"The three *Tiger* class cruisers will be extremely useful and powerful. Quite possibly they will be the last purely gun cruiser to



H.M.A.S. *Anzac* moves alongside H.M.A.S. *Arcturion* to fire a towline aboard during recent batt's exercises by the 10th Destroyer Squadron off the eastern Australian coast. All four destroyers of the Squadron were built in Australia.

be built for the Navy but their speed, endurance, versatility, and armament will be a substantial accession of strength and we shall be very glad of these cruisers for many years to come.

"After all we cannot live entirely in the future. That is a privilege of the armchair strategist."

The First Lord's remarks about the ageing Fleet are not likely to reassure the critics—in particular the Navy League, which is campaigning strongly for a vigorous and continuous programme of replacement and is pointing out that Britain does not possess one warship—other than some little ships—of postwar design or construction.

"We have never lost sight of the fact that much of the Fleet is ageing," the First Lord said. "We have no intention of letting that process go too far. A new generation of ships must join the Fleet in time to replace the present ones. The familiar problem is to pursue research into new weapons and their effects in good time to enable the necessary decisions to be taken about this next generation of ships."

But what is worrying a lot of people in Britain, conscious of the fact that they are an island people whose existence depends on their sea supply routes, is that unless a decision is taken and implemented mighty soon it might be a case of too late in a few years' time.

WE NOW HAVE A SCHOOL FOR FROGMEN

The Royal Australian Navy has set up a floating classroom in Sydney Harbour to train "frogmen."

It is a 200-ton converted concrete lighter, moored off Clarke Island. It was placed in position late last month.

The lighter, now named the *Porpoise*, forms part of the Torpedo Anti-submarine School at H.M.A.S. *Rushcutter*, *Rushcutter* Bay.

The *Porpoise* will be a base for training Navy officers and ratings in underwater aspects of modern warfare, including underwater reconnaissance of enemy-held

beaches, clearing and demolishing underwater obstacles, surveying harbour beds, and attacks against shipping and port installations.

It is the first time that frogman training has been undertaken in Australia.

The first instructional course began on March 28. It comprised 18 men instructed by Lieutenant-Commander M. S. Batterham, who formerly commanded the Royal Navy's school for frogmen at Brixham, Devon, and Lieutenant R. M. Titcombe. The course will last three months.

• Picture: overleaf.



At the R.A.N.'s newly-established school for "frogmen" in Sydney Harbour, these four men prepare to dive on to the harbour floor. The school, established on a 200-ton former lighter now known as H.M.A.S. Porpoise, began its first instructional course on March 28.

THE NAVY



MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

Ships driven ashore in fierce gales

Fierce gales which lashed the coast of Britain on March 23 and 24 drove two ships aground and delayed others.

The Norwegian passenger ship *Venus*, 6272 tons, was driven on to rocks in Plymouth Sound on March 23, while at anchor. A ship's lifeboat later landed 105 passengers and crew, including 15 women.

The other ship forced aground was the 397-ton Dutch ship *Anni Henny* which was battered by a gale on to rocks 300 yards from the beach at the entrance to Port Talbot, South Wales.

In North Devon gales up to 94 miles an hour caused considerable damage to property ashore and to small craft at anchor.

A 50 miles-an-hour gale delayed the 81,000-ton liner *Queen Mary* which was due to have left Southampton on March 24.

Seamen drowned in rescue attempt

Six Indian and two British members of the crew of the liner *Stratheden* and 11 Greek seamen from the Greek trawler *Iason* were drowned in a rescue attempt in the Ionian Sea last month.

The *Stratheden* had sent one of her lifeboats to save the crew of the trawler, which was foundering. The lifeboat capsized and only four Greeks and three of the *Stratheden's* crew were saved.

At a preliminary inquiry in London on March 22 two Australian passengers in the *Stratheden* stated that it took more than an hour for another boat from the *Stratheden* to go to the aid of the men in the first lifeboat.

Ex-commander marooned on Pacific atoll

A Royal New Zealand Air Force plane late last month dropped supplies on lonely Palmerston atoll, in the Cook group, to a retired Royal Navy commander who had been marooned there since his yacht was wrecked four months ago.

The yachtsman, Victor Clark, had been living with the island's inhabitants, who are descendants of an English sailor, William Masters.

On November 14 a hurricane drove his yacht, *Solace*, on to reef off the island, badly damaging it.

The plane dropped nails and other hardware and ship's stores to help Clark repair his yacht, which the natives had dragged across the reef and then floated with 44-gallon drums across the lagoon to the shore.

Since then Clark and the natives have been working on the yacht to make it seaworthy again.

In a radio message Clark said that the way of life on Palmerston Island was "Polynesian with a pronounced Victorian English slant which comes down from old William Masters."

He said he felt sure that the initiative and determination of the islands' 70 inhabitants would eventually float his yacht.

Maiden voyage of "Southern Cross"

The new 20,000 tons Shaw Savill liner *Southern Cross* left Southampton on March 29 on her maiden voyage, to Australia via the Panama Canal.

She is scheduled to leave Sydney on May 9 for the United Kingdom calling at Melbourne, Fremantle, Durban, Capetown, and Las Palmas.

The company has planned for her to make similar round-the-world voyages — four complete trips a year, two from the U.K. via South Africa and two from the U.K. via Panama.

The *Southern Cross* has a speed of 20 knots, and carries no cargo. She is of unique design, with funnel and engines situated as far aft as possible. This and the absence of cargo gear gives her 43,000 feet of clear deck space.

She carries 1160 passengers—all tourist class. Public rooms include two dining salons and a large cinema lounge with gallery, smoke-room, lounge, writing room, and a room called the "tavern," which has a dance floor, a long bar, and seating in continental style.

Two swimming-pools are provided—one indoors and the other on deck. Arrangements for children include a recreation room for

April, 1955

PAGES GLUED TOGETHER

teenagers, a playroom for very young children, and a specially equipped play-deck.

The ship is equipped with stabilisers to reduce rolling.

"Sank his ships," police claim

Brazilian police on March 23 alleged that a marine engineer on the Brazilian coastal ship *Santa Maria* had confessed to having sunk his ship so that an unidentified "master-mind" could collect about £446,000 in insurance.

The ship sank last November in mysterious circumstances with a cargo said to have been worth about £669,000.

The police claimed that the engineer, Eurico Klinger, now awaiting trial, was paid to open the underwater valves on the ship, and that he did this after checking with the radio operator that there were no possible rescue vessels in the vicinity.

The police said the captain, Milton de Silva, was asleep at the time. When he awoke he found the ship was sinking fast although there had been no alarm. He gave orders to abandon ship after frantic efforts to find the cause proved unsuccessful—because the valves were then well under water.

The captain, his wife, and the

crew were picked up from lifeboats in calm water several hours after the ship sank.

Tugs refloat freighter at Newcastle

Two tugs on March 28 towed the Australian interstate freighter *Swanriver* off rocks in Newcastle (N.S.W.) harbour after she had run aground two hours earlier.

The *Swanriver* runs between Whyalla in South Australia and Newcastle, carrying iron ore.

All shipping movement in the harbour was stopped during the time the freighter was aground.

On the same day the collier *Mernoo* towed a disabled fishing launch into Newcastle harbour. The launch, with two men on board, had broken down at sea about 15 miles from Newcastle during the night.

Rare fish caught off N.S.W. coast

Two Ulladulla (N.S.W.) fishermen on March 23 caught two sail fish, which are extremely rare on the N.S.W. coast. Each fish weighed about 20 pounds.

The fisherman, J. Owen and D. Meyers, were trolling for tuna. Sail fish belong to the marlin or swordfish family. They are so named because of their large dor-

sal fin which cuts the surface of the water and looks like a sail.

Cunard liner is up for sale

The Cunard liner *Georgic*, an all-important point that 27,469 tons, is for sale. She was one of Britain's troopships during war.

The *Georgic* will be sold when she completes a voyage to Australia, carrying immigrants.

U.S. fishing ships captured

An Ecuadorean patrol vessel seized two United States fishing ships on March 27, according to Press agency reports from Quito.

It fired on one of the ships, the *Arctic Maid*, wounding one of her crew. Thirteen other fishing ships escaped.

The Ecuadorean Navy claimed that the ships were illegally fishing in Ecuadorean waters.

Ecuador, Chile, and Peru claim that their jurisdiction extends 200 miles out to sea, but the United States does not recognise the claim.

TWO MEN KILLED ON "BLACK PRINCE"

Soon after her return to New Zealand waters from her recent visit to Australia, the New Zealand cruiser *Black Prince* lost two men killed by a premature explosion of a demolition charge.

The cruiser was exercising in Queen Charlotte Sound, at the north-eastern tip of the South Island.

The men—Petty Officer R. H. Tuler and Leading Seaman R. Currey—were handling the charge on the upper deck when the explosion occurred.

There were no other casualties. The *Black Prince* was in the news during her Australian visit when during some exercises some of her shells landed near the towship of Currarong, on the southern coast of New South Wales.

"Simple duty hath no place for fear."—Whittier.

THE NATO FLEET

By Lieut.-Commander NOWELL HALL



Australian Bofors gun crew in a destroyer tests equipment at sea.

enemy's supply shipping and lines of communication. The fact that most of her new ships are equipped for minelaying strengthens the argument.

But is the picture so gloomy, when one considers the massive sea power of the West in terms of the combined forces and resources of N.A.T.O.?

True, the ships which the Allies have now are generally older

than their Russian counterparts, being "units" of long-established fleets which are nevertheless right up-to-date.

A comparison of ship strengths is illuminating. The following figures, as they affect the Royal Navy, are taken from the statement accompanying the Navy Estimates, those for other N.A.T.O. countries from the latest Jane's Fighting Ships. The

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Russian figures quoted above are stipulated for 1956 or 1957—by which time, it must be remembered, the size of the N.A.T.O. fleet will be increased by tonnage now under construction.

Only in submarines may Russia be stronger, but—as will be seen here—the Allies are particularly strong in anti-submarine vessels.

Present N.A.T.O. Strength

| | |
|--------------------------------------|------|
| Battleships — | 25 |
| Carriers — | 128 |
| Cruisers — | 123 |
| Destroyers and frigates — | 1410 |
| Submarines — | 333 |
| Minesweepers of all types — | 1124 |
| Naval aircraft: Total not available. | |

The number of motor torpedo boats and other small war vessels and craft now at the Organisation's disposal, is much larger than that which Russia is likely to have two or three years hence.

The ten "maritime" countries of N.A.T.O. are Britain, Norway, Denmark, Holland, Belgium, Portugal, France, Italy, Greece, Turkey, Canada, and the U.S.A. They have between them no fewer than 3150 ships in the six categories—battleships, carriers, cruisers, destroyers and frigates, submarines and minesweepers. In addition, the six other Commonwealth countries outside the Organisation (Australia, New Zealand, South Africa, Pakistan, India and Ceylon)—like the member nation Canada, they would undoubtedly add their fleets to the Allies' resources in war—have two aircraft carriers, six cruisers, 62 destroyers and frigates and 63 minesweepers.

Ship strengths of France, the United States and the United Kingdom, the three major countries of N.A.T.O. are: France 224, the United States 1619, and the United Kingdom 714.

Thus it is evident that, in numbers of ships of all kinds, N.A.T.O. has, and should maintain, overwhelming strength at sea.

NEWS OF THE WORLD'S NAVIES

Continued from page 15.

H.M.S. "Wren" returns to Britain

After many commissions covering eight years of foreign service, during which she has steamed more than 150,000 miles, H.M.S. Wren, a frigate, returned to her home port of Portsmouth on January 24 from the Persian Gulf.

She is commanded by Commander E. M. D. T'Anson, R.N.

Joint exercises in Mediterranean

Two British aircraft carriers, H.M.S. Centaur and H.M.S. Albion, joined the U.S. Sixth Fleet in the Western Mediterranean at the end of January for six days of combined exercises, including flight operations, gunnery and communications practice, and replenishment at sea.

Rear-Admiral A. R. Pedder, Flag Officer, British Aircraft Carriers, was flying his flag in the Centaur. His force was operating within the British Mediterranean Command of Admiral Sir Guy Grantham, K.C.B., C.B.E., D.S.O., D.S.C.

Vice-Admiral T. S. Combs, U.S.N., Commander U.S. Sixth Fleet, welcomed Rear-Admiral Pedder personally at luncheon on board his Tactical Command Flagship, the U.S.S. Northampton. The British Admiral transferred by helicopter from H.M.S. Centaur for the occasion. Earlier Admiral Combs sent a message of welcome to Rear-Admiral Pedder, and the two flagships exchanged gun salutes on joining.

The U.S. Sixth Fleet includes the aircraft carriers Randolph, flagship of Rear-Admiral Frank Akers, U.S.N., Commander Carrier Division II, and the Lake Champlain. These and other major units of the U.S. Fleet joined the British carriers. The U.S. ships also included the battleship Iowa, flagship of Rear-Admiral Ruthven

E. Libby, Commander Battleship Cruiser Force, Atlantic Fleet.

The combined force of four carriers conducted flying operations for two days under the overall command of Vice-Admiral Combs.

The two British carriers, both of which have come into service in the past eighteen months, later left the Sixth Fleet for Malta. They proceeded in company with three Sixth Fleet destroyers, exercising en route.

"Nautilus" ends her sea trials

Commander Eugene Wilkinson, U.S.N., Captain of the American atomic-powered submarine Nautilus said at the conclusion of the submarine's sea trials last month that there had been no dangerous radiation from the atomic unit.

The United States Atomic Energy Commission believes that a person can absorb as much as 300 units of radiation daily without danger. Commander Wilkinson said that in the Nautilus the average per week per man had been only about five units, and the highest for any man only 45 units.

During her trials the Nautilus made 69 dives, stayed under water a total of 92 hours, and was under nuclear power for 319½ hours.

Capabilities of the submarine—the first atomic-powered submarine in the world—are still secret, but Commander Wilkinson said that it could travel submerged at full speed for a distance equivalent to that from New York to Sydney.

Press agency reports state that the Nautilus is capable of underwater speed of between 25 and 30 knots. The United States Navy is developing a guided missile which can be fired from submarines underwater and at targets hundreds of miles away, the agency reports add. The missile would be used by submarines of the Nautilus type.

THE TREND OF MARITIME POWER

Continued from page 10.

ships, the largest carriers ever built for the Royal Navy, will be joined in the active fleet by the four "Hermes" class carriers: the Centaur and the Albion (both working up) the Bulwark (completed but not yet in service) and the Hermes (under construction).

They will all ultimately have the most modern equipment, produced as a result of considerable scientific research and experiment. This will include the steam catapult which opens up great possibilities as the means of launching faster and heavier machines of the next generation of naval aircraft (including planes which may carry the atom bomb), the angled deck arrangement which will ease flight deck problems, and radar with much greater range and effectiveness than that in general use in the past. The Eagle, though not yet fitted with all the latest equipment, is about to go in for a refit when the angled deck will be incorporated.

Supporting this group of ships are still the older fleet carriers, veterans of World War II—Immaculate, Indomitable, Illustrious, Indefatigable, Victorious—and the light fleet carriers of the "Colossus" class—Glory, Ocean, Theseus, Triumph, Warrior—with a few smaller ships as ferry carriers.

The fleet carriers are, however, now between 10 and 14 years old and all rendered hard wartime service. They can no longer be regarded as the formidable weapons they once were and it is known that the cost of modernising them would be formidable.

The extent of the task is illustrated by the fact that one of these ships, the Victorious, has been in hand for modernisation since 1951 and it is not yet known when she will rejoin the fleet. It must be accepted that the other four fleet carriers are, therefore, swiftly approaching the end of their useful life.

So astonishing is the advance in aircraft performance, and consequently the equipment needed to handle aircraft at sea, that it is rapidly becoming more economical to build a new carrier than to modernise an old one.

The whole problem of naval construction is also bedevilled by the problem that modern equipment requires considerable space, while at the same time prudence decrees that ships shall be smaller. Every endeavour is made to improve living spaces, but the effect of new equipment is constantly to reduce the size of living space.

These considerations complicate and delay not only the progress of the carrier programme but also the building of other types of ships. One of the reasons why there is now no programme for further conventional destroyers or "Daring" class ships is the difficulty of keeping them within prudent size limits.

It is clear that great attention is being paid to the defensive requirements of the Navy. Big programmes for minesweepers and anti-submarine vessels are well advanced, but apart from the air-

craft carrier it is not yet apparent that the same meticulous attention is being paid to the offensive.

On the other hand, this apparent omission may be due to far-sighted planning which makes a calculated risk acceptable at the present time. The advent of atomic propulsion and homing and guided weapons (underwater, air to air, surface to surface, and surface to air) will ultimately mean that specialised new ships and aircraft must be designed.

The atomic age and the relentless progress of science is thrusting us forward to the day when present types of ships and aircraft will no longer meet naval needs, but until that time arrives there will continue to be an imperative need for known and proved types of ships and weapons.

—From the London "Navy."

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SUB. MENACE TO N.Z.

Russian submarines could easily mine the approaches to New Zealand ports, laying up to 40 mines in one voyage, Lieutenant-Commander R. F. G. Elsworth, D.S.C., R.N., told the annual conference of the Navy League of New Zealand, in Dunedin recently.

THERE was no adequate force to cope with the problem, he said. It was a frightening thought and one which should give rise not to panic but to some very serious thinking in the Dominion.

There was little doubt, Lieutenant-Commander Elsworth said, that the units of the New Zealand Navy were outmoded so far as modern naval warfare was concerned. In the event of hostilities they would be unable to fill adequately their appointed role, although the men who manned them were capable of giving an excellent account of themselves.

If New Zealand wanted an efficient Navy it must provide the requisite materials. In these days, war was very much a matter of materials. Men could not be put up against machines without suffering a serious setback, in spite

of their bravery. Modern materials were essential.

New Zealand at the moment, he said, was equipped with Loch class frigates, but their equipment was not good enough. New submarines being built by the Russians had such great underwater speeds that nothing but the most modern equipment could cope with detection. And the Loch class frigates were not designed to handle the new equipment.

Although the Loch frigates, with their 18 knots, could not deal with the new 15-knot underwater submarines, the United Kingdom was finding the answer with new ships. There were the Whitbys with a maximum of 25 knots, and heavy modern armament, and Blackwoods, with a 25 knot speed and a lighter armament. The latter, he said, was the type for use in New Zealand.

The Russians were building and operating large numbers of modern ocean-going submarines. Many of them were based in the Pacific and were quite capable of reaching New Zealand in the course of their normal operational tours. The Russians had bases in the Pacific for access to the southern areas, but it was not completely necessary to have bases.

Mines provided a very real threat to New Zealand, although it was favoured geographically in that it was situated on a shelf which fell away sharply outside harbour entrances, so that is was difficult to lay mines to obtain the maximum advantage. But the real threat arose because New Zealand did not have the ships to sweep enemy-laid minefields.

The answer was the wooden minesweeper. The United Kingdom was developing such ships to meet the potential threat. Their costs were high — £375,000 for coastal types and £270,000 for types which could keep harbours and narrows clear—but they provided a retaliatory weapon, one which New Zealand needed, but did not possess.

Lieutenant-Commander Elsworth made this statement after the conference had passed a resolution "viewing with the gravest concern the lack of provision for the replacement of the necessary fighting vessels of appropriate type for the Royal New Zealand Navy, having regard to the age of the existing fleet and to the commitments of this Dominion in its share of the defence of the Pacific and South East Asia areas."

The conference resolved "that a realistic policy on this vital matter should be decided upon with-

out further delay, and that in conformity with the above, it is strongly considered that the meagre sum already allocated for replacement purposes should be substantially increased."

Commander C. H. T. Palmer, supporting the resolution, said: "It is a bitter fact that due to age and the recent rapid change in Naval warfare the fighting ships of the R.N.Z.N. are now of very limited value and practically obsolete."

"If replacements are not urgently made we must rely for our main protection from aggression and conquest on the Navies of the United States and Australia, who so notably played their part in World War II."

"Delay in ordering new ships creates a dangerous position. Our present Naval status is such that our obligations in the southern seas to the Mother Country, sister dominions, and our allies could not be fully honoured in the event of sudden war."

"Until New Zealand allocates at least £10 million for ship replacement, there will be no confidence in her ability to play her proper part in Pacific Naval defence, and take her place as a nation to be reckoned with."

"At the present time, the Royal New Zealand Navy consists of cruisers on loan from the Royal Navy, frigates bought at a bargain price from the British Government, corvettes built at reasonable cost during the war, and minesweepers, a gift from the Australian Government."

"Under these most favourable conditions, the New Zealand taxpayer has been called upon to pay only a fraction of the amounts paid by the British, Canadian, Australian, and United States taxpayers. The time has now arrived for us to take a realistic view of Naval defence, and our duty to the Empire, the Commonwealth, and our allies."

"The threat to peace in the Pacific is so vital that most urgent action is necessary."



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"UNPRECEDENTED" R.N. AIR STRENGTH

The de Havilland company has stated that the British Supply Ministry's order for D.H. 110 aircraft for the Royal Navy would "introduce an unprecedented degree of air strength to British naval operations."

This aircraft was the first British operational aircraft to exceed the speed of sound, which it did in a dive in April, 1952. It fulfilled touch-and-go trials on H.M.S. Albion in September last and is

expected to carry out arrested landing-on trials later this year.

The company has also stated that the D.H. 110 is able to tackle not only high-altitude convoy raiders and reconnaissance aircraft but also, if need be, the land-based single-seater fighter.

Although primarily a high-altitude interceptor, it can be employed as a ground-attack and naval strike aircraft.

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U.S. AWARDS FOR SIX OFFICERS ANNOUNCED

The United States Government has awarded the Legion of Merit (Degree of Officer) to five officers of the Royal Australian Navy for operational services in Korea and has conferred the Bronze Star Medal upon another R.A.N. officer for similar services.

The awards are:

Legion of Merit.

REAR-ADMIRAL D. H. HARRIES, C.B.E., who, as Captain Harries, was captain of the aircraft carrier *Sydney* in Korean waters from September, 1951, until February, 1952.

CAPTAIN O. H. BECHER, D.S.O., D.S.C. and Bar, R.A.N., who commanded the destroyer *Warramunga* in Korea from August, 1950, until September, 1951.

CAPTAIN R. I. PEEK, O.B.E., D.S.C., R.A.N., who, as Commander Peek, was captain of the destroyer *Tobruk* in Korea from October, 1951, until January, 1952.

COMMANDER A. N. DOLLARD, D.S.C., R.A.N., who, as Lieutenant-Commander Dollard, was captain of the frigate *Murchison* in Korea from July, 1951, until February, 1952.

LIEUT.-COMMANDER (P) W. G. BOWLES D.S.C., R.A.N., who was commander of the 805 (Sea Fury) Squadron aboard H.M.A.S. *Sydney* during her service in Korea.

Bronze Medal Star.

LIEUT.-COMMANDER G. V. GLADSTONE, D.S.C. and Bar, R.A.N., who was executive officer of the *Warramunga* during her Korean service.

Rear-Admiral Harries at present is Head of the Australian Joint Services Staff in Washington; Captain Becher is captain of the aircraft carrier *Vengeance*; Captain Peek is Deputy Chief of Naval Personnel at Navy Office, Melbourne; Commander Dollard is

Deputy-Director of Manning at Navy Office, and Lieut.-Commander Bowles and Lieut.-Commander Gladstone are doing the Naval Staff Course in the United Kingdom.

The Minister for the Navy, Mr. J. Francis, said that the citations accompanying the awards could be summarised as follows:—

REAR-ADMIRAL HARRIES: By intelligent leadership, aggressiveness, a thorough knowledge of naval air tactics and skilful development of the forces at his disposal, he provided effective aerial reconnaissance of the West Korean coast, close air support to the Eighth Army, air cover to the west coast naval units, and, in addition, carried out destructive attacks on Communist enemy rail and road nets and defensive installations in support of the Air Force interdiction programme. He made a marked contribution to the success of the naval campaign in the Korean conflict.

CAPTAIN BECHER: By his intelligent leadership, aggressiveness and untiring devotion to duty, both in his harassing attacks on Communist forces and installations, and in his long and arduous escorting patrols, he displayed his outstanding skill as a naval officer.

CAPTAIN PEEK: He planned, and carried out, effective attacks on Communist coastal installations against enemy counter battery fire. By his intelligent leadership, aggressiveness and untiring devotion to duty he displayed his outstanding skill as a naval officer. He made marked contribution to the success of the naval campaign.

COMMANDER DOLLARD: With outstanding skill as a seaman he aggressively patrolled the lower Han River controlling the water approaches to Seoul, capital of the Republic of Korea, and protected against communist amphibious attack the left flank of the Eighth Army on Kimpo Peninsula. Exposed to the constant navigational dangers of strong currents and shifting channels, and within constant range of active Communist guns and mortar fire he showed great perseverance, courage and the will to win in maintaining his frigate in this exposed position and in harassing the enemy ground forces with gun fire.

LIEUT.-COMMANDER BOWLES: He led his squadron in many successful attacks on Communist forces, installations, bridges and road nets and made possible the close naval blockade of West Korea by aerial reconnaissance flights in marginal and bad weather. He contributed to the successful gunstrikes against Communist shore batteries by surface units of the west coast blockading and escort element by providing air spot with planes of his squadron.

LIEUT.-COMMANDER GLADSTONE: He distinguished himself by repeatedly leading small LCVPs, which had been jury-rigged as mine-sweepers, into known mine fields to sweep and destroy enemy mines. His disregard of personal safety and example of resourceful leadership were a boundless source of morale for the men so engaged and for the entire Task Element 95.69 in which he was Australian Liaison Officer and Assistant Operations Officer on the staff of the commander.

Earl Mountbatten

Admiral the Earl Mountbatten of Burma will take up his appointment as First Sea Lord and Chief of Naval Staff on April 19.

He has joined the Admiralty for duty about a month before that date to prepare for taking over

from the present First Sea Lord, Admiral of the Fleet Sir Rhoderick McGrigor.

Admiral of the Fleet Sir Rhoderick McGrigor became First Sea Lord and Chief of Naval Staff, in the rank of Admiral, in December, 1951. He was promoted to Admiral of the Fleet in May, 1953.

Admiral the Earl Mountbatten was Commander-in-Chief, Mediterranean, from May, 1952, until December, 1954, and was Commander-in-Chief, Allied Forces, Mediterranean, from March, 1953.

He was relieved in those appointments by Admiral Sir Guy Grantham.

Chief Officer Cole

The new director of the W.R.A.N.S., Chief Officer Elizabeth Cole, has visited New South Wales, Tasmania, South Australia, and Queensland interviewing prospective recruits to the service.

She said in Sydney recently that the standard of recruits was "more than comparable" with the standard of recruits to the W.R.N.S.

Chief Officer Cole is on loan to the Australian Navy from the Royal Navy, where for two and a half years she was in charge of recruiting and entry into the W.R.N.S. at the Admiralty.

Chief Officer Cole said that more W.R.A.N.S. officers would be selected later this year. Most, if not all, would come from girls at present serving in the ranks.

Promotions

The Admiralty has announced the following promotions to Rear-Admiral in her Majesty's Fleet:—

Captain (Acting Rear-Admiral) George Verner Motley Dolphin, D.S.O., A.D.C.

Captain John David Luce, D.S.O. and Bar, O.B.E., A.D.C.

Captain Philip Whitworth Burnett, D.S.O., D.S.C. and Bar, A.D.C.

Captain (Commodore 1st Class) Wilfred John Wentworth Woods, D.S.O. and Bar, A.D.C.

Captain Keith McNeil Campbell-Walter, A.D.C.

Captain (Commodore 1st Class) Laurence George Durlacher, O.B.E., D.S.C.

Captain George Kempthorne Collett, D.S.C.

Captain (E) Sir John R. Coote, Bart., C.B.E., D.S.C.

R.N. Appointments

The Admiralty has announced the following appointments:—

Rear-Admiral L. G. Durlacher, O.B.E., D.S.C.: to be Deputy Chief of Naval Personnel (Personal Services) in succession to Rear-Admiral H. W. Biggs, C.B., D.S.O. and Bar.

Rear-Admiral P. W. Burnett, D.S.O., D.S.C. and Bar: to be Chief of Staff of Commander-in-Chief, Portsmouth, in succession to Rear-Admiral B. I. Robertshaw, C.B., C.B.E.

Rear-Admiral H. W. Biggs, C.B., D.S.O. and Bar: to be Flag Officer Home Fleet Training Squadron in succession to Vice Admiral S. H. Carlill, C. B., D.S.O.

Captain R. R. S. Penefather: to be Deputy Chief of Staff to Commander-in-Chief, Portsmouth (with rank of Commodore 2nd Class).

In pursuance of her Majesty's pleasure the following officers have been appointed Naval Aides de Camp to the Queen in succession to the officers stated:—

Captain Sir St. John R. J. Tyrwhitt, Bt., D.S.O., D.S.C. and Bar, vice Captain G. V. M. Dolphin, D.S.O., promoted to Flag Rank.

Captain D. G. F. W. Macintyre, D.S.O. and two Bars, D.S.C., vice Captain E. Hale.

Retired List

The following officers have been placed on the retired list in the rank of Captain, the Admiralty announces:—

Captain Edward Hale, A.D.C., Captain George Henry Beale, D.S.O., O.B.E., A.D.C., Captain Henry Norman Scott Brown, C.B.E., Captain John Shirley

Sandys Litchfield, O.B.E., Captain Cromwell Felix Justin Lloyd Davies, D.S.O., D.S.C., Captain (Commodore 2nd Class) Sir Aubrey St. Clair-Ford, Bart., D.S.O. and Bar, Captain David Caldicott Ingram, C.B.E., D.S.C.

FUNERAL OF ADMIRAL D. A. PRITCHARD

The funeral of the late Surgeon Rear-Admiral D. A. Pritchard, C.B.E., took place with full naval honours at the Springvale Crematorium (Victoria) on March 15.

It was preceded by a service at Christ Church, South Yarra.

The funeral and the service were attended by the First Naval Member and Chief of the Naval Staff, Rear-Admiral R. R. Dowling, C.B.E., D.S.C., the Secretary of the Department of the Navy, Mr. T. J. Hawkins, and other members of the Naval Board, the Commodore Superintendent of Training at Flinders Naval Depot, Commodore N. A. Mackinnon, R.A.N., and Vice-Admiral Sir John Collins, K.B.E., C.B.

Other naval officers and senior civilian officers at Navy Office were also present.

By command of the Queen, to whom Admiral Pritchard was an honorary physician, Surgeon Captain L. Lockwood M.V.O., D.S.C., R.A.N., who is an honorary surgeon to Her Majesty, attended as her representative.

The East Australian Area Command was represented by Surgeon Captain J. M. Flattery, O.B.E., R.A.N.

The pall-bearers were Rear Admiral Dowling, the Second Naval Member, Commodore J. C. Morrow, D.S.O., D.S.C., R.A.N., the Third Naval Member, Rear-Admiral (E) C. C. Clark, O.B.E., D.S.C., the Fourth Naval Member, Commodore D. McI. Russell, R.N., Mr. Hawkins, and Commodore Mackinnon.

Admiral Pritchard's insignia were carried on a cushion by Surgeon Captain H. W. Gault, R.A.N.



When H.M.A.S. Shoalhaven berthed in Sydney on March 29 after a nine months' patrol of Korean waters, Leading Signaller Richard Manser saw his eight-months-old daughter, Jen, for the first time. Mrs. Manser hoisted Jen aboard to greet her proud father.



"The Nation and the Navy"—by Christopher Lloyd, published by the Cresset Press.

In his book Mr. Christopher Lloyd paints upon an immense canvas. He shows, by a broad survey of naval activity throughout the centuries, how vital a part the Navy has played, and still plays, in the destiny of the British people. He traces, too, the evolution of naval custom and manners, showing the gradual evolutions from the unruly throng of Tudor and Stuart days to the disciplined complement of a ship of our own days.

So wide a study could not even have been attempted without a great deal of background knowledge, and it says a great deal for Mr. Lloyd's erudition that he has produced so balanced a survey within the compass of a single volume. It can, of course, be no more than a survey on the broadest of scales, with much of interest necessarily omitted.

Such a book as Mr. Lloyd now gives us has long been needed, for it links the inner, social life of the Navy with its historical place in the national and imperial story. We begin to see, now, the all-embracing pattern as a whole, and can understand the unique place in the national and imperial the strategic background of national and imperial development. Inevitably there has been much simplification of the story, for the complexity of naval development through the centuries cannot be told in a book of this size. But in its broad sweep it tells the story well enough, and must be counted a valuable addition to our naval literature.

P.K.K.

—From the London "Navy."

"The Walker Expedition to Quebec, 1711," edited by Gerald S. Graham; Navy Records Society (London).

Sir Hovenden Walker's *Journal of the Late Expedition to Canada*, published in 1720, is rapidly becoming a rare book, and it was a happy idea on the part of the Champlain Society of Canada and our own Navy Records Society to join forces in reproducing it as a volume in each series. While the book is, of course, mainly Walker's own account published by him in vindication of his actions, it remains a document of intense naval interest.

The expedition to Canada in 1711 was aimed at the capture of Quebec, the key to the French domination of the northern half of the North American continent. It was not the first attempt to reach Quebec, for Phips had commanded an earlier expedition which had come within an ace

of success, in 1690. Two abortive attempts were made in 1707, but the prize still glittered so brightly in the eyes of the colonists that the Government at home was persuaded to send out a full-scale expedition that was to approach Quebec by the classic path up the St. Lawrence River. It was to the command of this expedition that Rear Admiral Sir Hovenden Walker was appointed.

In the capable hands of Professor Gerald Graham, Walker's *Journal* has now been buttressed by many of the Admiralty and State Papers which deal with the expedition, giving us at last a really comprehensive view of the whole. Professor Graham has done his work with a zest and a thoroughness that must command our admiration, and has produced a notable addition to the series of Navy Records Society volumes that amply maintains the high quality of these invaluable publications. This is, in fact, a fine piece of work, edited with such care and scholarship that its reading becomes a delight throughout. It is certainly not a book to be missed.

—P.K.K., in the London "Navy."



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JULIE AND THE AMBASSADOR

By J. H. Adams

JULIE STODDART was a red-headed menace and I was sorry I ever permitted her to be signed on as stewardess aboard the *Camberwell* (said Captain George Mansley).

Not that there was anything wrong with Julie, rather the reverse. Everything was right. She had figure and personality. Blue eyes, a slightly turned up nose and a mop of curly auburn hair. A trim craft.

With her intelligence and charm she could have got a good job ashore without any trouble. But she wanted to travel.

We embarked the Foreign Ambassador at Vancouver, on his way to take up a diplomatic appointment. I won't name the country he represented. I'll be diplomatic myself and disprove what my old ship's surgeon, Dr. Ramsay, says about me.

For several voyages I had experienced trouble over Julie Stoddart. She caused it innocently: Male passengers fell for her. She laughed and joked with them; showed even white teeth when she threw back her head in laughter, and wrinkled up her nose.

She repelled the advances of young bloods, without effort. She drove eligible bachelors to distraction, made wolf-eyed old buffers forget their rheumatics.

Then along came the Foreign Ambassador with an old-world suavity.

He was tall, inclined to be swarthy, with a courtly manner. His English was not impeccable, yet he spoke with an accent that was rather pleasant.

Julie didn't fall in love with him, although she did pay him a little more attention than she had any of the other men who had voyaged on and down the Pacific with us. I often saw them

talking together by the rail when she was off duty.

Then his advances became more ardent. Julie dealt with him as calmly as a stonewalling opening bat.

The cooler she became the madder he got. He became livid. It would have been wiser if Julie had landed him a few open-handers across the face and had become annoyed. All she did was to tantalise him.

One day he told me that he had some very important secret documents in his satchel and was afraid we had a spy in the ship. An agent, enemy of his country, was trying to steal them. I offered to lock the documents in my safe. He declined the offer.

This was the build-up for an accusation. Soon afterwards he swore that the documents had been stolen from his satchel. Julie was the thief. An enemy agent.

The rogue was trying to get square with the little stewardess, but this was hard to prove. Julie was called to my cabin. She tearfully denied the charges. He vowed that he had seen her leaving his cabin and later he missed the documents.

I knew whom to believe but the Foreign Ambassador pressed for action and the affair got beyond me. I called in Dr. Ramsay.

"We must get Julie out of this somehow, Doc," I said.

He nodded. "I agree. Can't see how, on the spur of the moment."

"Give it some thought. We'll have to hold an enquiry when we reach port. High diplomatic stuff."

Well, in port a couple of security detectives turned up and the representatives of our line put in an appearance.

"We'll get 'em all up to my day room for the inquiry," I said to Dr. Ramsay.

He shook his bald pate. "No. It must be in my cabin. It's quite large."

"We can't do that. Loss of dignity."

"My cabin—or I pull out of the whole business," he insisted.

I'll always remember that inquiry. Doc arranged the seating. The Foreign Ambassador was resplendent in morning dress. Doc took the role of defence counsel and fired questions at the foreigner. Wasn't it a fact that he was acting out of spite? Wasn't he a rejected suitor? Wasn't it true that no secret documents existed?

To my amazement the Foreign Ambassador was as fidgety as a cat on hot bricks. He virtually admitted everything. Julie was cleared of all suspicion. Doc tied him in knots. I took Dr. Ramsay to my cabin, carefully closed the door and poured out two whiskies.

"Now tell me all," I demanded. "Quite simple," answered Dr. Ramsay. "A case of practical psychology. The Foreign Ambassador is a vain man. He loves to strike a pose. If he cannot see that pose, confidence leaks out of him like air from a punctured tyre. Did you note the seating: I chose my cabin because of the full-length mirror conveniently placed. I got the Foreign Ambassador right in front of it. Then I stood by the mirror."

"I can't quite follow—" "You thickheaded old shell-back! When he could see his reflection he was full of fight."

"I see. And when he could not—"

"Exactly. When he couldn't see himself he was done. Every time he preened himself and struck a pose I edged in front of the mirror and blocked his view."

For Sea Cadets

CADETS' WHALER RACE

By D.J.M.

Seven whaler crews from N.S.W. Division training ships competed for the Warrego Cup in Sydney Harbour on March 19, held in conjunction with the Metropolitan Regatta for Sea Cadet whalers.

T.S. Tobruk (Newcastle) won the race by two lengths from T.S. Sydney and T.S. Australia. Tobruk's crew gave a splendid exhibition of how a whaler should be handled. Their timing was perfect and they deserved their win.

Other training ships taking part in the race were the *Warrego*, *Perth*, *Sirius*, and *Albatross*.

The entry of the Sea Cadet Corps in this regatta was made possible by the co-operation and assistance of H.M.A. ships *Rushcuter* and *Penguin*, who made their whalers available to the cadets.

T.S. Sydney did well to come second as their's was a scratch crew, their original crew having been sent on board H.M.A.S. *Vengeance* for a sea-going camp. There was not much between second and third place. T. S. Australia, which held the cup for 1954, was creeping up on Sydney towards the finishing line.

One officer, one C.P.O. instructor and thirty cadets embarked in H.M.A.S. *Vengeance* on March 18 for a sea-going week-end camp. They gained valuable practical experience in seamanship and sea routine.

Sea Cadets embarking in H.M.A. ships for week-end training conform to the routine and organisation of the ship, with added instructions from Sea Cadet Headquarters, such as special duties, hoisting and hauling down colours. The instructional syllabus is made up by Sea Cadet Headquarters to enable ships' staffs to

know what to teach the cadets.

The cadets keep watches; learn about fire fighting, and the routine for safety of the ship.

In shore establishments more attention is given to disciplinary training and squad drill. Gone are the days when Sea Cadets went on board a ship for lots o' fun.

A week-end training camp on board ship now means an opportunity for the cadet to put into practice what he is taught in his home depot.

T.S. Albatross and T.S. Tobruk were accommodated on board H.M.A. ships *Warramunga* and *Arunta* respectively during the week-end March 18-20. This enabled them to compete in the Whalers Race. Saturday evening and Sunday were spent under instructions.

N.S.W. Division appointments: S/C Lieutenant—Commander David John Mort, A.S.C.C., as Deputy Divisional Senior Officer, N.S.W. Division, A.S.C.C., vice S/C Commander Leonard Edgar Forsythe, A.S.C.C., to leave (overseas), to date March 25.

S/C Lieutenant Keith Martin Adams, A.S.C.C., appointment confirmed to date February 11, 1954, and as Commanding Officer T.S. Australia (Waverton).

Maurice William Wilson, as Petty Officer Instructor and to T.S. *Shropshire* (Canterbury) to date March 8.

Resignations:—

Broadbent, J. (N.L.) Sub Lieutenant, Ex. T.S. *Warrego* (Woolwich).

Advancements:—

Stewart Harvey to Acting Cadet Petty Officer and re-appointed T.S. *Warrego*.

Sub-Lieutenant Peter Gudgeon, R.A.N.R., who has been assisting

with instruction in T.S. *Warrego*, has had the good fortune to be chosen to take passage in H.M.A.S. *Queenborough* during her overseas assignment.

N.S.W. Division entries:— T.S. Sydney: 1263 Phillip Charles Cahill, 1264 Peter Paske, 1265 Maxwell Gladwin, 1266 Peter Linders.

T.S. Australia: 1248 Maxwell Charles Davis, 1249 Evans Rowland Jones, 1256 Terence C. Parish, 1269 Kenneth G. Stevenson, 1270 Roland Douglas Ogden.

T.S. *Warrego*: 1250 Leslie Ponting, 1251 Ian Mears, 1276 Charles Henry Crews.

T.S. *Perth*: 1252 Graham F. Taylor, 1259 Errol James Thorne (re-entry), 1260 Ian Stuart Hoggan.

T.S. *Sirius*: 1269 Graham Hugh Watton, 1274 Neville Graham Josey, 1277 William Pomfret.

T.S. *Albatross*: 595 David C. Duncan (re-entry), 1257 Sydney A. Gow, 1258 Joseph F. Ford, 1261 George A. Brown.

T.S. *Tobruk*: 1253 Robert Bremell, 1254 Henry T. Arnolli, 1271 Brian Birchall, 1272 Terence A. Fauchon, 1273 John Robert Ferguson Colquhoun.

T.S. *Shropshire*: 1275 Stanley M. Jennings.

T.S. Sydney (Snapper Island) and T.S. *Sirius* (St. George) tied for first place in the Navy League aggregate point score trophy at the annual swimming championship meeting of the N.S.W. Division at the Balmoral Naval Depot swimming-pool on February 19.

T.S. Sydney won the T.S. *Sirius* inter-unit relay trophy.

Parents and friends of the cadets helped make a picnic day of the meeting.

Results: 50 yards freestyle (14-16): Dr. Wit (Tobruk) and McMath (*Sirius*) dead heat 1, Marsh (*Sirius*) 3; 50 yards freestyle (16-18): Bennett (*Perth*) 1; 100 yards freestyle (15-16): Craw-

ford (Sydney) 1, Altman (Perth) 2; 100 yards freestyle (16½-18½): Nash (Sydney) 1, Bilsborough (Sydney) 2; 100 yards breaststroke (15-16): Castles (Sirius) 1; diving (14-16): Franklin (Warrago) 1, Nicholls (Sydney) 2; diving (16-18): Colvin (Australia), Bilsborough (Sydney) 2; 100 yards breaststroke (open): Castles (Sirius) 1, Coyle (Sydney) 2; 50 yards backstroke (open): Kidner (Shropshire) 1, Crawford (Sydney) 2; 200 yards freestyle (open): McMath (Sirius) 1, Marsh (Sirius) 2.

Tasmanian Cadets

By G.E.W.W.B.

All units of the Tasmanian Division have begun their training programme after the summer recess.

In February cadets from T.S. Leven (Ulverstone) paid a visit to S.S. Port LITTLETON in Burnie and were shown over the ship by the ship's officers.

T.S. Leven now has a basketball team that takes part in the Ulverstone roster.

Cadets from T.S. Tamar (Launceston) visited the S.S. Dalby in port and were shown over the ship by the master.

During the winter months cadets from the Tamar will spend week-ends in parties of ten to twelve aboard the Tamar, where they will carry out ordinary ship routine.

The cadets from T.S. Derwent (Hobart) were fortunate in being able to visit H.M.A. ships Vengeance and Arunta and H.M.N.Z. ships Black Prince and Hawea when these ships were in Hobart in February. They spent all day in the Vengeance and were given their midday meal on board.

All units were recently inspected by the Second Naval Member, Commodore Morrow, D.S.O., D.S.C., R.A.N.

"Goodness is a special kind of truth and beauty. It is truth and beauty in human behaviour."—H. A. Overstreet.

WORLD'S NAVIES

Continued from page 15.

Sailplane achievement by Navy officer

A climb in a sailplane to 30,500 feet above sea-level was made by Commander H. C. N. Goodhart, R.N., over the Sierra Nevada Mountains, at Bishop, California, on January 9. This is the greatest height yet reached by a British sailplane pilot.

It cannot be recognized as a national gliding record, however, as it does not exceed by five per cent the height of just over 30,000 feet reached by Mr. Philip A. Wills in New Zealand on December 29.

Commander Goodhart, who is with the British Joint Services Mission in the United States, was flying a Schweizer sailplane belonging to Mr. W. S. Ivans, a United States pilot who holds the present world's altitude record for a single-seat sailplane at 42,000 ft.

Both that and Commander Goodhart's flight were made in stationary atmospheric waves set up in the lee of the Sierra Nevada range, which rises to 14,500 ft. at Mount Whitney.

Lieutenant-Commander G. A. J. Goodhart, D.S.C., R.N., a brother of Commander H. C. N. Goodhart, flew from Narromine, New South Wales, to a point 93½ miles away and back on January 8, the last day of the Australian national gliding contests. This is claimed as a new British Commonwealth gliding record for "out-and-return" flight.

German officers visit Admiralty

The Admiralty revealed that six German officers who hold appointments in the Blank Office, which is responsible for planning the future West German Defence contribution, visited the Admiralty and H.M. ships and establishments in the Portsmouth area during January.

The officers were: Lieutenant-General A. Heusinger, Lieutenant-Colonel M. R. Schwerdtfeger

(A.D.C. to General Heusinger), Captain K. A. Zenker, Captain H. Gerlach, Commander W. Rover, Colonel W. Gaul. General Heusinger is the Chief of Military Staff at the Blank Office.

The Admiralty statement pointed out that the visit was in continuation of her Majesty's Government's policy of close co-operation with the Continental countries. In April, 1954, agreement was reached between the United Kingdom and the E.D.C. on a common policy for military association between their forces, and at the Nine Power Conference held in London the Foreign Secretary reaffirmed the undertakings that the U.K. had given to the E.D.C. The Secretary recognised, however, that co-operation would take place in a different framework.

"Since the German Navy will not come into being until the Paris Agreements have entered into force, the visit was intended to pave the way for future co-operation between the Royal Navy and the German Navy.

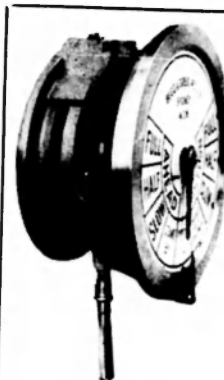


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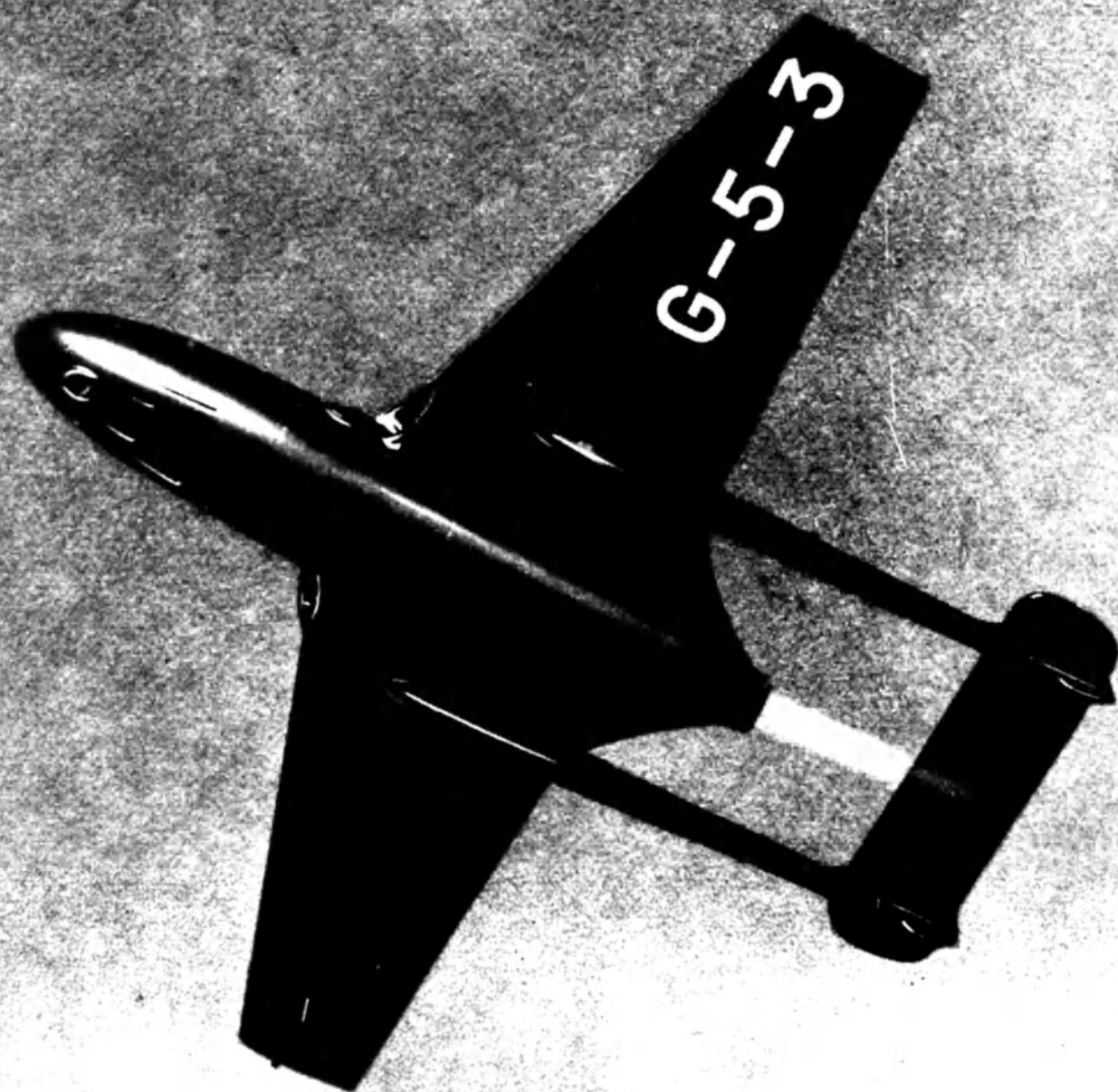
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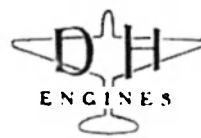
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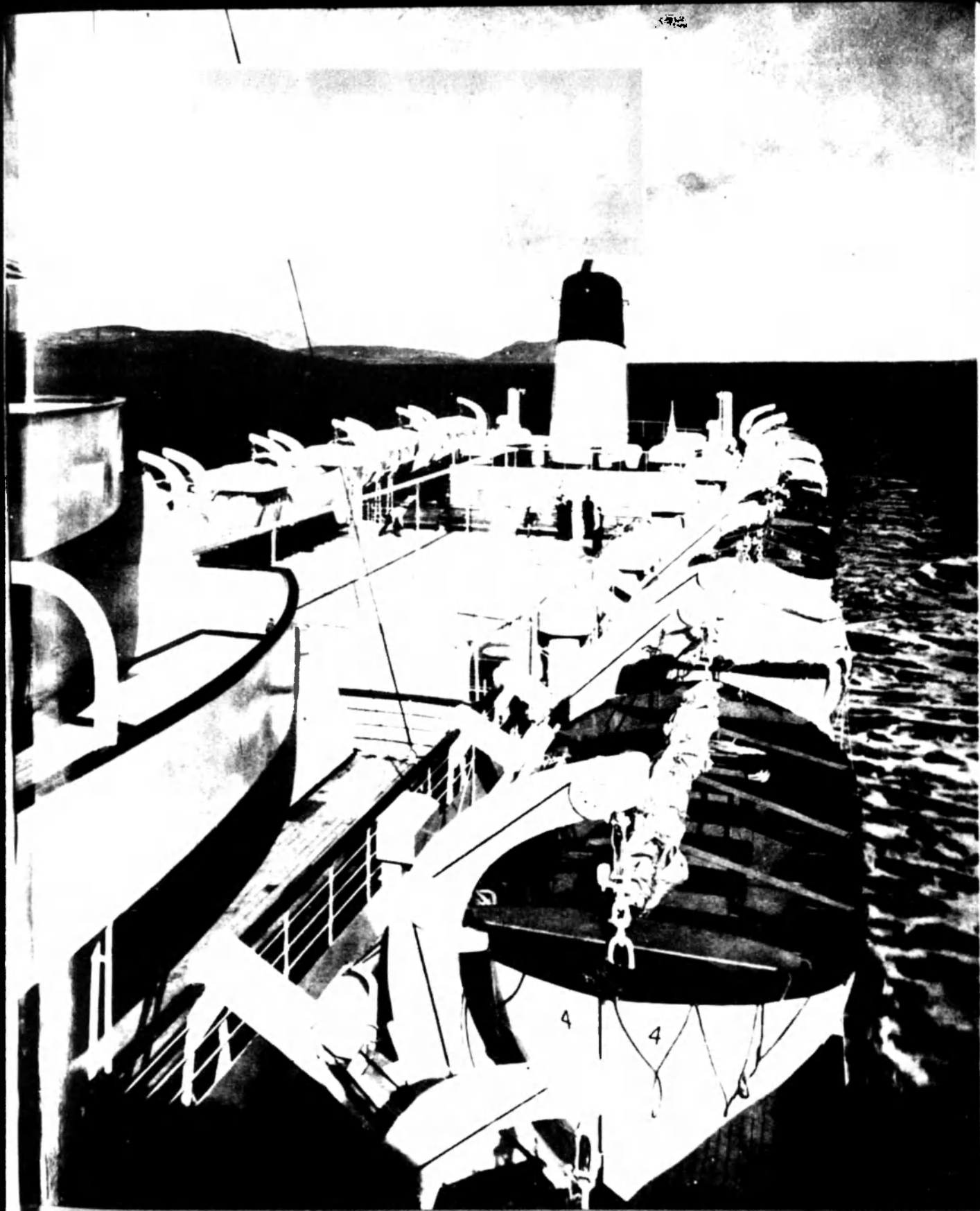
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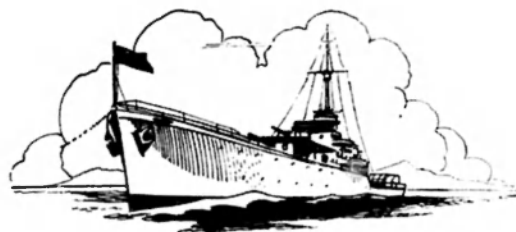
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Australia's Maritime Journal

Vol. 18. MAY, 1955. No. 5.

THE ADMIRALTY'S GOOD INTENTIONS.

If good intentions mean anything—and very often they do not—the declaration of Naval policy which the First Lord of the Admiralty made in his recently issued explanatory statement on the Navy Estimates would be very comforting.

Even so, it is most welcome news to learn that the United Kingdom Government envisages a continuing need for strong naval forces and that (in the First Lord's words) the Government is now "able to embark on a programme of building and re-equipment". It would be far better news to learn when this regeneration of the Royal Navy will be accomplished.

There was little new in his statement on the roles of the Royal Navy in peace and war, except that it punched home the intention to maintain and improve the Navy's air power—despite what the critics of the carrier have said.

The Navy's role in peace will be to support the national policy overseas and to protect Britain's world-wide trade. In the event of another world war, the Navy's role will be:

- To search out and destroy the enemy's ships and to prevent him from using the seas;
- To protect Britain's communications and to safeguard the supply lines of Allied countries;
- To provide direct air support for operations

ashore and afloat in areas where it cannot readily be given by shore-based aircraft.

Of greater interest was a glimpse of the Fleet of the future:

"As part of our contribution to the allied navies of the future, we see battle-groups of carriers, guided missile ships, and their escorts. These replace, in effect, the concentrated main fleets of past wars; they provide the strength upon which all other naval activities depend; they cover the manifold activities of the escort forces protecting our world-wide sea communications; and they provide a mobile offensive force which can be quickly deployed wherever it is required.

"By their ability to disperse and re-concentrate at will, they remain, in the thermo-nuclear era, both an elusive and hard-hitting fighting force. The Royal Navy requires, therefore, carriers operating the latest aircraft; powerful ships armed with guided weapons; escorts capable, in co-operation with carrier and shore-based air forces, of providing protection for our shipping; submarines and amphibious forces; and minesweepers to keep the sea lanes clear for vital supplies.

"All of these ships must be well equipped and efficient and maintained in a high state of readiness.

"We have already made long strides towards meeting the need for modern carriers. We have, for some time, been clear about the design of our

smaller ships, which are coming forward in large numbers.

"Now, after thorough study by our sailors and scientists of the conditions and developments we shall have to face, we can see sufficiently clearly the lines on which we should build ships to take the place of conventional cruisers."

Referring to Royal Navy's present strength, the First Lord admitted that the average age of the Fleet was too high. He spoke of post-war modernisation of destroyers and escorts and of design and construction of submarines, but added that, after the war, naval shipbuilding had to give way to the need for merchant ship-building. Five carriers, eight Darings, about 90 minesweepers and 27 destroyers converted to frigates had joined the Fleet.

Despite the promise of a programme of building and re-equipment, the First Lord's statement contained no provision for any new building other than two Fleet escort ships, eight general purpose frigates, and ten coastal minesweepers.

It is an uneasy thought that since the *Girdleness*—to be converted as a trials ship for guided missiles—will not be completed until 1956, it seems highly likely that some considerable time will elapse before it is possible to lay down any guided-missile ships to replace the Navy's ageing cruisers.

At first impression, a happier situation exists for the Fleet Air Arm, but, on examination, a similar unsatisfactory feature emerges with regard to aircraft supply. The First Lord's statement admittedly referred to replacements for the *Sea Hawk*, the *Sea Venom*, and the *Wyvern* (an aircraft condemned in the White Paper on Supply of Military Aircraft as not successful in its designed purpose as a carrier-borne aircraft) but there was no indication of when the Fleet Air Arm may hope to have these new aircraft in squadron service.

On this point, the London "Spectator" commented caustically: "The Navy's paper-strong force of carriers likewise has no suitable aircraft to fly off them."

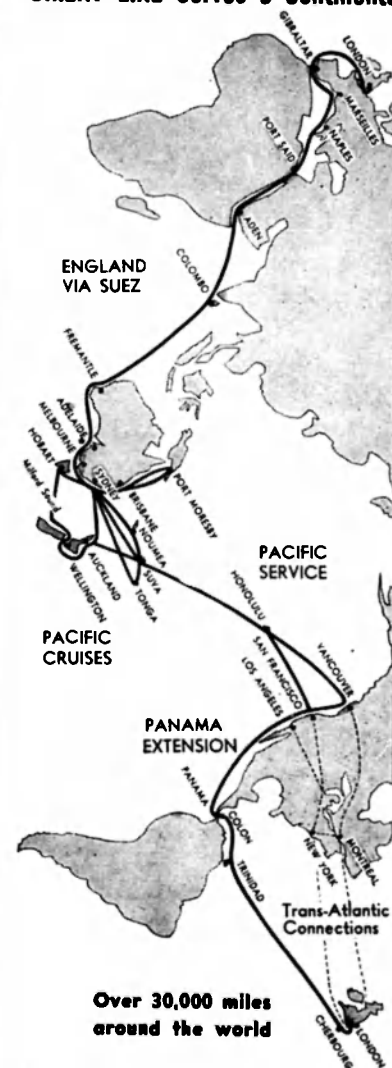
STRONGER ROYAL TIES

Next year the Duke of Edinburgh will visit Australia for the third time. It will be to attend the 1956 Olympic Games in Melbourne. He is likely to visit other parts of the Commonwealth, but he will not be away from his family very long. Within a few weeks he will be greeting Her Majesty the Queen and their family again.

This is another example of how much closer members of the Royal Family are getting to those who owe allegiance to the Queen. Countless millions have grown to know them in person.

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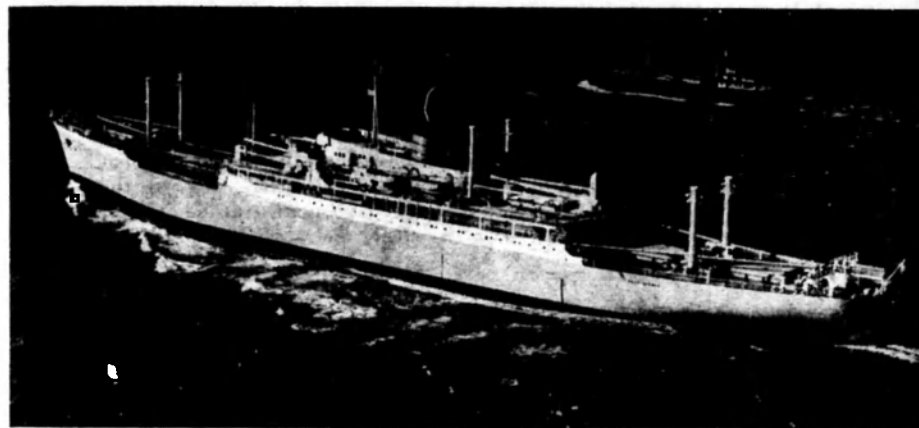
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FOR THE NEXT ISSUE OF

The Navy



PORT LINE'S LATEST SHIP

THE LATEST addition to the fleet of the Port Line, Limited, London, the twin-screw refrigerated cargo and passenger motorship *Port Sydney* (11,120 tons dw.), completed her trials on February 28 and arrived in Sydney last month from London on her maiden voyage.

The ship, which was built by Swan, Hunter and Wigham Richardson, Limited, Wallsend-on-Tyne, has three complete steel decks above which is the first tier of erections consisting of a fore-castle and enclosed bridge.

She has a length b.p. of 498 ft., moulded breadth of 70 ft. and a moulded depth to upper deck of 11 ft. The loaded draught is 28 ft. The cargo space is divided into six holds, three of which together with their 'tween decks have been insulated to carry frozen cargo.

General cargo is carried in Nos. 1, 5 and 6 holds and lower 'tween decks, and all the upper 'tween deck spaces and fore-castle. Chilled meat lockers are arranged in Nos. 2, 3 and 4 upper 'tween decks. The total capacity of the holds is 534,500 cu. ft. for insulated car-

go and 295,000 cu. ft. for general cargo. The hatches are served by 14 5-ton Clarke Chapman electric winches.

A 3-ton electric crane serving No. 4 hold and two 2-ton cranes serving No. 3 hold were supplied by the Clyde Crane and Engineering Co., Limited. These work in conjunction with derricks of 10- and 15-ton lifts, and, in addition, a 70-ton derrick serves No. 2 hold. Nos. 1, 5 and 6 weather deck hatches are fitted with MacGregor steel hatch covers.

The insulation of the cargo spaces was carried out by Gregson and Co., Limited, and the refrigerating machinery was installed by J. and E. Hall, Limited.

A high standard of accommodation is provided for the passengers, officers and crew. There are eight single- and two double-berth cabins for passengers and the public rooms comprise a dining saloon, lounge, bar and writing room. The furnishing and decorating of these spaces was carried out by Robson and Sons. The whole of the accommodation is mechanically heated and ventilated by a Thermotank installation.

Separate laundries have been arranged for the crew and passengers and a hospital and dispensary are provided. The all-electric galley has been equipped by Henry Wilson and Co., Limited. Life-saving appliances include four 24-ft. aluminium alloy lifeboats supplied by Gregson and Co., Limited, and housed under Welin-MacLachlan davits.

Machinery installation

The propelling machinery of the *Port Sydney*, supplied and installed by the Wallsend Slipway and Engineering Co., Limited, consists of twin 6-cylinder Wallsend-Doxford oil engines developing a total of 13,200 h.p. at 112 r.p.m. and giving a service speed of 17 knots. Each engine is fitted with a Bibby-Doxford detuning flywheel on the forward end of the crankshaft. Torsionmeters of Siemens Bros. make have been fitted.

The engine-room auxiliary machinery is operated electrically with the exception of the boiler-feed pumps and the emergency compressor. Four electric generators, each driven by a 6-cylinder oil engine, are provided and each

Continued on page 32.

THREAT TO BRITISH WHALING SEEN

In last month's "Navy" we reported the discussions of the United Kingdom Chamber of Shipping on flag discrimination. This article sums up the chamber's views on another highly controversial issue: the delimitation of territorial waters, particularly as it affects the whaling industry.

Condensed from a speech by L. M. HARPER GOW, M.B.E.

THE MODERN WHALING expedition consists of a factory ship and between 10 and 15 whale catchers and attendant vessels. The crews of these vessels total from 500 to 700. The modern factory ship is a highly efficient industrial unit capable of working up between 20 and 40 whales per day (according to their species and size) and producing some 3000 barrels of oil and many tons of by-products.

It will, therefore, be appreciated that a very large capital investment, as well as the livelihood and well-being of a large number of personnel, is tied up in each expedition.

The factory ships leave the United Kingdom and Norway in the autumn each year for the Antarctic and do not return until the following spring. Once on the whaling grounds each expedition must function as a self-contained and self-sufficient unit far from inhabited land and normal trade routes, the expedition's only contact with the outside world, apart from radio, being with the tankers sent down during the season to renew supplies of fuel oil and bring back whale oil.

Whaling is conducted all round the Antarctic continent during the brief Antarctic summer with the exception of the large area lying between 70° west and 160° west longitude south of 40° south latitude which has been agreed internationally as a whale sanctuary.

Eastwards of this sanctuary lies a large expanse of the Antarctic continent containing off its waters groups of islands including South

Georgia, the South Shetlands, the South Orkneys, and the Sandwich group. This area is one which generally yields a fair return to the whaling fleets and is therefore well frequented. It is usually referred to as the Western Front.

Whaling is an international business, and apart from the British (including South African) and Norwegian expeditions, expeditions from Holland, Japan, U.S.S.R., and one flying the flag of Panama are now active participants. The duration of the whaling season and the total number of whales which may be taken are limited by the International Convention on Whaling, designed for the preservation of whale stocks.

While these restrictions are entirely necessary if the raw material needed by our industry is to be allowed to survive and to be given an opportunity to reproduce itself and multiply, the added restrictions since the late war have caused conditions to become highly competitive with the result that only the most efficient expedition can hope to show a reasonable return. As I shall show later, any enforced stoppage even of only short duration may prove disastrous.

Apart from the Antarctic waters, where the catch is mainly in blue and fin whales yielding the edible oil on which our own domestic economy has become so dependent, one of the most important areas in which whales naturally abound is in the water off the west coast of South America, particularly in the Humboldt Current off the coasts of Peru and Chile. This is probably

the most important natural home and breeding ground of the sperm whale. It has been customary for many years for some factory expeditions to catch and treat sperm whales in these waters either on their way down to or while returning from the Antarctic. Some expeditions have also been despatched solely to whale in these waters.

Since 1947 up to the Onassis incident of 1954, eight expeditions, including one British, have fished in these waters. Whales are generally found a long distance from the shore, 100 to 150 miles being quite common, and by no stretch of imagination could it be held that these whaling operations offended any normal or justifiable concept of territorial waters.

In 1930 Chile, which had signed the International Whaling Convention in Washington in 1946 but had not subsequently ratified it, appealed to the International Whaling Commission to be allowed to take whales of a smaller minimum size and to licence the operation of her whalers for a longer period each year than the convention permitted.

The commission rejected those requests after an exhaustive review of the circumstances, and recommended that Chile should ratify the convention and thus become a full member of the commission.

In August, 1952, a conference was held at Santiago between delegates of the Governments of Chile, Peru and Ecuador, together with an observer from Colombia. Ostensibly a "conference for the exploitation and conservation of the

marine wealth of the South Pacific," the first item on its agenda was the legalisation of the declarations of the Presidents of Chile and Peru as regards their sovereignty over 200 miles of the continental waters and the sea beds under them.

The more important item from the [U.K. Chamber of Shipping's] Whaler Section's point of view was the establishment of a permanent commission to control whaling within these waters by the issue of licences and the setting up of an unofficial whaling convention which would allow to the three countries concerned the relaxations which the International Whaling Commission had not been prepared to grant under the terms of the International Convention because of the insufficient evidence which Chile had then brought forward in support of her case.

The recommendations of the Santiago conference were reported at the time to be subject to ratification by the three Governments concerned, and so far as is known no public announcement was made to show that there had been ratification. However, in 1954 when it was known that a Norwegian-managed expedition under the French flag was intending to whale in these waters, the managers were informed that they could do so only if they applied for and obtained a licence.

Inquiry as to the terms on which such a licence would be issued made it quite clear that an extortionate payment would be exacted for the concession and that the process was one of legal blackmail coupled with threats of armed attack and forcible seizure if the terms were not complied with.

The Norwegian managers, doubtful as well they might be as to whether their Government would permit the acceptance of such terms, withdrew their application, abandoned their expedition, and the first round went to Peru.

The owners of the *Olympic Challenger*, flying the flag of Panama did, however, decide to run whatever risk was involved in hav-



With respirators donned, mechanics in an Australian destroyer rehearse the rescue drill for an oil fumes casualty in the engine-room. This photograph was taken during recent exercises which the 10th Destroyer Squadron carried out off the eastern Australian coast.

ing no licence. The vessel was on the point of departing to the Antarctic when she was intercepted and captured. Circumstances were therefore peculiarly favourable to the Peruvian authorities in their demand for something over one million pounds ransom as the price for releasing her. Thus the second round also went to Peru.

Any feeling that this was an isolated action against a vessel of a flag having no means of retaliation was quickly dispelled by the subsequent seizure of two United States fishing vessels for alleged violation of Peruvian territorial waters and the imposition of heavy fines for their release.

Round three also to Peru

As we have just heard, a further seven or eight United States fishing vessels have also been captured. This looks like round four to Peru and we may well ask how many rounds this contest will go.

This in itself is a first-class example of how quickly countries with this sort of mentality can consolidate and expand their position if the original action is not immediately and strongly challenged on an international basis. It is no exaggeration to say that no British-flag whaling expedition would dare now to fish in these waters without an armed escort, for it would otherwise clearly be subject to armed attack and the seizure of its ships.

Her Majesty's Government have said that they will immediately come to the aid of a British ship in such circumstances, but even so one can well envisage the time which might elapse and the financial loss which would accrue before any effective result was obtained. Such loss and delay would be severe enough if the expedition was returning home from the Antarctic at the time, but if it should happen while the ships were on their southward passage the result might well be complete disaster.

We must, I am afraid, face the fact that this important area of high seas is now most effectively

closed to British whalers by unilateral action—a complete contradiction of one of the most important first principles of the United Nations Charter that the economic resources of the seas shall be open to all.

There is one particularly important international aspect arising from the unilateral action of these South American States. When the International Whaling Convention first met in 1932 it was immediately recognised that effective measures of conservation must be put into effect if the whale stocks of the southern hemisphere were not to be seriously depleted. From

the outset the British whaling industry has been in the forefront in placing its knowledge and experience at the service of the Government and has cheerfully accepted and observed all the subsequent restrictions to its operations in the knowledge that they were for the long-term benefit of the world's industry as a whole.

The breakaway by an important group such as the South Americans, in order to obtain operational advantages for themselves while denying these to all others, could have far reaching consequences if their example was followed by others. The International Whaling Convention has been an effective and successful instrument for the betterment of world economy and it would be little short of a tragedy if it were now to be rendered ineffective by actions such as those taken by the South Americans.

Earlier I referred to that part of the Antarctic generally known to whalers as the "Western Front" and in which the whaling fleets of several nations operate each season. Unfortunately this area contains most of the mainland and islands which are the subject of conflicting claims of sovereignty despite the fact that they have for so long been accepted as indisputably British.

Chile has already announced that her territorial limit of 200 miles from her own mainland now also extends to the same distance from the shores of any Antarctic territory over which she claims sovereignty.

Peru may well make similar claims, and Argentina while being apparently content with something lesser in distance has already made one attempt to establish similar rights.

The meteorological and other land stations set up in Antarctic territory by Argentina and Chile are relieved each year during the whaling season and at least one Naval vessel from each country accompanies the relieving parties. In the 1953-54 Antarctic whaling season a Norwegian factory ship lying in the Bransfield Strait was

intercepted and boarded by an Argentine gunboat; the master was informed that he was inside Argentine territorial waters and he was ordered to move off. This might seem a comparatively trivial incident until it is realised that such an abrupt termination to her immediate activities might mean the abandonment of many whale carcasses waiting treatment by the factory and a voyage of several hours or even days of steaming to reach another position with favourable operating conditions.

In the present highly competitive conditions and in the shortened season during which whaling is permitted, this apparently trivial incident could easily involve a loss of something well over £100,000 worth of produce. The Whaler Section [of the U.K. Chamber of Shipping] in the past has not been backward in drawing H. M. Government's attention to this danger.

In 1947 and 1949, and again at the end of 1954, the attention of the appropriate department was drawn to the possible dangers to the British whaling vessels inherent in these various territorial claims.

There can be no doubt of the very real threat which faces the Whaling Section to-day. We welcome the manner in which H.M. Government has rejected these extravagant claims, but is this enough? The Governments of other maritime powers have made equally emphatic protests but they have not prevented the armed attacks and enforced seizure to which defenceless merchant and fishing vessels have been subject while peacefully engaged upon their legitimate pursuits.

World opinion must be mobilised and brought to bear to have these extravagant claims abandoned and replaced by the generally accepted international limit of territorial waters. Only then will it be possible to reach any variation by international agreement. The United Kingdom Government should lead the way to ensure that all vessels may again continue to use the high seas in safety and free from molestation.



Leading Seaman Ken Burns, of H.M.A.S. "Shoelhaven," gave 18-month-old Jeannie Brown a Japanese doll when members of the ship's company visited the Scarbe Welfare Home at Bondi (N.S.W.) last month. They donated more than 100 toys to the home.



The Navy's new anti-submarine weapon, "Squid," fired from the destroyer "Tobruk" during recent exercises.

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REVIEW OF U.K. SHIPPING

This is the second of three articles reviewing the strength of the United Kingdom merchant fleet and the composition of shipping organisations.

The final article will appear in the June issue of the "Navy."

IN Britain the relations of the State with merchant shipping go back as far as 1381 when the first of a series of Navigation Acts was passed. Later acts were designed to give British ships a monopoly in the carriage of goods to and from Britain and its colonies. The last of them was repealed in 1849 under the influence of free trade ideas.

But the same period found the State taking an increasing interest in the shipping industry, particularly in matters of safety and welfare. To-day, the Government Department chiefly concerned is the Ministry of Transport and Civil Aviation.

In the sphere of safety, it is responsible for such matters as seeing that the load line, which shows the depth to which a ship may be safely loaded, is correctly indicated; that every ship has adequate life-saving and fire-fighting equipment; and that the necessary standard of safety is maintained in passenger ship construction.

The Ministry is also responsible for the issuing of certificates of competency to masters, navigating and engineer officers, able seamen and lifeboat-men, and for the certification of ships' cooks. It also regulates such matters as crew accommodation on board ship, scales and quality of provisions, and the carriage of medical stores.

It is responsible for running the Mercantile Marine offices at United Kingdom ports at which crews are signed on, and for keeping the central registers of shipping and seamen. The Ministry (with other Government Departments) is represented on the Merchant Navy Welfare Board and the Merchant Navy Training Board (see below). It also administers the Coastguard Service, which with a personnel of

about 500, working from some 170 stations, is responsible for rescue from shipwreck and works closely with the Royal National Lifeboat Institution.

Apart from these administrative functions, the Ministry maintains a close and friendly liaison with the shipping industry on matters of policy and problems relating to imports and exports and also to special passenger requirements.

Abroad, the Merchant Shipping Acts are administered by H.M. Consuls and by officers of Commonwealth and Colonial Governments.

The Merchant Navy

The number of masters, officers and men (excluding Asiatic seamen serving on articles of agreement opened in Asia) making up the strength of the British Mercantile Marine in December 1953 was about 145,000. In addition about 45,000 Indian, Pakistani and other Asiatic seamen serve regularly in British ships.

Training: The policy of Merchant Navy training is determined by the Merchant Navy Training Board, which comprises representatives of the shipowners, officers' and men's societies, the Government Departments concerned, pre-sea training establishments, the Association of Education Committees and the Association of Navigation Schools.

The function of the Board is to consider and make recommendations concerning the training of the various classes of boys and men who enter the different departments in the Merchant Navy, but it rests with the shipping industry itself and the appropriate Government Departments to decide whether any particular recommendation should be adopted.

Separate panels have been

formed within the Board to consider training of the various categories of seafarers, namely, deck officers and deck ratings, engineer officers and engineroom ratings, and catering ratings.

All boys who wish to join the Merchant Navy as deck or junior catering ratings must undergo a course of pre-sea training. The majority receive their training at the National Sea Training Schools but courses are also provided by certain private organisations and by a number of local education authorities.

A seaman may not be rated as A.B. (Able Seaman) in United Kingdom registered ships unless he holds a certificate of competency as A.B., granted by the Ministry of Transport and Civil Aviation. To obtain this certificate a seaman must, among other qualifications, have served three years at sea on deck, have attained a Certificate of Proficiency as Lifeboatman and have passed an oral and practical qualifying examination. This qualifying examination for the certificate may, however, be taken on reaching the age of 18 after 12 months' service at sea as a deck rating and those who pass may be issued with an Efficient Deck Hand Certificate, which enables the holder to serve at sea in a similar capacity to an A.B.

Seamen qualify by seniority for promotion to the rating of Petty Officer. Service as a deck rating qualifies for the purpose of admission to the examination for a Second Mate's Certificate.

Pre-sea training is not compulsory for those who go to sea as apprentices or cadets but most shipping companies will, in practice, accept only those who have undergone such a course. There are a number of residential and non-



The combined working staffs of Captain Cook Dockyard and Garden Island last month gave a bus to the Spastic Centre. It was the second bus they had given in the past six months. They are seen here cheering as the bus moved off after it was presented to representatives of the Spastic Centre at Garden Island.

residential training establishments, some of which are Public Schools, which provide courses of varying length. The Ministry of Transport and Civil Aviation allows a proportion of the time spent in approved establishments to count towards the period of sea service with the apprentice or cadet is required to perform before becoming eligible to take the examination for a Second Mate's and Master's certificates after further periods of qualifying sea service.

Seagoing engineer officers usually receive their basic training in engineering by serving a suitable apprenticeship of not less than four years in engineering workshops ashore, although part of this period may be spent at approved courses in mechanical engineering.

An alternative scheme of training has, however, recently been introduced under which shipping

companies themselves select apprentices for a special course of training consisting of a two-year diploma course in a technical college, followed by eighteen months' training at sea and finally twelve months' training in an engineering workshop ashore.

Seagoing engineer officers are first employed as Junior Engineers: they become eligible to take examinations for Second and First Class Certificates of competency after performing periods of qualifying sea service.

Radio officers are required to hold certificates of Proficiency in Wireless Telegraphy issued by the Postmaster-General on the results of an open examination. They receive their training in wireless colleges.

Conditions of Employment and Welfare: Wages and conditions of employment are negotiated by the

National Maritime Board. Minimum wages and holidays with pay are guaranteed for both officers and ratings. Moreover, the Merchant Navy Established Service Scheme, introduced by the board, has removed a great deal of the uncertainty formerly associated with a seafaring life.

Officers and men can now take two-year contracts, not only with individual shipping companies but with the industry as a whole, and get special benefits, in addition to the normal unemployment insurance when they are ashore between voyages.

The Merchant Navy Welfare Board, on which are represented officers' and seamen's unions and associations, shipowners, voluntary societies, the Ministries of Transport and Civil Aviation, Labour and National Service, Pensions and National Insurance, and the Col-

Continued on page 16.

THE ROYAL RESEARCH SHIP

TWENTY-FIVE years ago last December 14 the Royal Research Ship *Discovery II* left London on her maiden voyage.

She was built by Messrs. Ferguson Brothers, and launched, with steam up, on November 2, 1929. After doing 13½ knots over the measured mile, she was accepted by the Crown Agents for the Colonies on behalf of the Discovery Committee. Her task was the pursuit of investigations bearing largely on the biology of whales and on their oceanic environment, primarily with a view to the proper regulation of the Antarctic whaling industry.

Since she was launched she has steamed some 500,000 miles, mostly in the stormiest seas of the world. Twice she circumnavigated the Antarctic continent in winter. She went as far south as it was possible for a ship to go, until there were only a few hours of feeble daylight. Her crew had a constant fight to keep deck machinery and scientific gear working, and rapidly thickening ice barriers stood across her progress to the coastal region and the main breeding grounds of the shrimp-like krill, on which the whales feed.

As a result, the temperatures, salinities, and layering of the water masses of the Antarctic Ocean, their physical and chemical conditions and plant and animal life, are probably better known than those of any other ocean. Most of the results appear in the *Discovery Reports*, 27 volumes up-to-date, and there are more to come; also, to an ever-increasing extent, the published measurements serve as the basic data for oceanographic researches in all parts of the world.

Though the ship was mainly occupied with the problems of marine biology and marine physics, the pages of the Antarctic Pilot give abundant testimony of her useful contribution to navigation and in the Falkland sector most of the chartered coastline is based on her running surveys. She has carried expeditions, dogs and aeroplanes for survey parties, has been as far south as ships can go in the Bay of Whales, has manoeuvred cautiously through Hell's Gate, steamed boldly out into the Pacific Ocean between the East and West Furies, and pushed her way through hundreds of miles of heavy ice.

Many of these who have sailed in her will sail no more, but the ship herself, after strenuous war service with the Royal Navy, Trinity House, and the Irish Lights, and another five years since the war in the Antarctic and Atlantic Oceans, is still thoroughly seaworthy. During recent severe gales she reached Plymouth after four or five days' steaming through 30 to 40 ft. waves and only twelve hours hoist-to. On arrival, she looked much drier and in better shape than some of the storm-swept buildings on shore.

She is now operated for the National Institute of Oceanography by the Royal Fleet Auxiliary Service under the Director of Stores, Admiralty. The whale research is still going on, but, until the scientists have had time to make the most of the Antarctic data already collected, the ship will work mainly in the North Atlantic Ocean. At different times in the past year in order to apply all aspects of science to the seas, about 40 scientists from the Institute, Universities, and other laboratories have sailed in her for periods of two to four weeks.

More and more scientific apparatus, navigational equipment, and electric generators are squeezed into her, and though she is 1036 tons gross, larger than most research vessels, space begins to be a problem. She recently underwent a short refit at Plymouth before going to sea again in January for a very full programme for 1955, including deputising for one of the ocean weather ships for a month, during February and March.

No one finds her comfortable in bad weather, her special design for ice navigation being partly responsible, but a great variety of intricate work is done in her and from her decks, and it seems likely that she will be found suitable for much useful work for a number of years. In 1929 she cost just under £70,000, and still proves very efficient and economical.

NEWS OF THE WORLD'S NAVIES

R.A.N. steaming party for "Vengeance"

About 1000 officers and men of the Royal Australian Navy will leave Sydney for the United Kingdom in the aircraft carrier *Vengeance* on June 16 to bring the new R.A.N. aircraft carrier *Melbourne* to Australia.

The *Melbourne*, which is being built in Vickers-Armstrong Ltd. yard at Barrow-on-Furness, will arrive in Australian waters in May next year.

Shortly after the *Vengeance* reaches England she will revert to the Royal Navy, which lent her to the R.A.N. pending the *Melbourne's* completion. Her ship's company will then go to Barrow-on-Furness to join other officers and men who are already standing by the *Melbourne*.

The Minister for the Navy, Mr. J. Francis, said last month that three officers and 10 ratings of the Royal Australian Naval Reserve would be included in the complement of the *Vengeance* on her passage to England.

The opportunity given them to visit the United Kingdom was regarded as a reward for outstanding service and keenness in the Reserve. It would enable the officers and men selected to gain sea-keeping and practical experience, and, in some instances, obtain the certificates required to qualify for promotion or advancement.

Shots fired at R.N. sentries

Three armed intruders and two R.N. sentries exchanged shots at the Royal Naval Air Station at Eglinton, near Londonderry, Northern Ireland, late last month.

The sentries challenged the three men on the perimeter of the station. The men replied by opening fire. The sentries returned the fire.

An Admiralty spokesman said that about a dozen shots were fired before the intruders fled. No one was hurt.

Eglinton Air Station is used primarily as a training school in anti-submarine warfare.

R.A.N. switches to jets in August

A fighter squadron and two anti-submarine squadrons of the Royal Australian Navy Fleet Air Arm which are at present using piston-engine aircraft will be re-formed in the United Kingdom in August and equipped with jet aircraft.

They are No. 808 Squadron, which will be equipped with Sea Venom all-weather jet fighters instead of piston-engine Sea Furies, and No. 816 and No. 817 Squadrons, which will be equipped with Gannet turbo-prop anti-submarine aircraft in place of Fireflies.

The High Commissioner for Australia in the United Kingdom, Sir Thomas White, K.B.E., D.F.C., V.D., will attend the re-forming ceremony.

The Minister for the Navy, Mr. J. Francis, said last month that members of the new fighter squadron would undergo flying training at the Royal Naval Air Station at Yeovilton (Dorset) and those of the new anti-submarine squadrons at the naval air stations at Caldwade (Wales) and Eglinton (Northern Ireland).

The three squadrons with their operational and reserve Sea Venom and Gannet aircraft would arrive in Australia in the new aircraft carrier *Melbourne* in May next year.

Mr. Francis added that some of the pilots who would be included in the squadrons had already gone to the United Kingdom where they were undergoing specialised training and gaining the experience necessary to fly the new planes. Other pilots would travel to

England in the aircraft carrier *Vengeance* which would leave Australia in June.

Japan's defence build-up

The Japanese Navy in the next 12 months will be expanded from its present strength of 374 warships, totalling 86,065 tons, to 386 warships, totalling 92,905 tons.

This is part of a general expansion of Japan's armed forces, plans for which were announced by the Japanese Defence Board last month.

The board said Japan's present total armed strength of 162,000 men would be increased to 193,000 men. The Army will expand from 139,628 men to 161,638, the Navy from 16,385 to 20,388, and the Air Force from 6,738 to 11,505 men.

Sea Fury pilot ditches plane

An R.A.N. Fleet Air Arm pilot had to "ditch" his Sea Fury in the sea off the eastern N.S.W. coast on April 20.

The Minister for the Navy, Mr. J. Francis, announced the incident the following day. He said the pilot was unharmed.

The aircraft developed engine trouble while flying in formation at 5000 feet.

More atom-powered ships planned by U.S.A.

The United States this year will probably begin developing an atomic power plant to propel surface warships.

The U.S. Secretary of the Navy, Mr. Charles Thomas, is reported to have told Congressmen this recently.

The report added that Mr. Thomas said that tests with the atomic-powered submarine *Nautilus* showed that the power

Continued on page 18.

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WEST'S NAVY AIR POWER

Air power afloat can now have performance equal to that of land-based air forces

By E. Colston Shephard

BIG carriers and the development of new devices like the angled deck and the steam catapult have helped to relieve navies of certain handicaps which tended, in the past, to deny them the use of the most advanced types of aircraft. To-day, the Royal Navy can

confidently acquire a fast, swept-wing fighter like the Supermarine 525, which is comparable to the R.A.F.'s Swift, and the United States Navy can provide itself with a delta-wing fighter like the Douglas Skyray, which has about the same top speed.

Both navies can expect to progress to supersonic aircraft as these reach a stage suitable for regular service. Hopes in the U.S. Navy are already fixed in this respect on the McDonnell Demon.

Defensive equipment can be said to have made great strides in recent years. The shipborne fighters could meet enemy land-based fighters with some confidence to-day and could cope efficiently with modern bombers.

That assurance is perhaps of more importance to the United States Navy than to the Royal Navy, whose air arm is entirely carrier-borne and can expect to have to deal with land-based aircraft only in exceptional circumstances, but the last war's experience in the Mediterranean has shown how peacetime calculations can be upset by the misfortunes of war. Whatever task may confront the Fleet Air Arm in another war, the aircraft will meet enemy air power on at least level terms.

In the United States Navy, the situation approaches more nearly that of the Royal Naval Air Service in the 1914 war. Then, the Royal Navy prepared itself for air operations over coastal waters and took a large share in actions against German land-based aircraft, including Zeppelins. The United States Navy, bearing in mind the island warfare in the Pacific and such special duties as Doolittle's attack on Tokyo from a carrier, continues to prepare itself for work in which land-based forces may have to be met. It also provides itself with the means of performing transport duties on a big scale. The result on the flying boat side is interesting and ingenious; on the bomber side it is ambitious.

It includes a cargo flying-boat of a loaded weight of 140,000 lb., the

Tradewind, which is intended to serve at need both as a transport and a landing craft. It is fitted with nose-loading doors and can theoretically taxi in to shore, drop a ramp and send direct ashore its load of vehicles and guns or its complement of armed men.

Unusual flying-boat

Alongside this is to be set the most unusual of the world's flying boats, one which employs the most modern delta-shaped wing for high speed, a small, shapely hull to keep drag low and a pair of retractable hydroskis. Their function is to develop lift under the water and raise the hull, as on stilts, with increasing speed and so ease the process of take-off. This jet boat has a loaded weight of 22,000 lb. and is evidently fast.

For the biggest carriers, the United States also has a relatively big new bomber. The Douglas A3D, which has two powerful jets and a swept wing, can be flown off at a loaded weight of 67,000 lb., which is more than three times that of the Royal Navy's Gannet. Its maximum range is 2,000 miles, affording a radius of action of about 750 miles, and its offensive load must be unusually big. The same is true of the less startling Gruman S2F-1, a two-engined aircraft using piston engines, which carries torpedoes, depth charges, mines, bombs and cannon, in addition to most comprehensive radar apparatus.

Its purpose, like that of British coastal Command aircraft, is to find and attack enemy submarines. Its flying-boat equivalent is the two-engine Marlin, similarly equipped with radar for tracking and attacking. In the Lockheed WV-2 there is also a tightly packed craft which ultimately will be monitoring guided missiles from the air.

The United States Navy can be said to have prepared to take a hand in every kind of operation, including attacks on land targets as well as on enemy ships. The Royal Navy is assigned a less-

embracing range of duties with special emphasis on anti-submarine warfare and on the escorting of convoys but with full attention to the needs of general naval warfare. This may well involve it in conflicts within range of land-based aircraft, as in the Battle of Matapan and the attack on the Italian fleet in harbour at Taranto. Hence its need for the most efficient protection by day and night and for the power to strike hard at reasonably long range. In defence, the D.H. 110 will serve as all-weather fighter, capable of finding and engaging its quarry in darkness and in poor visibility, given initial guidance from the mother ship. It is armed with cannon. It can carry air-to-air missiles. Its top speed should **not be less than** 700 m.p.h.

Together with the Supermarine 525, it should give protection against the best aircraft an enemy could send against British ships. The principal strike aircraft of the Royal Navy will be the Fairey Gannet. It is designed specially for anti-submarine duties, but it can obviously be applied to other classes of work and it has the advantage of a double Mamba gas turbine driving two airscrews, either of which can be stopped for cruising to increase the duration of a flight. The Gannet, therefore, has a high-speed and a low-speed cruising rate according to the nature of the task on which it is engaged. It has not the spectacular performance of some of the American strike aircraft but its general-purpose character and large capacity make it an excellent choice for a navy which cannot indulge in too many types. Forty Gannets are being supplied to the Royal Australian Navy.

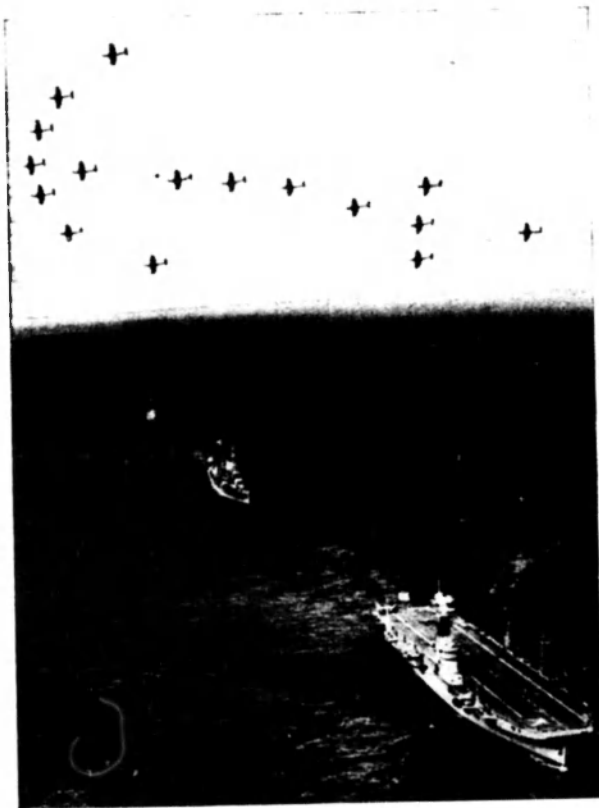
Alongside it, for use in escort carriers, is the Short Seawind, a light anti-submarine aircraft of a loaded weight of 14,000 lb., which uses a Mamba turbo-prop. This is a genuinely light type, lighter than most modern fighters, and is an admirable solution of the problem of affording the means of swift and

adequate attack on submarines threatening a convoy on the ocean routes without having to detach a full-sized carrier from a fleet to do it. Indeed, both Gannet and Seawind show how specially pre-occupied the Royal Navy is with anti-submarine warfare. That policy is sound. Russia is not known to have a single aircraft carrier. She is known to have a great many submarines. Without air cover at sea, her cruisers and destroyers would run grave risks. If she should go to war, her submarines would doubtless serve as her main weapon of offence on the high seas; and as the modern submarine can travel at high speed under water and avoid surfacing over long periods, it merits special defensive precautions.

Sonobuoys

In detecting and locating submerged craft, radar is useless. Because of long submersion, a new technique has become necessary since the last war. It rests on the sonobuoy, which came into use during the war and has been greatly improved in recent years. It is, to searching aircraft, what the asdic was to ships, although it works on a different principle. It reveals the presence of a moving submarine by sitting on the water and detecting sound waves. What it detects it can be made to transmit either by its own little radio or through a cable attached to it. The cable contact is clearly preferable, if it can be arranged; hence the special use found in anti-submarine work for the helicopter. The Americans invented a term to describe this process of search in which a sonobuoy is lowered to the surface, listened to, hauled up and lowered again in another place. They called it "dunking" the sonobuoy. For that job there is nothing like a helicopter.

Both the Royal Navy and the U.S. Navy have turned with zest to the application of helicopters to anti-submarine work. Their particular value is that they can hover while they listen and then move on quickly to the next listening point



Rapid advances in naval aviation have outmoded these once formidable piston-engined aircraft.

and so sweep a danger area with precision and in a remarkably short time. The U.S. Navy has encouraged the development of a number of helicopter types. The Fleet Air Arm has relied, in the main, on Sikorsky types built by Westland. It is now to receive a fairly large number of Bristol 173 two-engine and two-rotor helicopters, which are of bigger capacity. How the Navy intends to use them has not been revealed. Presumably they could carry both detecting and offensive loads if necessary.

No other navies have air equipment of the variety and power of the British and American. France has a version of the Vampire as its chief fighter. As strike aircraft it uses the Breguet Vulture, which has both a jet for speed and a turbo-prop for economical cruising. Holland has flying-boats. Russia is known to have a land-based torpedo-bomber with two jets, which is believed to have a radius of action of 800 miles. Britain and the United States show naval aviation at an advanced stage of development, especially on the defensive side. That may prove of the highest importance shortly, when ships come to be used as launching sites for guided missiles carrying atomic bombs in their warheads.

—From the London "Navy."

U.K. Shipping

Continued from page 12.

onial Office, has been responsible since 1948 for the control and co-ordination of the welfare services for merchant seamen in the United Kingdom and of British merchant seamen abroad.

In the United Kingdom, the Board runs 15 Port Welfare Committees and has regional seamen's welfare officers in Glasgow, Liverpool and South Shields. It manages directly a number of Merchant Navy houses and clubs, and many others are run by voluntary societies. In overseas ports the voluntary societies run some 300 clubs for British merchant seamen.

NEWS OF THE WORLD'S NAVIES

Continued from page 18.

unit had an expected life two or three times greater than was originally estimated.

The U.S. House of Representatives on April 21 approved a naval shipbuilding programme to include three more atomic-powered submarines.

Important new stage in guided weapons

The Long-range Weapons Establishment at Woomera has reached an important new stage in the development of guided missiles, according to the "Sydney Morning Herald."

After six years of basic research on control problems, tests have now begun with prototypes of missiles which, if effective, will be put into production for the armed Services.

"The achievement of this progress marks a tremendous advance in the defence plans of both Britain and Australia, who are co-operating in the research and development programme at Woomera," the "Herald" states.

Defence experts from Britain are to visit Australia later this year to take part in some of the tests of these missiles.

Four people rescued with "scoop net"

A Royal Navy helicopter last month rescued four people with the Navy's newly developed "scoop net" from the sea off Worthing, on the English south coast.

They were two women and two children who had dived off a burning sailing sloop two miles offshore.

The net, in the form of a "D," scooped up first one of the children, then returned to scoop up the other child and the two adults.

It was the third time the scoop had been used to save people in the sea.

As the helicopter landed on the beach a man from the crowd of holiday-makers walked into the whirling rotor blades and was killed instantly.

Destroyer and sub. in collision

The United States Navy announced that its submarine *Jallao* and the destroyer *Ellison* last month collided off Virginia Capes.

No one was hurt but the destroyer's bottom and the submarine's conning tower were damaged.

R.A.N. helicopters in Tasmania

Two helicopters belonging to the Royal Australian Navy, as well as flying and ground crew, were lent recently to the Hydro-Electric Commission of Tasmania for a reconnaissance of large areas of rugged mountain country in the King and Franklin Rivers region, in the western part of the State.

The purpose of the reconnaissance was to investigate potential hydro-electric power resources.

DEATH OF U.S.N. AIR PIONEER

American Admiral John Towers, who commanded the first successful air crossing of the Atlantic, died of cancer on April, 30. He was 70.

In 1945 he was Commander-in-Chief of the Pacific Fleet.

Admiral Towers, in 1919, commanded three seaplanes which took off from Newfoundland for the Azores and Portugal.

His own plane and another were forced down in heavy fog near the Azores, but the third plane reached the islands and then flew on to Portugal.

The Admiral taxied his seaplane 200 miles to the Azores, refusing offers of assistance.

LOOKING BACK A BIT

By "Bartimeus"

CHANGE IS A law of life; sometimes things change for the better, sometimes for the worse, but they must go on changing perpetually. Human beings, on the whole, resent change; and certain ways of life and thought, certain methods of earning a living, tend to be much more conservative than others. One of these is the Navy.

To begin with, there is in the minds of all those who use the sea its eternal menace; the threat to the safety of the ship that lurks in wind and currents, shoals, fog, storms, demanding skilled navigation and seamanship—this is unchanging, as are the qualities, great and small, needed in a good seaman.

Moreover to work a ship, to keep her efficient, to secure her safety and the fulfilment of her purpose, requires all onboard, from captain to ordinary seaman, to be courageous, obedient to command, resourceful, loyal. To fail in one is to fail in all. These are changeless truths.

It is just this quality of loyalty which makes sailors cling to the past. It goes back a long way—to the great leaders afloat in the Napoleonic wars: St. Vincent, Collingwood, Nelson. Nelson's men loved him more than life itself. His captains kept alive the traditions of their great leaders, and their successors did the same: to depart from them in one iota was to fail in loyalty to the immortal memory. "If it was good enough for Nelson it's good enough for me," was a popular assertion that sailed the flag of conservatism to the mast, and passed on obstinately through the generations.

It was not until after the first World War that I heard a captain remark, when told of some disaster onboard: "Well, we got over the death of Nelson; I daresay we shall get over this."

For nearly a century after Trafalgar men could only with great difficulty disentangle the things which must not, indeed cannot, change, and the way of life in ships which had to alter to match the advance in naval architecture and the science of warfare afloat.

When I went to sea, something over 50 years ago, boarding pikes were served out at "action stations" drill to bandsmen and domestics and artisans. Thus armed they mustered in the waist of the ship (a battleship in this case) to repel hypothetical boarders. They were described on the watch-bill as "waisters"—a designation frequently resented by those whose spelling and familiarity with naval history were not their strongest points.

Six-inch gun drill in battleships included the command "Prepare to

ram!" The idea thus conveyed (through a voice pipe down which some Olympian blew hard enough to actuate a whistle, and so attract attention) that the ship was about to deliver the *coup de grace* to an enemy "ironclad". Whereupon all members of the gun's crew flung themselves flat on their faces and remained in a posture of complete immobility. The intimation that all danger (I suppose of being knocked off their feet) was past was conveyed by the order "Rise up!" But there was a catch in that. You did not in fact rise more or less briskly to your feet until the gunner's mate said "Carry on!"

If you anticipated that, it made the gunner's mate cross, which resulted in a repetition of the whole business. If he was very cross, it was repeated over and over again till the less agile members of the crew groaned aloud. It was, in

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fact, a foretaste of what came to be known as P.T., an outrage to human dignity (among the portly) of which only rumours then disturbed the Navy's peace of mind.

There were no organised games ashore; there were "Evolutions" on Monday mornings, when ships competed against each other in arduous drills; there was boat-pulling, usually round the Fleet, and when at Portland, the base, ship's companies were landed, armed with rifles, and marched to Weymouth. Except at Sunday morning divisions and church, it was the only time the sailor wore his boots. A great many participants in this ceremonial marathon reached Weymouth pier wearing them slung round their necks, having trudged most of that *via dolorosa* in their worsted socks. Some there were who fell by the wayside and were borne in the rear by stretcher bearers in not much better case, but it was thought good practice for them.

At the beginning of the century the rations were almost unchanged from the days of sail; and in parenthesis it may be observed that all intercommunication between ships and the shore was by sail or oars. There was one power boat,

called a picket boat, used for dispatches. All signalling was visual; in a fog, oral; that is to say by whistle or fog horn in the morse code. Nobody talked unnecessarily. There was no wireless... But to return to food; messes drew their rations—so much meat, bread, potatoes, flour, raisins, dried peas, and so on—from the victualling stores and dealt with them how they liked. It was all on a generous scale and from the point of view of hygiene, would make a modern dietitian weep.

One member of each mess, in turn, prepared the meat according to whatever light guided him, fabricated to the best of his ability a "figgy-duff" or, with condensed milk, a rice pudding, and the result was delivered over to the cook in the galley. There was no school of cookery, no preliminary training for cooks. They picked it up as best they could. Some tried, others didn't. The ship rolled like a tub at sea, and, in heavy weather, seas penetrated through ventilating cowls overhead. A man's dinner was in jeopardy every hour till it reached him, probably burnt to a cinder, at eight bells. Cocoa was a staple beverage.

Not much more than 30 years

ago the ship's company of a surveying ship in the tropics sent a deputation to their captain to ask if they might be given a refrigerator at the next refit. The captain, a gaunt, bowed man, prematurely aged by a life-time of privation in the most arduous service afloat, put on his sword and waited upon the Commander-in-Chief to ask if he might try by Court Martial for mutiny the spokesman of this impious delegation.

Salt beef, salt pork, tinned mutton (rather an innovation and quite beastly), dried peas, flour and biscuit, formed the principal ration at sea after a couple of days out of harbour. Bakers were unknown afloat. Breakfast consisted of cocoa and hard biscuit. Strangely enough, it was the men themselves who resented occasional well-meaning attempts by the Admiralty to improve the diet afloat. I remember, as a Midshipman, the Coxswain of my cutter, a Petty Officer 2nd Class, speculating dismally what the Navy was coming to. We had been sent into the dock-yard at Malta to load up a consignment of marmalade, hitherto unknown in the Navy. Personally, I thought this whimsy of the Admiralty was to be commended, and said so. "Only fit for boys," retorted my Coxswain, and squirted tobacco juice contemptuously into the water.

I remember when I was young, being told by a very old retired Commander that when he was a Midshipman, the ship's cook lacked a leg and an eye, having lost them at the battle of Navarino (1827). Every year, on the anniversary of the battle, he got a little drunk and paddled himself round the ship with his wooden leg, in one of his own galley tubs. The officers and men manned the ship's side and cheered him.

There is no moral in this story, but it shows that a commendable spirit existed between cook and cooked-for (otherwise whence the rum?) and an estimable light-heartedness in the face of wounds and adversity.

(From the London "Navy")



MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK
By
AIR MAIL

"Iberia" rescues two men from sea

A launch from the liner *Iberia* rescued two men from the sea in Port Phillip Bay, about three-quarters of a mile from Station Pier, Port Melbourne, on April 17.

A hospital attendant in the *Iberia* heard cries for help. He saw two heads in the water and gave the alarm.

The two rescued men were testing a speedboat when the engine failed. The boat then sank.

Matson ships for Australia run

The Matson shipping company plans to convert two freighters into passenger ships for the U.S.-Australia service, according to Press reports last month.

The company has accepted a tender of £A.11,800,000 for the conversion work, the reports added.

The ships are two of 35 "Mariners" (13,000 tons) built during the Korean war.

When converted they will each carry 380 passengers and a crew of 260.

Yachtsman drowned after collision

A New Zealand yachtsman, Mr. W. A. Wilson, of Auckland, was drowned after the 50-ft. yawl *Suomi* and the Swedish motor ship

Parramatta collided near Long Beach, California, on April 22.

It was believed that five other people in the yawl were also drowned.

The *Parramatta* was on her way to Australia when the collision occurred.

Mr. Wilson, with his wife and a crew of three, left Auckland originally in 1953 for a 7000 miles cruise to San Francisco by way of Fiji, Tonga, Tahiti, and Honolulu.

He was co-owner, with his brother, Mr. G. C. Wilson, of the trans-Tasman racing cutter *Leda*. On April 23 U.S. marshals seized the *Parramatta* as she was preparing to sail for Australia.

This action followed the filing in the Federal District Court of damage claims against the vessel and the owner, the Transatlantic Steamship Company of Gotenborg, Sweden.

The claims seek about £335,000 for the death of Henry Meiggs, owner of the *Suomi*, and about £22,300 for the loss of the vessel.

A New York Press report on April 24 stated that one man was missing and three hurt after the American passenger ship *President Buchanan* and a fishing boat collided off the New Jersey coast during a fog.

Undercover merchant fleet alleged

Russia is building up a fleet of

merchant ships under the Panamanian flag, according to Press reports from London last month.

The reports, which quote Western intelligence sources, state that the ships are being used to train naval crews and to carry contraband cargo.

Russia probably controlled more than 200 merchant ships registered with Panama and other Latin-American countries with easy marine laws, the reports added.

A black day for these trawlers

Off the Kentish coast last month a trawler hauled up in its nets four hundredweight—not of fish, but of coal.

Other trawlers fishing the same grounds had similar catches.

A Coal Board official explained later that it was most probably an outcrop of coal on the ocean bed.

The crews of the trawlers shared the coal which, according to Press reports from England, burnt well.

World's first atomic merchant ship

A lump of uranium the size of a golf ball may drive the world's first atomic-powered merchant ship, estimated to be ready for its maiden voyage in 1957, the *Sun Herald's* New York bureau states.

President Eisenhower announced the plan for the construction of the ship late last month.

It will be of about 14,000 tons and will be able to sail around the world many times without refuel-

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ling, the newspaper report states.

The estimated cost of the ship is £9 million.

However, Mr. Lewis Strauss, chairman of the U.S. Atomic Energy Commission, has warned that the time has not yet come for general construction of an atomic merchant fleet. He sees the first atom-powered merchant ship as a "floating atomic showcase."

Russian patrols seize Japanese boats

A Press agency report from Tokyo says that Russian patrol boats have seized 45 Japanese crab-fishing boats off Hokkaido since the crab-fishing season opened on March 15.

Japanese coastguard officials, who revealed this, stated that the Russians had released 20 of the vessels they seized.

Japanese pearling fleet for Australia

The Japanese Foreign Ministry has announced that a Japanese pearling fleet of 25 luggers and a carrier ship will leave Japan for the Arafura Sea on May 7.

It would operate under an agreement reached last year between the Japanese and Australian Governments. Japan is allowed to operate in this area until the International Court reaches decision on Australia's claim to sovereignty over

the continental shelf, which includes the Arafura Sea.

The Japanese announcement said that the pearling fleet's target would be 1016 tons compared with 955 tons last season.

P. and O. Company's £8 million profit

The P. and O. S.N. Company and its subsidiaries made a trading profit of £8,280,500 for the year ended September 30, 1954.

Out of this profit the company paid £3,058,986 in taxation and transferred £1,960,693 to reserves.

The net profit was £1,693,993—£607,895 more than for the previous year.

N.S.W. fishermen's big catch

Four fishermen at Bulli Beach (south coast of N.S.W.) on April 24 landed more than ten tons of mullet. It was the biggest single net catch that fishermen in the area can remember.

The catch was estimated to be worth about £1000 to the fishermen.

Six motor lorries were required to shift the catch—reckoned to comprise 10,000 fish—from the beach to cold storage.

The four men used a 400-yard net, but close to the shore the net broke and about a third of their original catch was lost.

Ships collide at Melbourne

The 6000-ton freighter Wangaratta and the 8000-ton Iron Duke collided at Victoria Dock, Melbourne, on May 2.

The Wangaratta's bows were slightly damaged and the hull of the Iron Duke was damaged above the waterline. No-one was injured.

Melbourne reports state that a tug's towline broke while the Wangaratta was being turned. Waterside-workers and crew members on the Iron Duke received a shaking.

U.K. committee on oil pollution

The British Government has decided to set up a National Committee to deal with oil pollution. It will be widely based, including representatives of shipping interests, Government departments (including the Admiralty), and the Department of Scientific and Industrial Research. This was announced in the House of Commons recently when an unopposed second reading was given to the "Oil in Navigable Waters" Bill.

The difference in scope between this Bill and an Act of 1922, which it will replace, is that the old Act was confined to Britain's own territorial waters. The Bill makes it an offence to discharge any persistent type of oil from U.K. registered ships in prohibited areas specified in the schedule.

Discussing the question of tracing oil from ships, the Minister (Mr. Boyd-Carpenter) told the House that one of the most profitable methods pursued was the aerial tracing of oil on the sea. Last summer some of his officials flew over the Channel while a tanker discharged small quantities of different types of oils. The department came to the conclusion that they could identify types of oil from the sea to a satisfactory degree. That would help enforcement but it was difficult to establish the origin of the discharge on the open sea.

THE ALBERT MEDAL

The Albert Medal was instituted by Queen Victoria in 1866, five years after the death of the Prince Consort and in his memory. The medal, awarded for heroic actions in saving life from "shipwreck and other perils of the sea," was pre-eminent among non-military British awards for personal gallantry.

"By Tatrail"

IN THE OFFICIAL order of precedence the Albert Medal ranked lower than the Victoria Cross, which is worn before all orders and decorations, whereas the A.M. was displayed after decorations and before all other medals. But it was even more strikingly granted than the V.C. In the period 1856-1938 the V.C. was bestowed on 1160 occasions. In 1866-1938 the Albert Medal was conferred no more than 32 times; in 221 instances for sea and 311 for land service.

It has recently been decided that in future the Albert Medal shall only be awarded posthumously, that is, to the next of kin of those who perished in performing some outstanding act of heroism. Gallantry at sea or on land on the part of living persons in time of peace, or in war for acts of bravery not actually in the presence of the enemy, is now recognised by the award, in descending scale, of the George Cross, the George Medal, the British Empire Medal, and the Queen's Commendation.

The first suggestion for an Albert Medal came in 1864, and the Royal Warrant instituting it was dated March 7, 1866. At first there was one class only, described as a gold, oval-shaped badge with the centre enamelled in dark blue bearing the letters V. and A. interlaced with an anchor, in gold, surrounded by a garter in bronze inscribed in raised letters of gold "For Gallantry in Saving Life at Sea" and surmounted by the crown of the late Prince Albert. The ribbon, five-eighths of an inch wide, was of dark blue with two white stripes.

The first award was made to a Devonshire farmer, Samuel Popple-

stone, for his gallantry in March 1866, when a barque was wrecked near Start Point in a heavy gale and a high sea. He sent men to rouse the villagers at Torcross and to inform the coastguard, and himself took a small coil of rope and scrambled down the cliff and along the rocks until he was near the wreck. His efforts resulted in the saving of several lives.

Other early awards were to Mr. Samuel Lake, of the Bombay Reclamation Company's Works, and Mr. W. H. Millett, third officer of the P. and O. steamship *Emeu*, for their conspicuous bravery in June, 1866, in saving upwards of 400 people from a ship called the *Diamond*, carrying pilgrims, which was dismasted in fierce weather and driven ashore near Bombay.

Others whose gallantry received early recognition in 1866-67 were Charles Sprankling and John Donovan, chief boatmen at coastguard stations; the Reverend Charles Cobb and John Batist, of Dymchurch; James Hudson, an apprentice of 17, and Theophilus Jones, who swam off to a wreck near Falmouth; John Rickett, able seaman of H.M.S. *Cho* who rescued a boy who had fallen overboard in a heavy sea in the shark-infested waters of a port in Mexico; A. T. Shuttleworth, Deputy Conservator of Forests, Alibagh, Bombay, who on three occasions saved lives from shipwreck in circumstances of great peril.

These few were the forerunners of a long roll of honour which contains the names of many gallant people and covers the world.

In April 1867, the decoration already described became "The Al-

bert Medal of the First Class," and the ribbon was altered to one of dark blue 1½ inches wide with four white stripes. Its award was confined "to cases of extreme and heroic daring."

The same warrant instituted "The Albert Medal of the Second Class," worked entirely in bronze, worn from a dark blue ribbon five-eighths of an inch wide with two white stripes. It was intended to be given in cases of bravery at sea "not sufficiently distinguished to deserve" the First Class. The dividing line was always narrow; but in effect the award of the First Class meant that a recipient must have seriously imperilled his life in circumstances which made his own survival very unlikely.

In April 1877, another warrant extended the award of the Albert Medal in both classes to cover gallantry "in saving or endeavouring to save the lives of others from accidents in mines, on railways, or at fires, or other peril . . . other than perils at sea."

The design of the badges was the same as before, except that the centre was enamelled crimson with the V. and A. without the anchor, while the inscription on the surrounding garter read "For Gallantry in Saving Life on Land." The ribbon of the First Class, 1½ inches wide, was crimson with four white stripes, and that of the Second Class five-eighths of an inch wide with two white stripes.

The first awards of Albert Medals for land service, four of the First and twenty of the Second Class, were made to the colliers and others who rescued the survivors after a disaster at the Tynewydd Colliery, in the Rhondda

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Lieutenant-General Bruce Clarke, Commander of the U.S. Army in the Pacific, lays a wreath on the Cenotaph in Sydney during his recent visit for the 13th anniversary of the Coral Sea Battle.

Valley, when the pit became inundated with water. The rescue of the last five survivors took four days, and the rescuers had to hew their way through a barrier of coal 38 yards thick where there was always the danger of an irruption of water, inflammable gas and compressed air.

Thereafter the Albert Medal for land service was bestowed for gallantry in a number of mine and railway disasters, and for rescues from fires, drowning and other perils all over the world. It was awarded on many occasions during the First World War to officers and men who saved lives by throwing away live bombs or hand grenades,

ren, killing one, injuring many others and filling the room with debris. Miss Rosbotham, at the risk of her own life, extricated four infants and rescued another who was completely buried and must otherwise have been suffocated. She remained until every child had been placed in safety.

In 1910 Mrs. Frances Maude Wright, the wife of a newsagent's carman and the mother of six children, grappled with a man with a loaded revolver who was attacking a policeman. At about the same period a girl, Amy Madeline laques, saved her brother and father when attacked and injured by a bull; and a nurse, Hilda Elizabeth Wolsey, at the risk of her life, rescued a mental patient who had climbed along the narrow guttering at the edge of a roof. The bravery of all three was duly recognised.

In 1918 four gallant nurses, Gertrude Walters Carlin, Harriet Elizabeth Fraser, Gladys White and Alice Batt, received the Albert Medal for assisting to save the patients, some of whom were undergoing serious operations, during a bad fire at a casualty clearing station in Belgium. In 1919 Mrs. Emmett, wife of the stationmaster at Peshawar, was instrumental in saving her son and sick husband from a murderous fanatic armed with an axe and a dagger. In the course of the struggle all three of them were wounded.

During the Baluchistan earthquake in 1935 Florence Alice Allen, at the risk of her own life and at the cost of terrible injuries to her leg, saved the child in her charge by throwing herself across the cot.

In 1916 two children, Doreen Ashburnham, aged eleven, and Anthony Farrer, aged eight, left their homes at Cowichan Lake, Vancouver Island, to catch their ponies. Half a mile away they were attacked by a large cougar, or puma. The animal sprang upon the girl, knocked her down, with her face to the ground, and crouched on her back. Anthony at once attacked the cougar with his fists and riding-bridle and drove it

off Doreen. It then attacked him, and Doreen, getting to her feet, came to Anthony's rescue, fighting with her fists and bridle, and even putting her arm into the animal's mouth to try to prevent it from biting her friend.

She was able to get it off the pony, when it stood on its hind legs and fought with her. The cougar was evidently disturbed by some sound, for presently it slunk away and hid under a log, where it was afterwards killed. Both children, though severely injured, were able to make their way home and were later decorated.

From the time of its institution the holder of the Albert Medal could be awarded a bar for a subsequent act of bravery considered worthy of recognition, though it is believed that no bar has ever been awarded. In 1904 the ribbons of the Second Class were altered to a width of 1½ inches while retaining the same colours as before, while in August, 1917, the designations of the Albert Medal First Class

and Second Class were altered respectively to "The Albert Medal in Gold" and "The Albert Medal." King George V also approved of recipients using the letter "A.M." after their names.

One feels that two outstanding deeds for which the medals "in gold" were awarded must be mentioned, the first to Lieutenant Frederick Joseph Rutland, of H.M.S. *Engadine*. On June 1, 1916, after the battle of Jutland, this ship went alongside the sinking cruiser *Warrior* to rescue survivors. The ships were grinding together most dangerously when a severely wounded man was accidentally dropped overboard from a stretcher and fell between them. The *Warrior's* captain had to forbid two of his officers from going overboard to the rescue, as it would have meant their almost certain death. Before he was observed Rutland went overboard with a bowline from the forepart of the *Engadine* and worked himself aft. He put the bowline round the man and had

him hauled on board, though it was then found he was dead through having been crushed between the two ships. Rutland's escape from the same fate was miraculous.

On some date in 1917 a seaplane collided with a latticework wireless mast at Horsea Island, at the top of Portsmouth harbour, and remained wedged 500 feet up, the unconscious pilot being thrown out of his seat on to one of the wings. Three seamen, Nicholas Rath, Richard Knoulton and George Faucett Pitts Abbott, at once climbed up the mast for 100 feet, when Rath, using the boatswain's chair which travelled inside the mast, had himself hauled up to the place where the seaplane was fixed.

He crawled out on the plane and held the pilot until the arrival of Knoulton and Abbott, who passed him the masthead gantline. Having secured the pilot with the gantline the gallant three lifted him from the plane to the inside

Continued on page 28.

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MD11

Thrice Decorated Officer to Command New Carrier

Australia's new aircraft carrier, the *Melbourne*, is to have as its first captain a naval officer who has been decorated three times for his war services. He is Captain G. G. O. Gatacre, D.S.O., D.S.C. and Bar, R.A.N., who is at present the Australian Naval Representative and the Australian Naval Attaché at Washington (U.S.A.).

In announcing this appointment last month the Minister for the Navy, Mr. J. Francis, said that in the near future Captain Gatacre would leave Washington for England where he would stand by the *Melbourne* until it was ready for commissioning at the end of this year. The vessel would arrive in Australian waters in early 1956.

Mr. Francis said that Captain Gatacre had been in the Royal Australian Navy for 34 years. He was awarded the D.S.C. in 1941 for his services in H.M.S. *Rodney* in the operation that led to the destruction of the *Bismark*. He received a Bar to his D.S.C. in 1943 for skill and resolution in the Guadalcanal action. In 1953 he gained the D.S.O. for services in Korean waters. His citation read: "He has displayed courage and imagination in handling the international forces under him and aggressive intelligence towards the enemy."

Captain Gatacre was born in 1907 at Wooroolin, Queensland.

Surgeon-Capt. Richards

Surgeon Captain (D) John Ellis Richards, O.B.E., L.D.S., B.D.S., G.G.H.D.S. has been transferred to the Retired List after 30 years' service in the Royal Australian Navy.

Surgeon Captain Richards was a graduate in Dental Science of the University of Melbourne. He was

first appointed to the R.A.N. in 1924 as Dental Officer to the old *Tingara*, Boys' Training Ship.

He was one of the originals of the second H.M.A.S. *Australia*, having joined her whilst the ship was still in dockyard hands, and before commissioning. He also served in the ship when she was flagship to Admirals Sir Francis Hyde and E. R. G. R. Evans — now Lord Mountevans.

After a term as Senior Dental Officer at Flinders Naval Depot, he went to H.M.A.S. *Canberra*. During the 2nd World War he served in the Mediterranean and later in H.M.A.S. *Hobart* in the South China and Java Seas.

He received the O.B.E. in 1950 and appointed to the staff of the Governor-General as Honorary Dental Surgeon.

For some years before to his transfer to the Retired List, he was Command Dental Surgeon, East Australian Area.

Commander Bath

Commander Bath has been appointed Commanding Officer of H.M.A.S. *Kuttabul*, relieving Commander G. L. Cant, who has left the Service.

Commander Bath, who entered the R.A.N. College in 1922, was made a cadet captain in December, 1924, and gained his colours for Rugby.

At passing out, he was awarded "maximum time". He became a midshipman in May, 1926, a sub-lieutenant in 1929, lieutenant in 1931, lieutenant-commander in 1939, and commander in June, 1946.

He specialised in signals, or, as it is now termed, communications. His first ship was H.M.A.S. *Adelaide* in January, 1926, and on going to the United Kingdom in the second half of that year, was

appointed to H.M.S. *Renown*, in which he served until September 1928.

After a period of duty in H.M.A. ships and in doing the Signal, he became assistant Fleet Wireless Officer of the Mediterranean Fleet in H.M.S. *Queen Elizabeth* during the Italo-Abyssinian War, 1935-1936.

Returning to Australia, he served as Squadron Signal Officer in the Australian Squadron. At the outbreak of war he was in charge of the Signal School, Flinders Naval Depot, and concurrently Officer in Charge, Navy Office W/T Station. In April, 1941, he became Flag Lieutenant to Rear-Admiral J. G. Grace, and later to Rear-Admiral V. C. Crutchley, V.C., D.S.C., commanding H.M.A. Squadron, and served as Squadron Signal and Wireless Officer.

In September, 1943, he was appointed Commanding Officer of H.M.A.S. *Watson*, the radar school at South Head, Sydney.

In November, 1945, he was appointed to H.M.A.S. *Shropshire*, leaving in August, 1946, to take command of H.M.A.S. *Quiberon*.

Commander Cant

Commander G. L. Cant, Commanding Officer of H.M.A.S. *Kuttabul*, left the Service at the end of April.

Commander Cant, a South Australian, entered the R.A.N. College in 1916 and gained his colours for cricket and athletics. He became a midshipman on 1st January, 1920, sub-lieutenant in December, 1922, lieutenant in 1924, and lieutenant-commander in 1932. His acting rank as commander came in May, 1943. His first ship, in 1920, was H.M.A.S. *Brisbane*, and, on going to the United Kingdom, he served for a short time in H.M.S. *Conqueror*, then in H.M. Ships *Walpole* and *Hood*.

During the 1920's he served in destroyers and in 1933 was in command of H.M.A.S. *Tattoo*.

At the outbreak of war in 1939, he was appointed to command

H.M.A.S. *Vendetta*, which was the first Australian warship to enter the Mediterranean in December, 1939. He held this command till May, 1940. He then returned to Australia and was temporarily in command of H.M.A.S. *Kybra* at the end of 1940.

From June, 1941, to June, 1943, he was in command of H.M.A.S. *Maryborough* as Senior Officer of the 21st Minesweeping Flotilla at Singapore and Java, and during this command he received the acting rank of commander.

The *Maryborough* was one of the last ships to leave Tyilatjap, on March 3, 1942, after she was attached to the Ceylon Escort Force. His next appointment was Commanding Officer, H.M.A.S. *Platypus*, and Deputy N.O.I.C. at Cairns, after which, in August, 1944, he was appointed to command H.M.A.S. *Bungaree*.

In December, 1944, he was appointed to Commanding Officer of H.M.A.S. *Adelaide*, leaving her to take command of H.M.A.S. *Melville* in March, 1945. He was the senior naval officer at the surrender of Japanese forces in Timor on 11th September, 1945, at Koepang. During 1946 he was Divisional Commander of the 20th Mine Clearance Flotilla in H.M.A.S. *Katoomba*, before going to H.M.A.S. *Australia* in November of that year.

Captain Dowson

Captain J. H. Dowson has been appointed Chief Staff Officer to the Flag Officer in Charge East Australian area. He succeeds Captain J. K. Walton.

Captain Dowson entered the Royal Australian Naval College in 1927. He was made a cadet-captain, and at passing out in 1930 he was awarded "maximum time."

He became a midshipman on May 1, 1931, sub-lieutenant in January, 1934, Lieutenant in 1935, and lieutenant-commander in 1943.

His first ship was H.M.A.S. *Australia*. In August 1932 he joined H.M.S. *London*, after which he did his courses, returning to Australia at the end of 1934.

On his return he served in H.M.A.S.s *Voyager*, *Australia* and *Albatross*.

At the outbreak of war in 1939 he was serving in H.M.S. *Tenedos* on the China Station, where he remained till December 1940. In 1941 and 1942 he served in H.M.A.S. *Norman*. In April 1943 he went to H.M.A.S. *Bungaree* and in June of that year to H.M.A.S. *Bendigo*, which he commanded for 15 months until September 1944. In November of that year he was appointed to H.M.A.S. *Hobart*, was serving in this ship at the conclusion of hostilities in September, 1945. He was then appointed to Navy Office in April, 1946, where he remained until June, 1947. From then until March, 1949, he was in command of H.M.A.S. *Condamine*, from which ship he went as Executive Officer and Deputy Naval Officer-in-Charge of H.M.A.S. *Tarangau* until March, 1950. He was promoted to commander on June 30, 1949. After this he was the commanding officer of H.M.A.S. *Leeuin* from April 1950, to April, 1951. He was Executive Officer in H.M.A.S. *Australia* between May, 1951 and December, 1952, then went to the United Kingdom to serve on the Australian Joint Services Staff in

London from January, 1953, until January, 1955.

He takes up his present appointment this month.

Captain Walton

Captain J. K. Walton, until this month Chief Staff Officer to the Flag Officer in Charge East Australian Area, has been appointed Naval Officer in Charge, Western Australia.

He is the first West Australian to hold that appointment.

Captain Walton came from Darlington, W.A., and entered the R.A.N. College in 1919. He gained his colours for rugby, and at passing out was awarded "maximum time" and the prizes for French and English.

He became a midshipman on May 15, 1923, sub-lieutenant in 1926, lieutenant in 1927, lieutenant-commander in 1935 and commander in 1941. His first ship was H.M.A.S. *Adelaide*, and on going to the United Kingdom he served in H.M.S. *Repulse* before doing courses.

In 1927-28 he qualified as acting-interpreter in French, and in the following year he qualified as a submarine officer. He joined H.M.A.S. *Perth* on commissioning and was in her at the outbreak of war. In June, 1940, he was ap-

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pointed to H.M.A.S. Canberra, and from her in July, 1941, to H.M.A.S. Hobart, in which he served until August, 1943.

He was awarded the Palestine General Service Medal in 1941 and was mentioned in despatches in connection with the Hobart convoys in the Java Seas.

After leaving the Hobart he was for some months in the Moreton, then the Penguin until November, 1944, when he was appointed first to the Lanka and then in command of H.M.A.S. Geraldton as Senior Officer of the 22nd Mine Sweeping Flotilla.

At the end of the war he was Commanding Officer of H.M.A.S. Quikmatch.

"This is a time that demands strong minds, great hearts, true faith and willing hands."—Major-General F. Kingsley Norris.

"Anger makes dull men witty, but it keeps them poor."—Francis Bacon.

FIVE THOUSAND AIRCRAFT DELIVERED

Since World War II ended in 1945, one British enterprise alone has delivered well over five thousand aircraft from its various factories at home and overseas.

This is the de Havilland company, which announces that its output of post-war jet fighters runs into thousands. Nearly twenty Commonwealth, allied and friendly air forces are equipped with these fighters, as well as the R.A.F. and Royal Navy. Many more de Havilland jet fighters have been built abroad under licence, together with the engines which power them.

De Havilland has received an order for the construction of a new type of all-weather fighter for service with the Royal Navy. The new plane is the D.H.110, which is the fastest and most powerful fighter ever to go into production for use from British aircraft carriers.

The D.H.10 will be the first aircraft

to introduce transonic flight to British naval aviation. To give full control at diving speeds above the speed of sound, it has been fitted with power-operated controls and an all-moving tail. These are also fully effective at the slow speed necessary for landing on an airfield carrier. The 110 has already made a number of touch-downs on a carrier's deck, in the autumn of 1954, and arrested carrier landings will follow later this year.

As its primary responsibility in service with the Royal Navy will be the destruction of enemy bombers at high altitudes, the 110 is designed to fight at well over 50,000 feet, and it will carry guided missiles as well as its normal armament of 30 millimetre cannon. Power is derived from two Rolls-Royce Avon engines of the latest mark, which are situated close together so that if the plane is damaged in battle adequate control remains with only one engine operating.

The Albert Medal

Continued from page 25.

of the mast and lowered him to the ground.

All three of them were well aware of the insecure state of the mast, which had one of its supports fractured and was bent over to an angle above where the seaplane was wedged. For all they knew the mast or seaplane might have collapsed at any moment. All three men were awarded the Albert Medal in Gold.

The records of this notable distinction instituted by Queen Victoria 88 years ago provide some magnificent stories of heroism which cannot be read without pride and a stirring of the heart. For the most part they were the deeds of simple men and women living in obscurity who in moments of peril, with none of the exciting urge of battle, rose to the occasion and behaved with sublime and selfless bravery.

--From the London "Navy."

Fiction

FAREWELL TO DIGNITY

By J. H. Adams

NOBODY likes to be made to look a fool (said Captain George Mansley) and I'm no exception. As commander of the liner Mirrool I'm always anxious to preserve my dignity.

Sometimes this becomes difficult.

It was the case on this voyage from London. The young English stowaway Billington was the cause of the trouble.

Smart fellow, Billington, if he didn't have that strange kink in his make-up that prevented him from settling down to an honest job. A regular rolling stone, with more tricks than a game of bridge. I first met him at my table in the dining saloon.

He had an assumed name and was posing with complete success as an English gentleman.

The mechanics of his subterfuge were really quite simple. There happened to be a vacant chair at my table. Billington took it. The chief steward and head waiter thought that he was a friend of mine. I was under the impression that they knew all about him.

Inevitably we caught up with him, but by then he was in Australia. The immigration authorities had something on him—a sensational criminal record. They refused to allow him to land, and I would have to take him back in the Mirrool.

That was bad enough. What I feared most was the publicity. Although Billington was aboard under lock and key as a prohibited immigrant, he could be quite readable news in any newspaper.

We were running up the coast to Sydney on the last leg of the voyage when I summoned my old surgeon, Dr. Ramsay, up to my room for consultation.

"So far our luck's held, Doc," I remarked. "No reporter's picked up the story, but Sydney in the morning will be dangerous."

Doc was in one of his cantankerous moods.

"Give it away, Cap, give it away! You can't trick all the Press all the time. Anyhow, what's worrying you is the fear that they'll make you look an old goat—and they'll only be telling the truth."

It wasn't any use getting annoyed with him. He was right. Moreover, I wanted his co-operation, and told him so.

He frowned so long into his empty whisky glass that I had to renew his inspiration.

"Our biggest menace will be Peter Blake of the Evening Globe," I said.

Doc nodded. "Friendly chap, Peter."

"I agree I always like to meet him. But I won't to-morrow."

"You'd better see him—quick smart," Doc rose. "Leave it to me."

Peter Blake was the Evening Globe's shipping reporter, and as soon as the Mirrool turned in toward the wharf I saw him waiting to come aboard. I felt a little sorry for him. I had gone out of my way always to put him on to news. It was too bad this time. I'd have to deceive him.

As soon as the gangway was in position, Doc Ramsay grabbed Peter. He led him by the arm along the alleyways, up the companionways and to my room. I was there to greet him in state.

"Hullo, Peter," I said, somewhat effusively, stepping forward and pumping his arm.

I pushed him into an easy chair and handed him the box of cigarettes. Doc and I settled down to have a good chin-wag with him.

I glanced at the clock from time to time. The passengers were going off. Every quarter of an hour was making the job more difficult for Peter, and I knew that if he left the ship without the story he might never catch up with

it again in the hurly burly of his daily work. I felt a cad.

Still—there was my dignity to consider.

Peter seemed perfectly relaxed. I must say he showed none of the signs of a keen journalist on the trail of news. Fleeting time meant nothing to him.

Doc suggested breakfast. Peter thought that it was a good idea. We adjourned and ate leisurely. We were the last to leave the saloon.

The morning was well advanced when I bade him good-bye. I told him we had had a quiet voyage with no important personalities aboard.

Doc strolled down to the wharf gate with him and saw him start up the road towards the city.

Doc came back to me gleefully rubbing his hands.

"Complete success, Cap! Peter left without a clue."

"I feel badly about it, Doc. It was a low trick to play on the lad. The stowaway is legitimate news."

I changed out of my uniform just before lunch, hailed a taxicab and went up to the city.

The mid-day editions were just coming on the streets. The Globe's poster read: "Amazing Stowaway Dupe's Captain." I bought a paper hastily, and there it was—a double-column article on the front page. I went to our city office. Peter was sitting with the local manager, smoking a cigarette.

"It didn't work, Cap," he said, grinning.

I tried to look unconcerned, even dignified, but Peter went on, "You put on too good a reception." "But you left the ship without a clue—"

"Not without a clue. Psychology, Cap! You and the Doc fussed around me so much that I knew you were trying to hide something. So I doubled back on you and caught up with the news."

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REVIEWS

"Fleet Admiral King." By Ernest J. King and Walter Muir Whitehill. (Eyre & Spottiswoode, London).

This very interesting book has been written by the Director of the Boston Athenaeum, one of the Admiral's war-time staff officers, in close collaboration with the Admiral himself. The English edition summarises King's early service in a prologue, the full story beginning with his command of an aircraft carrier in 1930, when over 50 years old; thereafter his career is told in detail up to his retirement at the end of 1945.

When the United States entered the war, King had been Commander-in-Chief, the Atlantic Fleet, for nearly a year, and thus was concerned in the period of patrols and convoys before the war—what the book calls undeclared war. On the outbreak of actual war he became Commander-in-Chief, the United States Fleet, and soon afterwards Chief of Naval Operations (roughly as our Chief of the Naval Staff); and he held these two most exacting and onerous appointments together until the end of the war. This in itself shows the sort of man he is and

must be: the knowledge and energy and reputation, perhaps above all the great strength of character and constitution. The book shows how his previous varied service and inquiring mind helped to fit him for his great task (for one thing, he qualified as an aircraft pilot at the age of 48 in 1927) and then shows him at work upon it.

There is naturally, in a book so written, a vivid picture of the Admiral's character and ways of thought besides the story of the work he did, the miles he travelled, and his relations with statesmen and officers of his own and the allied nations during the war. There are several quotations from his letters and memoranda that help to paint the picture, including his guiding principles: to trust subordinates and "We must all do all that we can with what we have." There is a clear all-round account of the policy, the operations, and the means by which the American fleet was built up and enabled to carry out its great achievements. And in all this, not the least interesting feature for British readers is the light thrown on differences in organisation, systems of promotion, and so on, between the American and British navies.

Admiral King looked to Lord St. Vincent as his pattern. There seems indeed much resemblance in their characters, as there was in the problems each faced in his day and so successfully dealt with. He presents his story as a record "of how the United States and the British Commonwealth accomplished together what neither of them could have singly."

J.H.O. (in the London "Navy")

"The British Submarine." By Commander F. W. Lipscomb, O.B.E. (A. and C. Black, London).

One more book has been added to the many that tell the story of submarines, this time written by Commander F. Lipscomb, who was himself a submarine officer. That the story was worth telling again should be at once apparent to all who read this book.

Commander Lipscomb has set out to describe the submarine Branch of the Navy in its entirety, not only from the operational, but also from the material, angle. He has traced the growth of the British submarine from the first Holland boat to the submarines of to-day, and he explains very lucidly how the modern submarine works. He also describes in considerable detail the operations of the submarines during the first and second world wars.

A few errors have made their way into the text. The signal ordering Convoy P.Q.17 to scatter was made by the Admiralty, not by the Admiral (Sir John Tovey); it was not the 9th, but the 8th Army which fought at Alamein. These are slips which should have been picked up in the proof-reading, but on the whole the book is remarkably accurate throughout. And its reading brings before us once again the magnificent story of the submarine branch of the Navy, a story fine enough to thrill and to inspire all whose interest lies in naval affairs.

P.K.K. (in the London "Navy")

For Sea Cadets

THE SPEED TRIALS

By Bernard J. Farmer

THE TRIALS OF a vessel are the conclusion of many months of work which began with the laying of the keel; and even in these days of highly scientific ship-building, with extensive use of models and the testing-tank, trials are not perfunctory affairs. No one can say for certain "what she will do."

Trials are usually divided into three groups: Continued Steaming Trials which give fuel consumption over a considerable distance, Turning Trials which show how a vessel will answer her helm, both ahead and astern; and Speed Trials. It is the last which capture the popular imagination. They take place over a measured mile; and there are many of these "speed miles" in various parts of the world.

Large French ships run their speed trials off Brest; American naval vessels off capes at the entrance to Delaware Bay; there is the old Skelmorlie Mile in the Firth of Clyde—the first *Mauretania* ran her speed trials there—and the measured mile in present use off the Isle of Arran, where the *Queen Mary* and *Queen Elizabeth* ran their trials; in the case of the latter post-war trials, for in 1940 she went straight into war service.

The most desirable feature of a speed mile is deep water to within a few hundred yards of the shore. Shallow water causes a drag, and a big vessel, trying to pull the bottom along with her, will never reveal her true form. Speed trials are a combination of observation and stop-watch timing. On the shore are set up four posts; actually they are tall steel towers. The first two, A and B, one a mile behind the other, form the starting point. Then at the exact distance of a nautical mile along the shore are

two more, C and D; D again being a mile in depth behind C.

The procedure is this. Observers with stop-watches are stationed at three of four points in the ship. As she approaches the measured mile they get ready; and at the precise moment when they see posts A and B come into line they click their stop-watches for the start.

Then over the distance the ship steams until, when C and D come into exact line, she reaches the finish; and her speed is then calculated. She turns and makes another run in the opposite direction, thus nullifying the effects of wind and tide. A mean will give her speed for a pair of runs; and with four observers we shall thus get four figures. A mean of these is then taken.

A ship usually makes three pairs of runs; and at the conclusion of the trials a mean of all the means is taken; and this gives her speed in nautical miles per hour, over the measured miles, i.e. in knots. In the case of the *Queen Mary* the figure was 32.84. The

Queen Elizabeth was timed for a pre-arranged engine output of 175,000 h.p.; and her best speed was 30 knots.

The timing takes considerable skill. With a vessel capable of about 12 knots it is easy to judge when the marking posts come into line—you seem to have "all day" to do it—but when the speed approaches 30 it becomes very difficult. Hence several observers are needed to ensure an accurate result.

As a matter of interest it may be said that a vessel's contract speed—the speed required before the owners will accept her—is usually a knot and a half above her service speed; and many vessels may never again attain the speed they do over the measured mile, except perhaps once or twice in their lives if they answer an S.O.S.

From the "Sea Cadet."

"All things are possible to him that believeth."—St. Mark, 9:23.

"Wisdom is more precious than rubies."—Proverbs, 3:15.

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Posted on H.M.S. "Victory"

By V. Payze Blair

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From the "Sea Cadet"

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—Tom Paine.

The "Port Sydney"

Continued from page 7.

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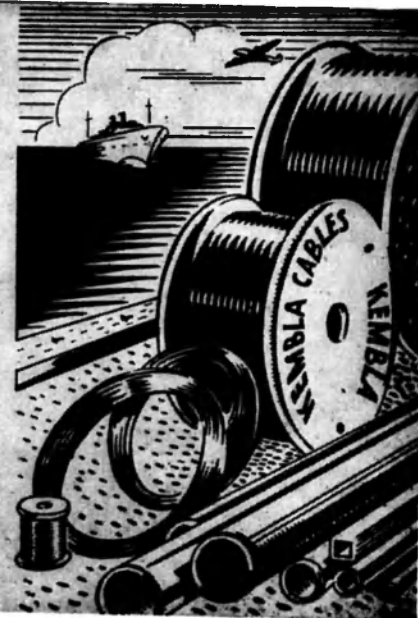
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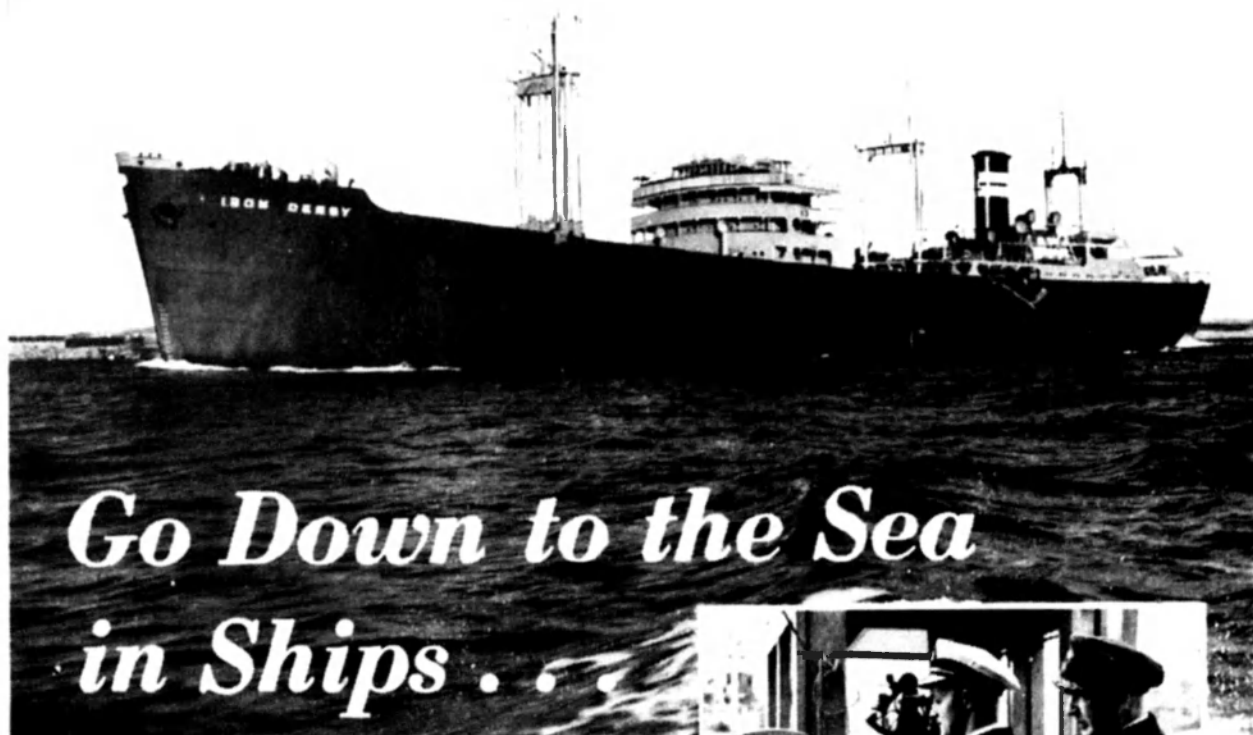


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THE NAVY



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No. 6

The Royal Australian Navy is short of men. The problem is not just numerical weakness. It is a persistent drift of highly trained and experienced men out of the Service.

The important question is: why are these "career" men not re-engaging? It needs searching investigation. Probably most of them would stay at sea if they considered themselves only. The answer may well lie in the human and very powerful influence exerted by wives and families to achieve a fuller home life—with an eye on the plentiful opportunities now existing in civilian employment.

It should be a matter of great national concern that this drift from the Navy is occurring. These career sailors are the back-bone of the Fleet, and they are hard to replace. Even if their evident disinclination to continue in the Service was a passing phase it would be a cause for worry. But there is very reason to fear that the numbers of our career Navy men will continue to diminish, and that in a few years' time we may be faced with a manpower crisis of an alarming nature.

Of particular anxiety is the loss of skilled, technical men. Science has brought about dramatic changes in Naval warfare in recent years. We are

entering the age of the guided weapons ship, the high-speed submarine of almost limitless range, the powerful carrier with its supersonic aircraft, and the complex weapons and equipment which go with them.

The Navy's need for technically trained men will increase; at present, the Navy cannot afford to lose even one skilled man. It needs a reservoir of trained technicians to meet the inevitably heavy requirements of the future.

The manpower problem is not confined to the Royal Australian Navy. Similar situations exist, in even more acute forms, in the British and American Navies.

The U.S. Navy, for example, estimates that it will lose 60 per cent of its present total strength in the next two years. Many of the men it will lose will be key men, including technicians, petty officers, supervisors, and other specialists.

The Secretary for the U.S. Navy, Mr. Charles S. Thomas, spoke very frankly about this problem in a recent address to the Navy League of the U.S.A. He compared the U.S. Navy's manpower dilemma with that of a major civilian industry.

He said: "Visualise the effect on—say—Detroit's automobile industry if it were faced with the prospect of a 60 per cent turnover of its personnel in only two years—many of them key personnel and potential supervisors for future years. This is the problem the Navy faces to-day.

"To replace these losses, we have only two sources; first to call the Reserves to active duty — obviously impractical in peace time. Second, to enlist and train new recruits. We are meeting increasing difficulty in doing the latter despite vigorous and increased efforts. To compensate for those leaving the service this year, we will require a total of 145,000 new recruits, or about 12,000 very month. The quota for September was 12,500, and we failed to meet it by 1,700. The quota for October was again 12,500 and we failed to meet that by 4,000. Some of this fall-off is seasonal, but it indicated our increased difficulty of replacing our losses."

Discussing the reasons why America was finding it difficult to induce young men to take up a career in the Navy, Mr. Thomas said:

"In the first place, military service is not sufficiently attractive, not only in the material sense, but in the sense of duty to country. Presently, the personal advantages of civilian life so outweigh those of present day military service that fewer and fewer men care to make the sacrifice. Furthermore, the material inducements which await him as a civilian veteran—education, veteran's benefits—exceed the material attractions of making the Navy a career. When you ask a man to make a career of the service to-day, you are asking him to spend a large share of his life away from home and family, and not always in the most desirable spots in the world.

The family angle is increasingly important, for more and more of our men are married, and they are getting married younger all the time. A naval career these days means many long periods at sea, intense work maintaining the readiness of our fleets. It means a change of duty station at least every two years with the consequent turmoil of moving family and household possessions. It means no pay.

"In the second place, more people are not making the Navy a career because of the apathy of the public to the value and need of the career man to the country."

The Royal Navy's view on the manpower problem was reflected in an article, recently published, by Vice-Admiral Sir Charles Hughes Hallett, C.B., C.B.E. He said: "It is patently obvious that a great many ratings shortly after getting married develop an urge to get 'outside.' Therefore, the Navy must be made more attractive to the married man, who is nearly always a trained and experienced man, so as to encourage the increasingly large numbers who at present do not re-engage, and whose services can ill be spared, to decide otherwise."

The need to make conditions more attractive to the married man is well appreciated, as can be seen by the various innovations of the last few years aimed at reducing the period of separation.

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between a man and his family. But this is only part of the story. When united with his family his service life is, in 99 cases out of 100, a thing apart from his family life and the real requirement is to fuse these two into one. We want to hear the wives saying how proud and contented they are to be naval wives."

Reasons for the Naval manpower shortage in England may not apply in the United States, and reasons which apply in the United States may not apply in Australia. But there appears to be a common pattern in all three Navies: Naval life for the married sailor has too many disadvantages for him to turn his back on the blandishments of civil life. According to the U.S. Secretary for the

Navy, the Americans are going to tackle this problem without regard to cost. We in Australia should heed the advice which is implicit in Mr. Thomas's forthright statement.

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BUILDING A NEW NAVY

By Donald Barry

EVER SINCE Hiroshima was devastated by an atomic bomb, amateur critics in all walks of life have challenged the usefulness of conventional military ideas and armaments.

Each Service, in turn, has been critically analysed. Of the Navy they have said: the battleship can no longer serve a warlike purpose. The aircraft carrier is obsolete and vulnerable. The cruiser has had its day. Some have even questioned the usefulness of the Navy itself, or suggested its fusion with another Service. All the old conceptions of maritime power have been on trial.

For long—too long, in the opinion of many knowledgeable people—the critics had it all their own way. No voice of authority was raised against them. The Royal Navy confidently went about its peacetime tasks, developing new ideas and weapons. The Admiralty was as silent and unruffled as a smooth sea. The United Kingdom Government made no pronouncement about the role and shape of the Navy of the future.

Then the First Lord of the Admiralty broke the silence in typically Naval fashion. He did so in the Explanatory White Paper published with this year's Navy Estimates.

This is the Navy's reply: an official declaration indicating what the Navy and the Government think the task and shape of the Navy of the future will be. It is an arresting document which has impressed Parliament and the British public and has challenged the Navy to new endeavour.

The First Lord's declaration was necessary. The basic facts of sea power had to be confirmed against the background of the atomic bomb: that whether weapons be conventional or atomic, Britain cannot long survive to fight a global war unless she and her allies can

deny the seas to the enemy and ensure that food and raw materials continue to reach the United Kingdom from overseas.

The Government's White Paper is, however, much more than a restatement of the role of the Navy. It is a compelling document indicating that the Board of Admiralty judge the time ripe to give as much positive information on Naval policy as security considerations permit; and to give a glimpse of the Navy of the future: a Navy which will, if necessary, be able to launch the atom bomb and guided missiles; fight local wars without the weapons of mass destruction; or merely perform its traditional peacetime role of supporting British policy and ensuring that her world-wide trade continues unmolested.

While fully recognising the consequences of nuclear warfare at sea, the Navy is ready to meet the challenge and awaits new weapons and equipment of the atomic age. The one question which now has to be answered is: "When will the new Navy come to maturity?"

The White Paper does not say when. It gives a great deal of information, but in material aspects it is not so forthcoming. Although it speaks of "the Fleet of the future," no further building programme for very large warships is proposed; although it talks of ordering a new type of ship—the guided weapon cruiser—it does not say when it will be completed.

These facts pose two pertinent questions: (a) if the Navy is ready to build the Fleet of the future, has a case for new ships and equipment been presented to Parliament in sufficiently forceful and convincing manner? And (b) is the Admiralty, in fact, revealing all which it could do without presenting secrets to enemy intelligence, or is it taking refuge from

public reaction to shortcomings behind the cloak of security?

As he contemplates the Fleet of the future, the layman must ask these questions, for the taxpayer can only feel confident in the manner in which the £340,500,000 Naval vote is to be spent if the questions can be satisfactorily answered in official quarters.

The information available to the taxpayer shows that a considerable amount of thought and ingenuity and a prodigious amount of research has gone into the production of a blueprint for the Navy of the thermo-nuclear age. The threat of the nuclear weapon has been continually in the minds of the planners: obviously there can be no escape in the event of a direct hit or near miss, but much has been done to lessen the effects of shock and radiation on the fringe of an area of atomic attack.

Ships have been streamlined to ensure that their companies are under cover when at action stations. Methods of washing ships to free them of radiation effects have been adopted. Trials of tactical formations giving wide dispersal are a feature of present-day Fleet exercises. Dispersal is probably the best form of defence, for it is believed that the employment of a nuclear weapon against a widely-spread and highly-defended target would not be conclusive and might be proved to be a wasteful means of attack.

In considering the building programme the requirement is seen to be twofold: first, a Fleet to meet the requirements of the immediate future (consisting of ships largely as we know them to-day); and, secondly, a Fleet with some entirely new types of ships for the more distant future. As, however, the second requirement will come about by evolutionary development, it is not possible to say into which

categories specific types of ships fall.

Since the war a sizeable and very expensive start has been made in the building of a new Fleet. Some of this work has merely been the completion of ships laid down during the war, but all have been finished with an eye on the atomic era.

From March 1946 to March 1955 the following new ships joined the Navy: one fast battleship, eight carriers, eight "Darlings," 25 destroyers, nine frigates, 18 submarines, five surveying ships, one yacht/hospital ship, 157 coastal and inshore minesweepers, and a number of seaward defence and fast patrol boats; and their total

cost was approximately £260 million.

In the past four years five new front-line carriers have joined the Fleet: the *Eagle* and *Ark Royal*, unquestionably the most formidable units of the British Fleet, and three of the "Hermes" class ships — *Centaur*, *Albion* and *Bulwark*. The *Hermes*, from which the class takes its name, is being completed.

These new ships and a completely modernised *Victorious* will be the spearhead of the Navy's carrier fleet, supported by the five wartime construction "Glory" class light fleet aircraft carriers: *Glory*, *Ocean*, *Theseus*, *Triumph* and *Warrior*, the last three of which were completed after hostilities against Japan had ended. This category of ships will later be strengthened by H.M.S. *Vengeance* when she is returned from the Royal Australian Navy. The wartime veterans—*Illustrious*, *Implacable*, *Indefatigable* and *Indomitable*—are to be retained in Reserve, but their future usefulness should not be rated high. They are all more than 11 years old, prematurely aged by strenuous war activities, and outdated by the development of new devices and techniques for aircraft carriers.

Originally it was hoped to modernise several of these ships, but only the *Victorious* was found still in a condition to make modernisation worth while. When she is completed with all the refinements of modern aircraft carrier design, she will in every respect be in the category of the *Ark Royal* and *Eagle*.

The construction of the *Hermes*, fourth of her class of aircraft carriers, is well advanced—though her completion date has not been announced—and when she comes into service the present carrier programme for the Royal Navy will be virtually completed. The hulls of two other carriers, the *Hercules* and *Leviathan*, are in existence, but work in them was suspended in 1946 and they have since been laid up. The only other carriers now in British yards are the *Majestic* and the *Bonaventure*,

which are being completed for the Royal Australian and Royal Canadian Navies respectively.

It is around the aforementioned ships that the striking forces of the immediate future are being built. The Navy's White Paper leaves its leaders in no doubt on this point.

"The fleet carrier is the most powerful vessel the Navy has in service," it says. "She is armed with squadrons of aircraft which can defend our ships against surface, air and submarine attack, destroy the enemy submarines and aircraft at sea or at their bases, attack shore targets, and, in certain cases, support Army operations ashore."

The Navy obviously has no time for those who say the present-day carrier is obsolete and vulnerable. It may be obsolescent, but in more or less its present form it will continue to be the spearhead of the Fleet for at least another generation of ships.

One day, no doubt, aircraft of the Fleet will take off vertically; jetless aircraft or guided weapons will do work now performed by manned aircraft; until then the aircraft carrier as we know it to-day will remain. Critics unfairly evaluate it as a lone unit. The facts are that when liable to heavy attack it would never be unsupported. It would be one unit in a group supported by cruisers or guided missile ships and their escorts; the group receiving early warning on its radar screens, from aircraft, or by asdic of the approach of the enemy and being capable of violent opposition in the air on the surface and underwater.

The belief that the carrier would be an easy target to find is also often put forward without proper appreciation of the facts. The carrier is a floating "airfield" which has the ability to move about the oceans, which cover at least two-thirds of the earth's surface, taking the fullest advantage of weather conditions. Why should it be more vulnerable to atomic attack than any land-based airfield? The immobile airfield might prove to be very vulnerable in any attack



When the aircraft carrier "Vengeance" was about to leave Sydney this month for the U.K., Lieutenant-Commander A. J. Gould inspected these old guns, captured by an earlier "Vengeance."—Daily Telegraph photo.

launched with high precision guided weapons. And the day may dawn when the elusive and hard-hitting qualities of the carrier group capable of launching the atomic bomb will be a more serious threat than a group of airfields.

The defence of the aircraft carrier, vigorously voiced in recent months by the First Lord, is welcomed in naval circles, but the time is rapidly approaching when news of a new carrier programme would be more reassuring. At the present time Britain has the most modern carrier fleet in the world, but against the huge American carrier-building programme, which includes the mammoth ships of the "Forrestal" class, the British naval building programme appears small. The Royal Navy has, however, probably achieved greater technical developments since the war.

However, the most pressing immediate problem the Navy has to face is the building up of a strong force of ships to support the carrier battle groups. There are disturbing gaps here, and plans to fill them have not yet been marked by any apparent stamp of urgency.

At the Diamond Jubilee dinner of the Navy League in January, the First Lord admitted: "Much of our Fleet is ageing." He assured his listeners that the process must not

be allowed to go too far and that a new generation of ships must join the Fleet in time to replace the present ones.

In view of this statement the cruiser programme, in particular, must continue to cause anxiety. At the present time the Navy has nine cruisers in the operational fleet—*Sheffield*, *Bermuda*, *Jamaica*, *Glasgow*, *Gambia*, *Superb*, *Newfoundland*, *Birmingham*, and *Newcastle*; in addition there are 14 in reserve and one, the *Cumberland*, engaged in trials and training; a moderate force by pre-war standards. But it must not be overlooked that many tasks formerly performed by cruisers are now performed by carrier aircraft.

In estimating modern cruiser potential Britain's five fast battleships must be taken into account. These ships—*Vanguard*, *Anson*, *Howe*, *Duke of York*, and *King George V*—are, in effect, super-cruisers with fire power equal to that of three conventional cruisers. Apart from their obvious value as bombardment platforms, they should each be more than a match for any one of the modern Russian "Sverdlov" cruisers and they would also be invaluable in any carrier group's support forces. The battleship has lost much of its former glory and been superseded in im-

STRENGTH OF THE ROYAL NAVY

(The following table is based on information contained in the Navy Estimates 1955-1956, and the First Lord of the Admiralty's Explanatory Statement.)

| TYPE | In Commission | In Reserve, extended Retd, modernisation or conversions | TOTAL | Under Construction in the U.K. | To be ordered 1955/56 |
|--------------------------------------|---------------|---|--------|--------------------------------|-----------------------|
| Fast Battleships | 1 | 4 | 5(a) | — | — |
| Carriers | 8 | 7 (+2 b) | 15 | 4(c) (+1 d) | — |
| Cruisers | 10 | 14 | 24 | 3(e) | — |
| Guided weapon ships | — | 1(f) | 1 | — | not stated (g) |
| Fast Minelayers | 1 | 2 | 3(b) | — | — |
| Darlings | 7 | 1 | 8 | — | 2(j) |
| Destroyers | 25 | 57 | 82(k) | — | — |
| Frigates | 52 | 115 | 167(m) | 26 | 8 |
| Submarines | 43 | 14 | 57 | 2(n) | not stated |
| Minesweepers | 55 | 165 | 220(p) | 101(q) | 10 |
| Coastal Craft | 30 | 42 | 72(r) | 10 | — |
| Large landing vessels | 8 | 58 | 66(s) | — | — |
| Surveying ships | 7 | 1 | 8 | — | — |
| Total Strength in Ships of all Types | | | 728 | 146 | |

- (a) Really super cruisers.
- (b) Ferry carriers.
- (c) Work on two suspended; and one being completed for Australia.
- (d) Being completed by Canada for the R.C.N. Not an Admiralty responsibility.
- (e) "Tiger" class.
- (f) "Girdleness." Being converted for testing missiles.
- (g) Termed guided weapon cruisers.
- (h) "Apollo" Class. Some other smaller ships are also fitted for minelaying.
- (i) Called fleet escort ships.
- (j) "Battles," "Weapons" and earlier classes.
- (k) 27 of these are fast ones converted from destroyers.
- (l) Only submarines launched are recorded. There are two experimental types.
- (m) 63 of these are the large ocean type of minesweepers. The remainder are of the new coastal and inshore types.
- (n) Includes 7 for other N.A.T.O. countries.
- (o) Fast Patrol Boats and Seaward Defence Craft.
- (p) Tank Landing Ships and Tank Landing Craft.

FLEET SUPPORT

The table only shows what are called the "fighting ships." The fleet is supported by some 350 seagoing auxiliary ships, including depot, ferry, supply, maintenance, repair, oil tankers, store, boom defence ships, and tugs.

There are also some 90 self-propelled harbour service craft, apart from a considerable number of the smaller landing craft.

portance by the aircraft carrier, but it still has a vital place in maritime forces.

Also with carrier battle groups one might expect to find some of the modern "Daring" class ships. There are eight now afloat, and more are to be built. The statement in the White Paper that a decision has been made to build two fast fleet escorts embodying all the latest developments of the destroyer field may mean that a programme of super "Darings" is being begun.

These ships are capable of performing many cruiser functions, although they have never been categorised as cruisers. The Admiralty have preferred to describe them as "the finest escort vessels in existence, powerfully armed and capable of attacking heavy ships with torpedoes, destroying light forces, sinking submarines and contributing to defence against air attack."

Unsatisfactory as the cruiser situation may appear to be, the Admiralty does not intend to take any vital step to improve it until the advent of guided weapons

ships. Till then Britain must be content with the completion of the three "Tiger" class cruisers—*Tiger*, *Blake* and *Defence*—with modern, though conventional, armament, and with the modernisation of the wartime-built *Royalist*. This, the Admiralty says, will help "to close the gap before guided weapons ships come into service."

The ultimate successor to the conventional cruiser will therefore be the guided weapons cruiser. When this ship will make its debut is a matter for conjecture. There is only the assurance that the Admiralty is ready to order such ships to replace the ageing cruiser fleet and the statement that the experts believe this type of ship "will effect changes in certain types of Naval warfare comparable with that brought about by the introduction of the 'Dreadnought'."

The size and shape these vessels will take is also a matter for conjecture. Trials of the Navy's ship-to-air guided missile are to be carried out next year in the maintenance ship *Girdleness*, a ship of 8500 tons. But this is no pointer to the ship of the future which will have missile launching plat-

forms as part of its armament.

It is, however, obvious that the guided weapons cruiser must have considerable ammunition stowage space and that, therefore, it will not have the slim lines of most of the existing fast-moving British warships.

The primary need is for anti-aircraft guided missile cruisers. This sort of ship might well be of the size and general appearance of a conventional cruiser and it would, of necessity, also have conventional armament for surface-to-surface action. The true guided weapons cruiser incorporating missile armament for all forms of offensive action might well have a completely new and formidable silhouette, but it would probably be a ship of up to 20,000 tons.

Of smaller ships, the number of the Navy's new and converted anti-submarine escorts is growing steadily. There can never be enough escorts, but there is cause for some satisfaction in progress made in the past few years in building an effective force of such vessels. Since the war the Navy has converted 27 destroyers of wartime construction into fast frigates,

and many more are also to be converted.

At present there are a dozen new frigates launched and 14 on the stocks. A further eight are to be ordered this year. The present frigate strength is 167, of which 52 are in full commission. The trends of modern warfare demand that there shall be specialised types of frigates, and new ships are being built to perform special functions: anti-submarine, anti-aircraft or aircraft direction duties.

Hand in hand with the building of this important category of ships, new equipment for the detection and location of enemy vessels is being developed; equipment which will be suitable for use on the surface, underwater, and by aircraft, including helicopters.

The Navy believes that in another war, mining operations could be on a scale far greater than in World Wars I and II and that it might be the most serious threat of all. Considerable attention has, therefore, been devoted to the problem of building a new mine-sweeping fleet and to new techniques for the detection and location of mines and the methods of sweeping them.

In this fleet, the ocean sweepers of the last war are the major units, but new vessels built largely of wood and other non-magnetic materials to counter magnetic, acoustic and other types of influence mines have been coming forward in large numbers.

These new minesweepers are of two types: coastal vessels, designed as their title suggests to operate in coastal waters, and inshore sweepers upon which would fall the major task of keeping open estuaries and port approaches sown with mines by aircraft or submarines. The former vessels cost approximately £500,000 each and the latter approximately £250,000 each. More than 150 have already been completed and another 100 are under construction—a programme costing over £100,000,000. Many of these craft go straight from the builders' yards to the Re-

serve Fleet, where they are kept in an advanced state of readiness.

Of submarines we have heard little since the completion of the "A" class in 1948. This is partly due to a long-standing Admiralty policy not to release any information about submarines until they are launched. All that is officially admitted is that the Navy is building modern submarines, some with high underwater speed. But while the United States Navy has been experimenting with a system of atomic propulsion in the *Nautilus*, the Royal Navy has pinned its faith to vessels employing a new system of high test peroxide in a closed cycle engine. The first submarine employing this propulsive system, the *Explorer*, was launched in March 1954, and the second of the class, the *Excalibur*, went down the slipway at Messrs. Vickers-Armstrong, Barrow-in-Furness, in February this year. In addition, three small submarines—"X" craft—have been built at a cost of £228,000.

"Fighting" ships also include fast patrol boats in some of which gas turbine machinery has been fitted, seaward defence craft of post-war construction, and many varieties of tank landing ships and craft laid up in reserve but kept in a high state of preservation by modern methods employed by the Reserve Fleet. There are, in all, a total of 728 "fighting" ships in the Navy to-day and 146 (of which 101 are minesweepers) building. These are supported by some 350 seagoing auxiliary ships, including depot, ferry, supply, maintenance, repair and store ships, together with oil tankers, boom defence vessels and tugs. There are also about 90 self-propelled harbour service craft and a considerable number of small landing craft.

This, then, is the Navy of the present and the near future. It is second only to that of the United States of America. Those who believe in sea power in the thermo-nuclear age impatiently await the emergence of a Navy of new form and functions. There is possibly



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cause for some impatience. We would like to feel that the guided weapons cruiser would soon come into service and that the high test peroxide submarine was an operational and not experimental vessel. But the progress made by the Navy since the war, which has been notable, should not be belittled.

Proper deference should also be paid to modern circumstances. Russia is reported to be building a strong navy, which might be employed against us, but the Royal Navy would from the outset of hostilities operate with the full

Continued on page 13

SHIPS LAUNCHED IN THE FINANCIAL YEAR ENDING 31st MARCH, 1955

| Type and name | Date of Launch | Type and name | Date of Launch | Type and name | Date of Launch |
|-------------------------|----------------|----------------------------------|----------------|---|----------------|
| Submarine | | Coastal Minesweepers (21) | | Inshore Minesweepers | |
| <i>Excalibur</i> | 2.55 | One | 4.54 | Two | 1.55 |
| | | Three | 6.54 | Five | 2.55 |
| Frigates (9) | | One | 7.54 | Fast Patrol Boats ("Dark" Class) (6) | |
| <i>Lynx (A/A)</i> .. | 12.1.55 | Four | 9.54 | One | 3.54 |
| <i>Puma (A/A)</i> .. | 30.6.54 | Three | 10.54 | One | 8.54 |
| <i>Whitby (A/S)</i> .. | 2.7.54 | One | 11.54 | One | 9.54 |
| <i>Torquay (A/S)</i> .. | 1.7.54 | Four | 12.54 | Two | 1.55 |
| <i>Grafton (A/S)</i> .. | 13.9.54 | One | 1.55 | One | 3.55 |
| <i>Keppel (A/S)</i> .. | 31.8.54 | Inshore Minesweepers (11) | | Seaward Defence Boats (4) | |
| <i>Murray (A/S)</i> .. | 22.2.55 | One | 8.54 | Three | 1.55 |
| <i>Pellew (A/S)</i> .. | 29.9.54 | Two | 10.54 | One | 3.55 |
| <i>Russel (A/S)</i> .. | 10.12.54 | One | 12.54 | | |

REVIEW OF U.K. SHIPPING

This is the third and final article analysing the strength of the British merchant fleet and the composition of U.K. shipping organisations.

THERE are over 300 ports in the United Kingdom. The ten largest are shown in Table II which lists them in order of tonnage of shipping arriving and departing and does not relate to the volume of cargo handled.

Most ports, other than those owned by the British Transport Commission, are represented on the Dock and Harbour Authorities' Association, formed in 1917 to represent the common interests of port authorities in their relations with Government, shipowners and traders.

The Principal Ports:

The Port of London, with 69 miles of waterway and over 4,000 acres of dock estate, handles more tonnage annually than any other in the world except New York. Goods of every imaginable kind, from meat to marble, from plywood to perfume, pass through the docks. Imports are distributed all over the United Kingdom, though the port supplies primarily Greater

London and the Home Counties with a population of some 114 million persons.

Liverpool, with Manchester, an inland city made into a port by the construction of the Manchester Ship Canal — serves the industrial Midlands, Lancashire and Yorkshire. Grain is prominent among the imports of Liverpool which, including Birkenhead on the opposite bank of the Mersey, is the second largest milling centre in the world. Tobacco is another major import and is stored in what is probably the world's largest warehouse. Liverpool is also important for trans-Atlantic passenger traffic and short sea-routes and coastwise trading. Manchester's chief import is raw cotton.

Southampton, largest of the Channel ports, is the chief port for ocean passenger traffic. It owes its importance to its double tides and easy access from London. A considerable volume of oil is now handled for the refinery at Fawley.

Newcastle upon Tyne and the

other Tyne ports serve the industrial North East and comprise the most important coal-shipping and largest ship-repairing centre in the country.

Hull, on the Humber estuary, serves particularly the industrial centres of Yorkshire and the Midlands. Middlesbrough imports iron ore for, and exports iron and steel from, the local iron and steel industries.

Swansea has the largest trade of the group of ports serving South Wales. As well as coal, Swansea exports the steel and tinplate manufactured in its immediate neighbourhood, but its rapidly increasing importance derives largely from the oil which it imports and exports for local refineries.

Bristol and Avonmouth serve the industrial Midlands as well as the highly industrialized city of Bristol itself, and have also a large coastal trade.

Glasgow, the principal Scottish port, serves as an entrepot centre for the industrial area dependent on the Lanarkshire coalfields.

Grangemouth, also in Scotland, handles mainly crude oil for the local refinery, and also imports timber and paper-making materials.

Belfast is the principal port of Northern Ireland and handles the main Irish sea traffic.

Ownership:

The ports previously owned by the main-line railway companies are now under national ownership and are administered by the British Transport Commission. Important examples are Southampton (docks only), Hull, Swansea, Cardiff and Middlesbrough (docks only), Harwich, Folkestone, Newhaven and Holyhead.

Others are controlled by a public trust on which are represented

users of the port (such as shippers, importers and shipping companies) and other bodies such as Government Departments and local authorities. Examples are London (controlled by the Port of London Authority), Liverpool (Mersey Docks and Harbour Board), Belfast (Belfast Harbour Commissioners) and Glasgow (Clyde Navigation Trust). The Port of London Authority has 28 members. Ten of the members are nominated as follows: by the Admiralty (1), the Ministry of Transport and Civil Aviation (2), the London County Council (4), the Corporation of the City of London (2), and the Corporation of Trinity House (1). Eighteen of the members represent various port users: shipowners (8), merchants (8), owners of river craft (1), and public wharfingers (1). The Authority's duties include the maintenance of adequate river channels, the regulation of traffic, the provision and upkeep of moorings and the licensing of wharves and structures in the area under its control.

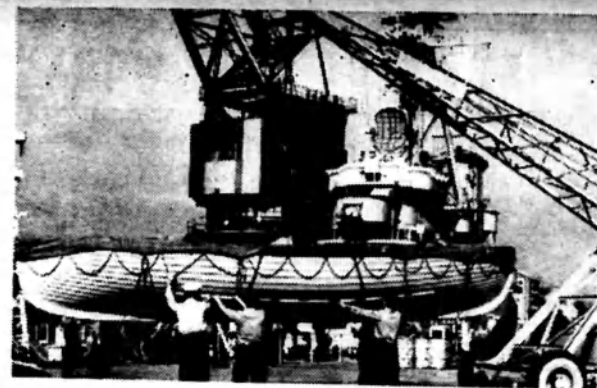
A few ports — Bristol is the most important example — are owned by the town or city council and controlled entirely by a committee of the council.

Finally, there are about 100 ports which are privately owned. Manchester is the only major port so owned — by the Manchester Ship Canal Company — and here the Manchester City Council exercises considerable control by appointing 11 of the Company's 21 directors.

The powers and responsibilities of the port authorities are, in the main, set down in private Acts of Parliament which relate specifically to the ports concerned.

Keep a Good Lookout

FOR THE NEXT ISSUE OF
The Navy



Retings on H.M.A.S. "Vengeance" stow a lifeboat before the carrier left Sydney for the U.K. on June 16. About 1,000 officers and men of the R.A.N. sailed in the "Vengeance." They will bring back the new R.A.N. carrier "Melbourne" early next year. — "Daily Telegraph" photo.

Building a New Navy

(Continued from page 11)

support of the navies of other N.A.T.O. nations, including the United States Navy. In any event, Britain could not alone control the seas, as she has done in the past. The First Lord of the Admiralty has himself declared: "No single navy in the world can do so in these modern times."

To-day, too, navies are built to perform specific tasks. Warships are not so much the pawns in power politics as they once were. It is no longer possible to compare navies, ship for ship. The properly supported aircraft carrier and her aircraft is now the antagonist of the raiding cruiser; the frigate, destroyer and aircraft are the opponents of the submarine; modern coastal and inshore minesweepers must combat the minelaying activities of maritime aircraft.

At the present time the need for Britain to possess a predominance of large ships has receded and the importance of smaller ships has increased. Aircraft carriers and other large units are still required, but the quality and strength of the Royal Navy must not be judged

alone by the number of "ships of the line" which can be deployed.

In advocating a strong Navy one must nowadays consider the whole structure of defence and the nation's ability to support large forces. As His Royal Highness the Duke of Edinburgh said following the recent combined Fleet exercises in the Mediterranean: "If the Services are to fulfil their proper functions at home and abroad in this new age there must be a very much higher degree of understanding and co-operation between them. To make N.A.T.O. really effective, national contributions must be properly national and not just so much from each Service."

— (From the London "Navy")

Naval College graduations

Twenty-three cadet midshipmen graduated from the Royal Australian Naval College at Crib Point, Victoria, on March 11.

The cadets will join the Royal Navy aircraft carrier H.M.S. *Triumph*, which is the training carrier for cadet-midshipmen from the Royal Navy and other British Commonwealth navies.

Four of the cadets are from the Royal New Zealand Navy.

TABLE II
Port Arrivals and Departures,* 1953
Thousand tons net

| Port | Foreign Trade | Coasting Trade | Total |
|---------------------|---------------|----------------|---------|
| London | 45,068 | 21,705 | 66,773 |
| Liverpool | 29,406 | 7,587 | 36,993 |
| Southampton | 28,834 | 7,869 | 36,723 |
| Tyne Ports | 7,227 | 9,299 | 16,526 |
| Glasgow | 9,863 | 4,189 | 14,052 |
| Hull | 9,812 | 3,288 | 13,100 |
| Belfast | 1,847 | 10,500 | 12,347 |
| Swansea | 7,508 | 3,274 | 10,782 |
| Bristol | 6,357 | 3,978 | 10,335 |
| Middlesbrough ... | 5,926 | 2,512 | 8,438 |
| Total | 151,866 | 74,201 | 226,069 |
| Total All Ports ... | 217,385 | 148,235 | 365,620 |

* With cargo and in ballast.

NEWS OF THE WORLD'S NAVIES

New method of distilling water

MEMBERS of the Royal Naval Scientific Service have found a way of saving the Royal Navy £500,000 a year in distilling fresh water from sea water. They have done this by using a new compound introduced into the evaporators when the change from sea to fresh water is made. The compound prevents scaling and the formation of foam.

The Admiralty, in a recent bulletin, quotes Mr. J. Leicester, a chemist in the Admiralty Materials Laboratory, as saying that the new compound has increased the operating life of an evaporator five-fold, and increased efficiency by about 30 per cent.

With it, fresh water can be made from salt water at a cost of 12 shillings a ton, against 18 shillings a ton before the present method of treatment. The saving in fuel oil burned in the boilers to heat the evaporators is 34 tons of oil for every thousand tons of water made.

"Assuming a total production throughout the Fleet of 2,000,000 tons of distilled water a year, the cost of producing this before the present treatment would be roughly £1,750,000," he says. "The cost of production with the present treatment would be about £1,250,000."

Mr. Leicester puts the cost of research over nine years which resulted in the development of the latest compound at £15,000.

He says that a crisis arose about the liner *Gothic* shortly before it was due to leave on the Queen's Commonwealth cruise in 1953. It was found that the ship's two evaporators, required to produce 40 tons of fresh water daily, could not produce more than ten. Modifications were made by the department of the Engineer-in-Chief of the Fleet, which stepped

up the output to nineteen tons a day per evaporator.

Because of the success of the anti-foam constituent, it was decided to try the new compound in the evaporators. Mr. Leicester spent a fortnight on board the liner immediately before her sailing to make tests. The compound resulted in its being possible to increase the average output of each evaporator to approximately 32 tons a day.

Helicopter passes ship's towline

For the first time, the Royal Navy used a helicopter to pass a line from ship to ship for salvage purposes recently.

The helicopter was piloted by a New Zealander, Lieutenant M. H. Simpson, R.N. He took off from the R.N. Air Station at Gosport in a Dragonfly after a request had been made to the Navy to help establish a tow-line between the tug *Sir Bevois* and the *Kingsbridge*, a freighter, which was aground south of the Isle of Wight.

The helicopter carried 1,000 yards of one-inch hemp, in four coils, to act as a messenger line. When the aircraft arrived over the ships, the tug had managed to approach to within about 120 yards of the freighter.

The end of one of the coils on the helicopter was weighted and lowered to the freighter. Then the helicopter flew slowly towards the tug, paying out the line. The other end of the line was then passed successfully to the tug. The tug's crew secured a four-inch towing line to the one-inch line, which was then hauled on by the crew of the freighter to establish the towing link.

The one-inch line, however, parted. The helicopter then repeated the operation with a second coil and this time the towing line was secured.

The whole operation took only 20 minutes and the *Kingsbridge* was refloated.

A few days later an S55 Whirlwind helicopter similarly passed a line from a tug to H.M.S. *Montrose*, which broke adrift while being towed to Portsmouth in a gale.

First deck landing on new trials carrier

The first deck landing on H.M.S. *Bulwark*, which in March took over the duties of trials and training carrier, was made by an American — Lieutenant-Commander J. W. Nance, U.S.N., of North Carolina.

He was on exchange service with the Royal Navy.

The *Bulwark* is one of the three Hermes class carriers which joined the Fleet last year. The landing was made on February 7.

Naval Test Squadron wins air trophy

The Boyd trophy, highest annual award of the R.N. Fleet Air Arm, has been awarded for 1954 to the R.N. Test Squadron at the Aeroplane and Armament Experimental Establishment at Boscombe Downs.

The award was made for the squadron's contribution to the improvement of naval aircraft and the testing of new undeveloped types.

A citation which accompanied the announcement of the award by the Flag Officer Air (Home), Vice-Admiral Sir John Eccles, K.C.V.O., K.C.B., C.B.E., stated: "The squadron has made a direct and forceful contribution to improving the breed of naval aircraft during the past ten years of its existence as an entirely Naval unit. Its enthusiastic efforts with new and undeveloped types have had strong and beneficial influence on Fleet Air Arm quality in the air."

The award commemorates the work for naval aviation between 1939 and 1945 of Admiral Sir Denis W. Boyd. It incorporates a silver model of a Fairey Swordfish bomber and was presented to the Royal Navy by the Fairey Aviation Company.

Combined exercises in Indian Ocean

On June 1 an Australian and New Zealand Naval force of seven ships was successful in an engagement with an "enemy" force of one cruiser, two destroyers, and a frigate which were escorting a convoy carrying cargo of electronic equipment. The action took place in the Indian Ocean and lasted an hour.

A Navy correspondent in H.M.A.S. *Tobruk* stated: "Our force on sighting the 'enemy' raced to attack at high speed in line abreast to execute an order, 'Fight your way with relentless vigour, regardless of loss, to ship carrying electronic equipment.'"

"A dense smoke screen followed by gunfire did not deter our force from their aim, even though we suffered damage. Our guns poured broadsides into the 'enemy' ships and forced them to acknowledge defeat."

"The 'enemy' ships were the *Newcastle*, *Concord*, and *Cossack*, of the British Far East Fleet, and the New Zealand frigate *Kaniere*. The convoy was the tanker *Gold Ranger*."

"All ships will now join with the Australian and New Zealand Force to carry out further exercises on passage to Singapore. The remainder of to-day will be employed in refuelling from the *Gold Ranger*."

The combined naval task force comprised the R.A.N. destroyers *Tobruk*, *Anzac*, *Arunta*, and *Wararamunga*, and the anti-submarine frigate *Quadrant*, and the New Zealand cruiser *Black Prince* and the frigate *Pukaki*. The senior officer of the task group is Captain J. F. Whitfield, R.N., the commanding officer of *Black Prince*.

"Revolutionary" H-bomb exploded last year

Dr. Ralph Lapp, head of the U.S. Navy's nuclear physics branch, said last month that America exploded a revolutionary hydrogen bomb in the Pacific on March 1, 1954.

According to American Press Agency reports, Dr. Lapp, who was giving evidence before a Senate Armed Services Sub-Committee, said the bomb was at least 750 times more powerful than the atomic bomb dropped on Hiroshima.

He said the bomb was revolutionary in construction, in the large area of its "fall-out," and the persistence of its "fall-out." It generated fantastic amounts of radioactivity — much more than an ordinary H-bomb.

This was the bomb from which ash contaminated 23 Japanese fishermen, one of whom died, Dr. Lapp said.

"Victorious" afloat after five years

The aircraft carrier *Victorious* was put afloat for the first time for five years at Portsmouth Dockyard on May 19.

The carrier had been all that

time in dry dock. She has been practically re-designed, fitted with an angled deck, and many other modern devices.

New R.A.N. Barracks at Sydney

Permanent barracks to accommodate chief and petty officers and other ratings who pass through the Royal Australian Navy Radar Training School, Navigation-Direction School, and Torpedo Anti-Submarine School are to be erected at H.M.A.S. *Watson*, the R.A.N. establishment at South Head, Sydney.

Announcing this the Minister for the Navy, Mr. J. Francis, said that the two first-mentioned schools were already situated at South Head. Thousands of officers and ratings had done courses at them, as well as a large number of officers of the Merchant Service. It was generally acknowledged that South Head provided one of the best sites in the world for such schools.

The Torpedo Anti-Submarine School was at present at Rushcutter Bay, but it was to be transferred to South Head.

The only existing accommoda-

Continued on page 28

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State of R.N. Fleet Air Arm Is Causing Anxiety

By Oliver Stewart (in London)

A SURVEY of the state of the Fleet Air Arm as revealed in the discussions which were begun by the Estimates, cannot be wholly reassuring. It is true that Mr. J. P. L. Thomas had good news to give about the plans for replacing existing machines but the thing that makes the critics anxious is the long interval of time that now seems to be necessary for the process of replacement to be completed. We have therefore the curious situation that, in deck flying technique, the Royal Navy has achieved superiority to all other navies and has introduced many important inventions and developments; while in the aircraft themselves it remains backward.

In view of the setbacks that are known to happen when new aircraft are brought into service, small comfort can be taken from the announcement that the N113 single-seat day fighter has been ordered. Much more would have to be known about its behaviour and possibilities before it can be accepted as a machine that will bring the Royal Navy up to date in ultimate air performance. News of the de Havilland 110, however, is satisfactory. It appears that this aircraft has now passed through its most difficult period and is shaping well both as an aircraft and as a gun platform. Indeed it is good to know that the gunnery problems which have troubled some of the R.A.F. fighters do not seem to trouble the DH 110.

This is an aircraft which early showed its high speed powers and was one of the first British operational aircraft to be dived through the speed of sound. Paradoxically enough, the tragic accident at Farnborough may now perhaps be looked upon as having contributed

in no small measure to the satisfactory development of the design.

The Westland Wyvern strike aircraft has been a disappointingly slow starter and for many months its qualities have been a matter of debate; especially as the delay in bringing it up to the stage of carrier operation was inordinately long. But the most recent mark of Wyvern has the approval of critical Service pilots.

The Fairey Gannet anti-submarine aircraft, with its interesting and novel "double-engine" configuration, is in service and squadrons have been formed. Other aircraft, including the Sea Venom all-weather fighter, are being brought to higher standards of efficiency than were at first possible.

But none of these things can affect the over-all view, already mentioned, that the Royal Navy is less well equipped in its aircraft than in its deck operating appara-

tus. The work of Cambell, Goodhart and Lean with angled decks and mirror landing devices and the development to full operational standards of the steam catapult are matters showing a greater advance than can be found in naval aircraft themselves.

The habit of looking at what the Americans are doing, and then making comparisons with what we are doing, is too common. Nevertheless it is apparent that the United States Navy is going ahead at a remarkable speed with new types of naval aircraft. It is not only that it is developing an interesting series of turbine-engined flying boats, but also that it is in the forefront with aircraft of extreme performance yet capable of working from carrier decks.

The Douglas Skyray for speed and the McDonnell Demon for rate of climb can hardly be equalled by any other Service aircraft,

whether they are intended for deck operation or for airfield operation. Even more important the United States Navy is hard at work on a variety of devices which may enable ultra-fast aircraft to work from carriers with greater safety and certainty. Thus the Grumman with the Attinello flap is worthy of special notice. It is reported that, with this flap in operation, the take-off speed is brought down 20 knots and the load is increased by nearly 1400 kilograms.

The Attinello flap is a device on which information is as yet scanty; but it appears to be a "blown" flap, in that air is bled from the engine compressor and then ducted to the wing and emitted in a stream over the flap. This form of boundary layer control is the subject of a great deal of experimental work; but the Grumman Panther seems to be the first aircraft which has given it a trial for deck operations.

There can be no doubt that every navy seeking to improve its carrier operations should be studying all possible means for obtaining boundary layer control. For this is the way of improving the speed range; and speed range is the quality required before all others in deck operating aircraft. But

there are other researches in progress worthy of study by the Royal Navy. For instance the jet deflector which was designed by the National Gas Turbine Establishment and fitted by Westland to a Meteor is able, according to the pilots' reports, to give a much lower landing speed. Jet deflection is obviously a field on which all navies should be concentrating their attention.

If we find that in the Royal Navy there is little interest in flying-boats, and if we fail to observe any specifically naval work on boundary layer control, blown flaps and jet deflection, it is because of the departmental framework in this country. The Ministry of Supply is charged with research into things like jet deflection and boundary layer control. There is no direct means whereby the Navy can stimulate research into these things for its own ends. As for flying boats, they are the province of the Air Force and not of the Navy.

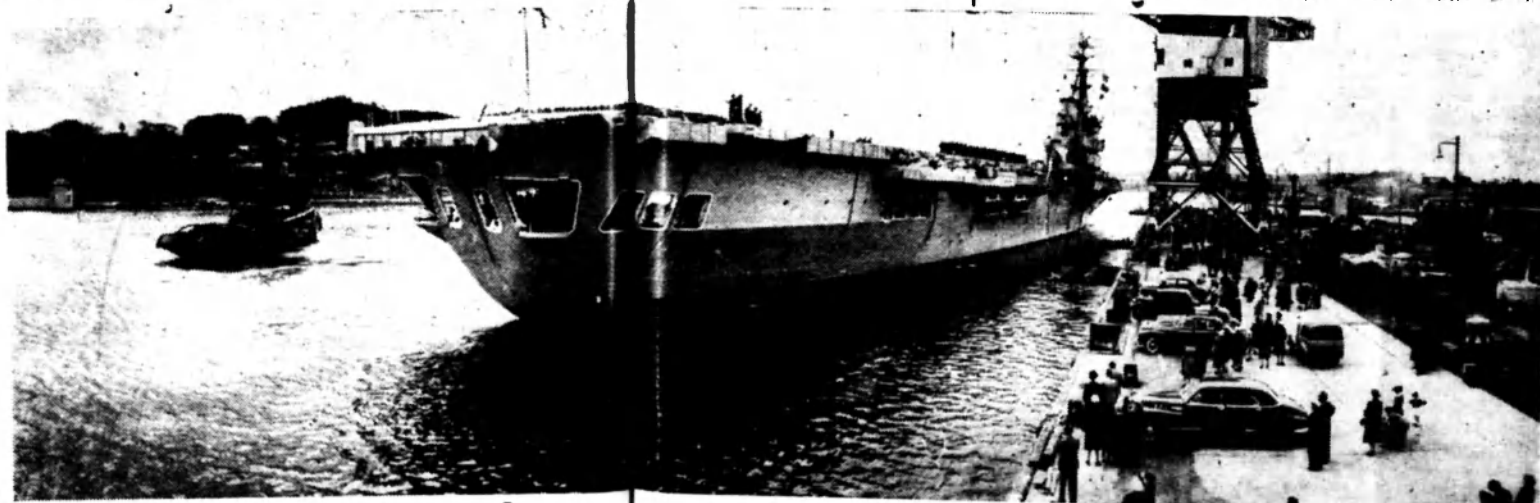
On the face of it, it has to be admitted that there seem to be ob-

stacles in the present arrangements to the fullest and fastest development of specifically naval types of aircraft. These obstacles are inherent in existing departmental mechanism and have nothing to do with the ability of the aircraft industry to supply any particular type of machine.

The arrangement is that there shall be a central ministry, the Ministry of Supply, which is responsible for the supply of aircraft to all three Services. One of the objectives is the co-ordination of research and experiment. Obviously if the three Services are left to make their own arrangements, there is always a risk that researches may be duplicated. On the other hand there are disadvantages in the arrangement. The Ministry of Supply is nothing other than a middle-man. It has on its staff officers from the three Services and these officers are responsible for putting forward the requirements of their Services. But there

Continued on page 27

After serving for more than two years with the R.A.N. the aircraft carrier "Vengeance" left Sydney on June 16 to rejoin the British Fleet. The "Vengeance" was loaned to Australia by the British Government pending the completion of the R.A.N.'s new carrier "Melbourne," which is due to reach Australia from the U.K. early next year.—"Daily Telegraph"



NAVY - AND A-BOMB

By D. A. Smith

THE monumental truism of warfare to-day is that the most powerful weapons are those dependent upon the release of energy from the breakdown of matter. These weapons are known by vulgar names such as "atomic bombs" and "hydrogen bombs."

It follows that the most significant Naval developments announced during the past year are those associated with defence against such weapons and the power to deliver them.

"It is well known that a ship or airfield suffering a direct hit from an atomic or hydrogen bomb will be destroyed," said Captain D. R. F. Cambell, D.S.C., R.N., captain of the *Ark Royal*, when answering questions on the ability of his ship to withstand atomic attack. "It is also well known," he continued, "that there is a near miss effect for any bomb, whether it be high explosive or nuclear.

"It is also known that on the perimeter of a nuclear explosion there is the problem of radiation and of particles of vapour or dust which are contaminated.

"The engines of a ship require large quantities of air to keep them running, hence there is the possibility that contaminated solid particles or vapour may be drawn into the machinery. To enable this ship to steam in such circumstances, the machinery is fitted with remote control which would enable her to steam for a limited, but adequate, period, so giving her the ability to get away from the trouble. When the remote control is in operation there will be no hands in the machinery spaces. The machinery will be controlled from one of the many air-conditioned compartments in the ship."

It has also been announced that H.M.S. *Cumberland* has carried out trials with a system of pre-wetting the outer surfaces of ships. If particles of radioactive matter are deposited upon dry surfaces

they render these surfaces radioactive. It then becomes a matter of months, if not longer, to render them safe for human contact. On the other hand, if such particles are deposited on a constantly moving film of water, they do not have time to settle and can be swilled into the ocean.

Both remote control and pre-wetting have been devised as counter-measures to the "fall-out" of particles on the fringe of atomic explosion and escape from the base surge of radioactive mists which follow an underwater explosion. Both also are simple from the engineering viewpoint. Since the relegation of the tiller to rowing boats, ships have virtually been steered by remote control. More elaborate remote control equipment is familiar in gunnery machinery and magazine safety installations. One can assume, therefore, that remote control for ships' main machinery did not confront the engineers and designers with any major problems. Similarly the pre-wetting installations for decks and superstructure in principle resemble the means by which a gardener waters the lawn. Fire-fighting lines already installed in warships throughout the world provide an obvious basis to work on. The remainder is simply a matter of providing adequate pumping capacity and suitable nozzles.

The significance of these developments is, therefore, not the technical achievement but the implication that the Admiralty has entered a period of finite knowledge, following nearly a decade of study of Hiroshima and all that.

This conclusion is borne out by an increase in the scope of Merchant Navy defence courses which are prepared by the Admiralty for officers and men of the Merchant Fleets. In announcing the revisions, the Admiralty specifically stated that they have been made in the

light of increased knowledge of the effects of nuclear weapons and other warlike techniques.

Covering a wide range, including protection in atomic, biological and chemical warfare, the lectures give detailed advice to Merchant Navy masters and their subordinates. The distances from the centre of atomic explosions, above and below water, at which survival can be expected and the kind of peril to be expected at different distances are now being explained to the officers under instruction with confidence. They are taught how to use radiac instruments, which denote the amount of radiation in parts of a ship which have been contaminated with radioactive substances. Similarly these instruments can reassure the officers that the effects of pre-wetting and sluicing down have been completely successful. It may be seen from this that the hazards to be faced on the fringe of atomic explosion are being met with scientific precision in detail but, naturally, the course also deals with the wider tactical problems of convoy work in the atom age.

Side by side with these training measures a working party under the chairmanship of Sir Victor Shephard, the Director of Naval Construction, is advising ship owners on the measures which can be taken to make their ships less vulnerable to this form of warfare. At sea there is no question of adopting the attitude of some of the citizens of Coventry, who have thrown up their hands in horror at the prospects of atomic warfare and conclude that nothing can be done. The modern maritime equivalent of Cromwell's famous dictum could be: "Trust in God and keep your top decks wet."

On the offensive side, the past year has seen the completion of a revolution in the aircraft carrier techniques. The steam catapult

enables large and heavy aircraft with heavy loads to take off from the flight deck of those carriers fitted. The inference is that an atomic weapon can now be flown from such a floating airfield as is the *Ark Royal*.

The latest advance in flight deck technique is an audible air speed indicator known as Audio. When the mirror sight, fitted on the flight deck to give incoming aircraft their angle of approach, was under development, a system of coloured lights reflecting on the aircraft windscreen and connected to the air speed indicator was introduced to give the pilots their correct speed of approach. It was found that these coloured lights did not always show clearly, particularly in glaring sun, and the Admiralty therefore developed an audible instrument. This works on the principle of an electric organ and gives assurance as to correct speed and warning of incorrect speed to the pilot's earphones as a background to the voice reception for which the earphones are primarily intended.

It so happened that one of the pilots engaged on assessing the new aid noticed that when the coloured lights on the windscreen changed, there was a faint click in the earphones. Caused electrically, this click contributed to the development of Audio.

The apparatus is relatively simple, is accurate to within a quarter of a knot, and is made in two separate parts, each of which fits into two boxes which can be fixed in any convenient part of the aircraft. Using this aid, the pilot can keep his eye on the mirror sight and the deck itself without needing to take in a visual indication of air speed.

The aircraft carrier with all the new dividends of research and development now emerges as the most formidable instrument for the delivery of the most powerful weapons known to man. Far from being more vulnerable to atomic attack than the airfield, it has not

only mobility but also a mighty aid to defence derived from the element in which it sails. Water in the quantities in which it is to be found in the oceans of the world is perhaps the most useful material in combating the secondary effects of fission. Ultimately, perhaps, the main elements of the fleets of the world will be composed of huge submarines powered automatically and therefore not requiring large quantities of air to be sucked in-board, and capable of diving to wash themselves rapidly clean from radioactive particles. Submersible or otherwise, one can look to the warship, armed with aircraft or guided missiles, as the final and awful instrument of retribution. If the enemy peers into the future through the haze of mass destruction, he may see a ship of war delivering the final bomb . . . and hesitate.

It is such reasoning which has no doubt led to that recurrent theme in the public utterances of the First Lord of the Admiralty, the Rt. hon. J. P. L. Thomas, M.P., that atomic warfare does not make navies less important but more important. In a phase of semi-annihilation, the wide and watery spaces of the earth would prove less inhospitable than the land masses. Given mastery of the waves, there-

fore, the far-flung countries of the Western alliance would be in a position not to be lightly assailed by those who put their hopes of survival in the size of their countries and populations.

—(From the London "Navy")

Appointed ADC's

Three Royal Australian Naval captains and one commander have been appointed honorary Aides-de-Camp to his Excellency the Governor-General, Field-Marshal Sir William Slim.

They are Captain W. B. M. Marks, D.S.C., of Sydney, Captain R. I. Peek, O.B.E., D.S.C., of Melbourne, Captain (S) R. F. M. Lowe, D.S.C., of Frankston, and Commander L. Gellatly, O.B.E., D.S.C., of Melbourne.

The appointments are for three years.

"Georgic" withdrawn from sale

The British Ministry of Transport has announced that the liner *Georgic* has been withdrawn from sale and that the Ministry will make her available to the Australian Government for migrant transport until the end of this year.

The *Georgic* left Liverpool last month with migrants for Australia.

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Blondie, mascot of the schooner "Hiahd," watches crew-members playing cards from the arms of A. Andersen, a Norwegian seaman on the vessel. "Hiahd," is one of the few schooners still operating interstate traffic. This photograph was taken in Sydney Harbour.

Freighter damaged by cyclone

CYCLONE over the Indian Ocean early this month caused damage estimated at £10,000 to British freighter *Betwa*. The ship's master, Captain S. [Name], said when the ship arrived Sydney that the wind whipped waves "as high as the funnel." It scrapped off steel railings, dashed lifeboats, ripped steel doors off their hinges, and broke hatches. Water flooded the engine room. The ship fought the cyclone for 10 days.

Ship from the Philippines on a surfboat

Florentino Das, a 37-years-old Filipino, set sail alone from Honolulu on May 15 in a converted Australian surfboat for the Philippines—a voyage of 5,300 miles. Das's surfboat was rigged for sail and also carried two 25 h.p. outboard motors for emergencies. He left with 90 days' supplies, and said he expected to reach his destination in 45 days.

Australian plan to boost exports

The Australian Minister for Shipping and Transport, Senator McLeay, has announced that the Australian Government next year will substantially increase its expenditure on overseas trade promotion. He said exports of non-primary products comprised only six per

cent of Australia's export trade. This was not high enough for a country with such an expanding industrial potential.

Enough manufactured goods were being shipped overseas, however, to demonstrate that Australia could compete on world markets, particularly those near home.

He said that Australian manufacturers should make every effort to increase exports and promised Government assistance to those who wished to enter the export trade or increase their exports.

Crew of arrested ship sent home

The master, 11 officers, and 20 seamen of the freighter *Ken Wahi* were repatriated from Sydney to New Zealand last month after their ship was arrested in Sydney Harbour.

The arrest was made on behalf of the Chartered Bank of India, Australia, and China. The ship was formerly the Australian coaster *Momba*.

British ships warned of new minefield

The Chinese Nationalist Government early this month announced that it had mined territorial waters around Formosa and Quemoy and the Matsu group of islands.

In response to British enquiries for a clarification of the announcement, the Chinese Nationalist Government sent a copy of the announcement to the British Con-

sulate in Taipeh (Formosa) with a warning to British shipping.

The announcement said the mines were laid because of the threat of Communist Chinese invasion.

Quemoy is off Amoy, opposite Formosa, and the Matsu group is off Foochow. British ships call regularly at Foochow and Amoy, which are Communist Chinese ports.

Press agency reports from Formosa quote a spokesman for the Chinese Nationalist Government as having said that the Nationalists hoped the mines also would prevent British ships from taking supplies to Communist China.

Gales batter shipping off Kentish coast

Gales off the English coast last month drove the Dutch motorship, *Urmajo*, aground on the Goodwin Sands, off the Kentish coast, where the crew abandoned ship.

The Ramsgate lifeboat brought them ashore.

The gales delayed the liner *Queen Mary* 12 hours on her homeward journey to Southampton from New York.

Two tugs were damaged when they collided after towlines from the British troopship *Empire Trooper* parted during the storm. The tugs were towing the troopship to Scotland.

The Southend lifeboat rescued the crew of three of the yacht *Stormalong*, which got into diffi-



WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

culties soon after leaving on a voyage to New Zealand. The yacht was three miles offshore with a broken rudder and her engines dead.

Two tankers collide in dense fog

The Norwegian tanker *Bergechief* and the Liberian tanker *Burgan* collided in dense fog in the English Channel on May 24.

Lloyds shipping intelligence reported both ships were damaged, but *Burgan* continued her voyage to New York.

Union S.S. Co. Chairman dies

Mr. G. R. Ritchie, chairman of directors of the Union Steam Ship Company of New Zealand Ltd., has died in Dunedin (N.Z.).

He joined the board of the company in 1910, and was elected chairman in 1936 after the death of Sir James Mills, the founder of the company.

Sydney trawler lost after running aground

The 275-ton trawler *Goolwai* ran aground on the rocks at Malabar Point, near Sydney, in heavy fog on May 29 and became a total loss.

All 11 members of the crew got

ashore, but one of them broke a leg.

The vessel was returning to Sydney after 11 days trawling near Montagu Island. It carried 400 boxes of fish.

The trawler, owned by Red Funnel Trawlers Pty. Ltd., was a minesweeper on the Eastern Australian Coast during the war.

Two dead sailors found on raft

Two dead Polish seamen found on a raft off Haugesund (Norway) on May 12 came from the Polish trawler *Czubatka*, which sank with the loss of all 14 of her crew after hitting a mine in the North Sea.

Earlier it was believed that the dead men were from another Polish trawler, whose crew were reported to have mutinied and set out in life-boats for Scotland.

Norwegian mackerel fishermen found the raft. The two men appeared to have frozen to death.

Later, Warsaw Radio cleared up the mystery of the rafts origin.

RATINGS' TITLES

Changes in the titles formerly applied to stoker-mechanics and other similar ratings employed in

the engine-room and electrical branches bring the Royal Australian Navy into conformity with those made in the Royal Navy.

The titles hitherto in use could easily give persons unfamiliar with naval tradition and recent developments on shipboard a wrong impression of the duties that the branches concerned are called upon to perform. The changes are as follows (new titles, followed by their authorised abbreviation, appear in parentheses):—

Junior Stoker (Junior Engineering Mechanic, J.M.(E.)); Stoker (Engineering Mechanic Second Class, M(E)II.); Stoker Mechanic (Engineering Mechanic First Class, M(E)I.); Leading Stoker Mechanic (Leading Engineering Mechanic, L.M.(E.)); Petty Officer Stoker Mechanic (Petty Officer Engineering Mechanic, P.O.M.(E.)); Chief Petty Officer Stoker Mechanic (Chief Engineering Mechanic, C.H.M.(E.)); Junior Electrician's Mate (Junior Electrical Mechanic, J.R.E.M.); Electrician's Mate Second Class (Electrical Mechanic Second Class, E.M.II.); Radio Electrician's Mate Second Class (Radio Electrical Mechanic Second Class, R.E.M.II.); Electrician's Mate First Class (Electrical Mechanic First Class, E.M.I.); Radio Electrician's Mate First Class (Radio Electrical Mechanic First Class, R.E.M.I.); Leading Electrician's Mate (Leading Electrical Mechanic, L.E.M.); Leading Radio Electrician's Mate (Leading Radio Electrical Mechanic, L.R.E.M.); Electrician (Petty Officer Electrician, P.O. EL.); Radio Electrician (Petty Officer Radio Electrician, P.O.R. EL.).

Similar changes apply to Electrical Branch ratings in the Fleet Air Arm.

Chief Electrician, Chief Electrician, Chief Radio Electrician and corresponding Air ratings would remain unchanged.

THE SUEZ CANAL

By "Bluenose"

ON the 18th November, 1869, a small Glasgow steamer, the *Dido*, owned by Messrs. Handa-ryde and Henderson, made the first commercial transit of the Suez Canal. The canal had been opened the previous day, with due form and ceremony, by the Empress Eugenie in the Imperial yacht, attended by an international squadron and various steamers with guests. But the *Dido* came to Port Said in the way of business. She had a cargo to deliver at Suez, a port she had never been able to reach before. The canal to her was the tool she needed to finish her job.

Contrast the *Dido*, 138 ft. in length and 209 tons gross, with the giant tanker *Tina Onassis*, 775 ft. overall and 25,100 tons gross, carrying over 45,000 tons deadweight, one of the biggest ships using the canal to-day. Here lies the story of the intervening 85 years.

It is the story first of the expansion of East-West trade. The canal opened just at the moment when steam was beginning to compete seriously with sail. Hitherto cargoes from the East were either transhipped at Suez and reloaded at Port Said, or had taken the long road round the Cape. Now steamers could use the short route through the canal, with favourable coaling stages on the way. In the tea trade, for instance, this knocked a month off the voyage and meant virtually the end of the famous tea clippers.

Further, this new through passage came into use just as the Far East and South-East Asia were being opened up for trade with the West; and as the economic development of Australia was beginning to quicken. The possibility of putting products on the European market in a much shorter time encouraged this development. Rubber, rice and tin, grain and

wool, ores, jute, vegetable oil and oil seeds all began to flow westward in increasing quantities; while in return the East took ever-growing amounts of the manufactured goods of Europe. And, if the pattern of trade has changed somewhat since the Second World War, the total flow has not slackened but increased.

The revenues of the company reflect the rate of development. In 1870, the first full year of operation, these amounted to just over £200,000; 10 years later they had risen to more than £1,600,000. In 1953, at the current rate of exchange, the total receipts of the Canal Company were well over £30,000,000; while the net tonnage passing through reached a record of 92,905,000 tons. Cargo traffic, at 90,399,000 tons, was also a record, and these figures put Port Said ahead of all European and American ports in traffic handled. The Port of London, for example, handled in the year ended March, 1953, 48,000,000 tons of cargo.

The outstanding development, however, has been in the oil trade. It was in 1892 that the first cargoes of "petrol in bulk" were allowed to transit the canal—bound, incidentally, eastward from the Russian and American fields. Later the opening of the Borneo and Middle East oilfields introduced the trade in crude oil for refining in Europe; and crude now forms the bulk of the trade. Not until after the First World War, however, did tanker traffic form an appreciable part of the total passing through the canal. Two years ago the company issued figures showing this increase, from 6 per cent. of total traffic in 1920 to 63.7 per cent. in 1950. After a fall in 1951, it has been rising again and in 1953 seems to have been about 62 per cent.

Parallel with this expansion in traffic has been the increase in the

size and speed of ships. This forms the second part of the story, involving the Canal Company in problems, not only of maintaining, but also of increasing facilities to keep pace with the traffic. There are two major difficulties, silting and damage to the banks. Both are aggravated by the increasing size of the vessels using the canal, since even at the restricted speeds allowed the suction exerted by their passage causes considerable erosion. Silting involves constant dredging, 5,750,000 cubic metres or more in 1953. Maintenance of the banks requires perpetual vigilance and skilled engineering. Further work goes forward steadily to improve facilities and increase the depth of water.

This question of maintenance and improvement causes much heart-searching among shipowners, since in 14 years' time the Canal Company's concession expires, and the Canal should revert to Egyptian management. Indeed, voices have already suggested expropriation before 1968. The company, in 1949, made a new agreement with Egypt, providing for a steep increase in the proportion of Egyptians among its employees, and this may permit the training of suitable technical and administrative staff, though many doubts are expressed on this score. There is also the question of the status of the canal under the Convention of 1888. Here again the Egyptian record in recent years is an unhappy one.

When the Mediterranean was closed during the recent war, it was estimated that it took nine ships on the Cape route to do the work of five routed via Port Said. This is a measure of what it would mean to world trade were the canal to be closed, either through technical failure or for political reasons.

—From the London "Navy."

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Territorial Waters Dispute

The International Law Commission met in Geneva on June 9 to seek to clarify territorial sea limits. Some countries claim sovereignty over only a three-mile zone off their coasts, but others claim a much greater area.

By R. Dawson Miller

(Condensed from a speech to a recent meeting of the Chamber of Shipping of the United Kingdom)

THE term "territorial waters" is used to indicate that part of the sea inside a line running parallel to the shore within a specified distance from it. Considerable difficulties have, however, arisen as to the extent of that distance and as to the legal rights enjoyed by the littoral state over the waters so defined.

On the first point the conception in the Middle Ages was that the distance should be measured by the range of cannon firing from the shore. This was based on the theory that the dominion of the land ends where the power of the arm ends,

or as one writer stated picturesquely, it was the rule that the sea should salute the land and the range of guns determined the limit within which the salute ought to be rendered.

Naturally in modern times this conception cannot be adopted and the distance must be measured in nautical miles. In this connection in Great Britain such distance has always been taken as three miles; in fact in 1923 the then Under-Secretary of State for Foreign Affairs said in the House of Commons:—

"His Majesty's Government have always maintained that by international law and practice the general limit of territorial jurisdiction is three miles, but from time to time claims to extend the three miles limit have been advanced by different states. Such claims, which amount to annexation of the high seas, could only be made effective by international agreement."

This view was again endorsed as recently as last December by Sir Anthony Eden, who stated in the House of Commons:—

"The limitation of territorial waters has not been the subject of formal agreement between Her Majesty's Government and any other state. Her Majesty's Government regard the three-mile limit as sanctioned in international law by long usage and custom. Her Majesty's Government have accordingly always refused to accept in principal claims to territorial waters of more than three miles, and have reserved the right to uphold any British interests prejudiced by such claims."

In consequence in the treaties dealing with territorial waters to which Great Britain has been a party and in the various Acts passed on the subject the distance of three miles has been adopted so far

as concerns our own shores although in certain Scandinavian States four miles has been recognised.

In recent years, however, there has been a growing practice for states to make claims which extend beyond those limits and it is common knowledge that only a few months ago the State of Peru claimed a distance of two hundred miles and enforced this claim by seizing a whaling fleet found within that limit, releasing it only upon the payment of a very substantial fine. If claims of this nature are to be pursued by other states, the consequences upon shipping generally will be such as seriously to affect international trade.

On the second point as to the littoral State's legal rights over its territorial waters, there is quite a variance of opinion among international lawyers, some maintaining that it confers a right of sovereignty, as indeed it is clear that the State of Peru maintains, while others consider it affords only a right of jurisdiction. The latter would appear to be the proper view and is endorsed by Dr. Colombos in his well-known textbook on International Law of the Sea in which he says:—

"The absolute sovereignty claimed by some states over their marginal sea cannot be reconciled with the right enjoyed by the merchant ships of all nations to the innocent passage across the territorial waters of a state, or with the modern principle that a state is not entitled to levy any tolls or dues on foreign ships passing through its waters unless sanctioned by treaty."

Therefore, he concludes there is only a right of jurisdiction or qualified sovereignty. Such right admittedly enables the State to forbid

or limit the access to its territorial waters of foreign warships, to enforce pilotage, to enact health regulations and (perhaps this is the most important of all) to enact regulations reserving to its nationals the right of fishing within specified limitations.

Attempts have from time to time been made to conclude conventions dealing with territorial waters. In 1930 such an attempt was made at the Hague Codification Conference under the auspices of the League of Nations.

Unfortunately the conference failed entirely, chiefly on the two points I have dealt with, namely the distance to be applied from the shore and the nature of the littoral State's legal rights. It is, however, of interest to note that at that conference, where 42 States were represented, 20, including the British Commonwealth, the United States, and several of the leading European maritime countries, were willing to accept three miles.

As was observed at that time the countries accepting this limit possessed nearly 80 per cent. of the world's effective tonnage. The four Scandinavian countries opted for four miles and only certain South American States with the addition of Spain, Portugal, and Italy requested six miles.

No such extravagant claim as 200 miles was at any time put forward. However, the task of drafting a convention is again under consideration and has been taken over by the International Law Commission set up by the United Nations in 1947. Although this commission issued a report last year in which it was unable to make any recommendations, it is most ardently to be hoped that it will pursue its labours and draft a convention which can be universally adopted. But, even if it suffers the same fate as the Hague Conference and no convention is agreed, the strongest possible action must be taken to discourage any State which

in consequence feels justified in making a unilateral declaration claiming limits beyond those recognised by international law and custom. The freedom of the seas must be preserved.

[Following Mr. Miller's address the Chamber of Shipping of the United Kingdom resolved to:

"(1) note with concern the claims of certain countries, made individually or in concert, to sovereignty over maritime zones far beyond those limits of territorial waters which international usage has long recognised as being appropriate and proper for national jurisdiction;

"(2) welcome the firm line which Her Majesty's Government has taken in rejecting such claims, and to urge the Government, in consultation with other maritime powers, to uphold the generally accepted international concept of the limit of territorial waters unless and until varied by international agreement."]

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TWO MORE U.S. AWARDS

TWO officers of the Royal Australian Navy have been awarded the American decoration of the Legion of Merit, Degree of Officer, for their outstanding services to the Government of the United States in action against the Communist forces in North Korea in 1952.

The officers are Commander W. S. Bracegirdle, D.S.C. and two bars, R.A.N., and Commander I. M. Ramsay, D.S.C., R.A.N.

The Minister for the Navy, Mr. J. Francis, announcing these two decorations, said that the citations for the awards to these two officers revealed that they showed great professional skill and courageous fighting ability and they performed their duties in such a manner to reflect great credit upon themselves and their Naval service.

The Minister added that the two officers had already received a British award for their Korean services.

Commander Bracegirdle had been in command of H.M.A.S. *Bataan* and Commander Ramsay had been in command of H.M.A.S. *Warrawunga*.

Captain Smith

A Naval officer who played a big part in the initial planning for the introduction of the Fleet Air Arm into the Royal Australian Navy has been appointed commanding officer of H.M.A.S. *Quadrant* and Captain of the First Frigate Squadron.

He is Captain V. A. T. Smith, D.S.C., R.A.N., at present the Director of Air Warfare Organisation and Training at Navy Office, Melbourne.

Captain Smith will take over from Captain T. K. Morrison, O.B.E., D.S.C., R.A.N., who has been appointed Naval Representative and Naval Attache at the Australian Embassy in Washington (U.S.A.).

The Minister for the Navy, Mr. J. Francis, announced the appointment. He said that Captain Smith, since 1946, had been concerned with the R.A.N.'s Fleet Air Arm both afloat and on shore.

Captain Smith was born at Chatswood, N.S.W.

Commander Orr R.N.

Commander S. G. Orr, D.S.C. and two Bars, A.F.C., R.N., is commander of the Royal Navy's Test Squadron at the Aeroplane and Armament Experimental Establishment at Boscombe Downs, which has been awarded the Boyd Trophy for 1954.

The trophy, commemorating the work of Admiral Sir Denis W. Boyd, is the highest annual award of the R.N. Fleet Air Arm.

As a sub-lieutenant Commander Orr served in H.M.S. *Illustrious* under Admiral Boyd—then a captain. He has commanded the test unit since August, 1953.

Since joining the Service in 1939 he has flown 90 different types of aircraft, commanded two wartime squadrons, and was Air Group Commander in the *Implacable* and the *Indomitable* in 1950 and 1951.

He took the Empire Test Pilots' Course in 1946 and was a test pilot at Boscombe Downs from 1947 to 1949.

Rear-Admiral Lockwood

Surgeon Rear-Admiral Lionel Lockwood, M.V.O., D.S.C., Q.H.S., whose promotion was announced recently, is an Honorary Surgeon to the Queen.

Surgeon Rear-Admiral Lockwood recently assumed the appointment of Director of the R.A.N.'s Medical Services. It is the highest appointment in the Navy's Medical Branch.

Previously he was Command Medical Officer at Sydney. He was honorary surgeon to the late King and to the Duke of Gloucester

when he was Governor-General of Australia.

Lieutenant Overbury R.N.

The De Havilland Trophy for the fastest flight of 1954 has been awarded to Lieutenant J. R. S. Overbury, a member of the R.N. Test Squadron at Boscombe Downs.

On July 29 last he flew a Navy Sea Hawk aircraft from London to Amsterdam in 23 minutes 19 seconds at an average speed of 571.5 miles an hour.

Lieutenant Overbury, 29, joined the Royal Navy in 1943 and was trained as a pilot in Canada. Following service in the aircraft carriers *Ocean* and *Theseus* he qualified as a flying instructor at the Central Flying School in 1950.

In 1953 he graduated as a test pilot at the Empire Test Pilots' School, Farnborough, and joined the R.N. Test Squadron in 1954. He has flown 45 different types of aircraft.

R.N. Appointments, etc.

The Admiralty has announced the following appointments:

Vice-Admiral C. John, C.B., to be Flag Officer Air (Home) in succession to Vice-Admiral Sir John Eccles, K.C.B., K.C.V.O., C.B.E. (June, 1955).

Rear-Admiral K. McN. Campbell-Walter, to be Flag Officer Germany and Chief British Naval Representative in the Allied Control Commission in succession to Rear-Admiral R. S. Warne, C.B., C.B.E., and to succeed Rear-Admiral Warne as Commander Allied Naval Forces, Northern Area, Central Europe.

Rear-Admiral G. K. Collett, D.S.C., to be Vice Naval Deputy to SACEUR.

Captain Sir St. John R. J. Tyrwhitt, Bart., D.S.O., D.S.C. (and bar), to be lent to the Indian Navy as Flag Officer (Flotillas) Indian Navy in succession to Rear-Admiral F. A. Ballance, C.B., D.S.O., serving in the rank of Acting Rear-Admiral.

Captain (Commodore 2nd Class) J. E. H. McBeath, D.S.O.,

D.S.C., on loan to the Royal New Zealand Navy as Chief of Naval Staff, New Zealand Navy Board, in succession to Commodore Sir Charles E. Madden, Bart., serving in the rank of Acting Rear-Admiral.

The Admiralty also has announced the promotion of Rear-Admiral G. V. Gladstone, C.B., to Vice-Admiral in her Majesty's Fleet, and that Vice-Admiral Sir Charles Hughes-Hallett, K.C.B., O.B.E., and Rear-Admiral G. F. Burghard, C.B., D.S.O., have been placed on the Retired List.

Captain Cowell

Captain R. E. Cowell has been appointed Marine Superintendent of the Peninsular and Oriental S.N. Company.

He succeeds Captain A. Roger, who died in April this year.

"What is done for another is done for oneself."—Paulus.

STATE OF R.N. FLEET AIR ARM

CONTINUED FROM PAGE 17

is still an intermediary which may impede progress. There is much to be said for the arrangement prevailing in the United States which permits the Navy to develop flying-boats if it so wishes.

Rear-Admiral A.N.C. Bingley, the Fifth Sea Lord, in a recent address made some amusing allusions to the earlier approach of the Navy to air matters. He described how the Admiralty had asked for tenders from the aircraft industry for the building of "a flying chartroom with a good look-out!" Some of the early aircraft produced to naval requirements which were conveyed direct to the industry were alarmingly ill-proportioned and exceedingly bad flying machines. But there is reason to suppose that that sort of thing would not happen again to-day.

Perhaps a footnote should be

added about the new cult of lightweight aircraft. Douglas in the United States has entered this field—a field pioneered by Short Bros. with the Seamew and by Folland with the Midge and Gnat. At the moment the views of the Royal Navy upon the advantages and disadvantages of lightweight aircraft are not clear. But the merits of the Seamew as a hard, practical aircraft capable of operating from a wide variety of bases have been established and the Gnat is gaining increased popularity as the work on the Midge has proceeded. The fourteen pilots who have flown the Midge speak highly of its qualities and it must be remembered that its wing span is so small that it could be accommodated on an ordinary carrier lift without wing folding.

—(From the London "Navy")

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NEWS OF THE WORLD'S NAVIES

Continued from page 15.

tion for Navy personnel attending the radar training and navigation-direction schools consisted of huts, which were entirely unsuitable for the purpose.

In addition to living quarters the new barracks would include a guard-house and administrative quarters. They would be built of brick and would be two stories high.

Work on construction would begin later this year. The estimated cost was £656,000 and £21,000 would be spent on furniture.

New submarine is launched

H.M. Submarine *Excalibur*, launched on February 25 at Vickers Armstrong's Barrow-in-Furness yard, is a sister ship to H.M.S. *Explorer*, now undergoing trials.

Both submarines have a modern version of the usual battery and

main motors for underwater propulsion, but in addition to their diesel-electric machinery they are fitted with turbine machinery for which the energy is supplied by burning diesel fuel.

The *Excalibur* has an extreme length of 225 ft. 6 inches (178 ft. between perpendiculars) and a beam of nearly 16 ft. She is being fitted with the latest submarine escape arrangements, including the one-man escape chamber and the latest breathing apparatus designed for escape purposes.

Four mirror-sights for Australian Navy

The Royal Australian Navy has decided to buy four of the recently-invented deck-landing mirror-sights for its Fleet Air Arm.

Two will be installed in the new aircraft carrier *Melbourne*, which will arrive in Australian waters from England early next year, and two will be used ashore for train-

ing pilots in the new landing technique which the sight renders necessary.

The deck-landing mirror-sight was invented in the United Kingdom and has been installed in carriers of the British and United States Navies.

Navy rescues castaway

H.M.A.S. *Warrego* on May 26 rescued a shipwrecked fisherman, Gilbert Sheldon, 30, from Scawfell Island, 60 miles east of Mackay, Queensland.

Sheldon, who lives in Mackay, had lived on the island for 18 days on oysters, sand crabs, and coconuts. He swam four miles to the island after his 25 ft. boat was swamped by heavy seas on May 8.

The *Warrego* was carrying out a survey near the island.

"Centaur" sinking remembered

An R.A.A.F. Lincoln bomber on May 14 dropped a wreath on the sea where the Australian hospital ship *Centaur* was sunk by a Japanese submarine 12 years ago.

Fiction

DETECTIVE DILKINS

By J. H. Adams

IN one of the Australian capitals there's a detective whose reputation is a little tarnished (said Captain George Mansley). He seldom speaks, these days, of his ocean holiday, poor fellow!

Detective Dilkins wasn't a bad chap. He might have been pretty sick at cornering crooks. His trouble was bragging about it.

As soon as we cleared Sydney Heads in the liner *Mirool* Dilkins began to talk about himself. For days we had Dilkins stalking the safeblowers and Dilkins winning; Dilkins cornering the gunmen at pistol-point; and Dilkins rounding them up. If you believed all he said, Sherlock Holmes was a mere tyro, a flat-footed mug.

He made an impression among some of the passengers. I found him quite amusing because I had him in small doses on the odd occasions I came down from the bridge and mixed with the passengers. But he got right under the skin of my ship's surgeon, old "Doc" Ramsay.

Every time Dilkins started to blow hard Doc nearly foamed at the mouth.

"His ego's as big as the Queen Mary!" exclaimed the Doc.

"What's it matter? All the women hang on his words. They think he's marvellous. The purser's never had an easier time. Doesn't have to organise so many games. They all listen to Dilkins." I replied.

"Bah!" spat Doc. "I'll take him down a peg or two if it's the last thing I do!"

Well, one night we had a scavenger hunt. It was a regular item every voyage. The purser's department distributed lists of articles to be collected, ranging from a long blonde hair, a brooch and a pair of water wings, to a baby's rattle.

Some were easy to pick up,

others difficult and even ridiculous. But it made an evening's fun as the young couples tried to complete the list and place the articles before the waiting assistant purser in the lounge by a set time, the pair to get the most winning the competition.

Doc, that evening was in a sour mood. He usually enjoyed sitting in the smoking-room with whoever he had palled up with on the voyage, lingering over a few beers. Detective Dilkins, however, had monopolised the room and the company. So Ramsay, after his ear-drums had been blasted at long range, moved forward to the lounge.

The hour for the closing of the hunt drew near. The room was filling. There was a babble of conversation and then a yelp of dismay from Mrs. Ballinger-Bullfinch, a wealthy old duck with more jewels than judgment.

She had joined the hunt with a male partner. Production of the brooch for her was simple. She had one, studded with diamonds, valuable enough to provide passage money for a couple of voyages.

She had dumped it on the table. The crowd milled around, buzzing as each new collection came to light. In the middle of it all the brooch vanished.

The alarm was raised. The room was searched. Nobody could find the brooch. It must have been stolen. Who was the thief?

A call was sent out for Detective Dilkins. All would be well. Mrs. Ballinger-Bullfinch would get her brooch back and the great detective would unmask the villain.

Her partner, a mousy little bloke, was grilled by Dilkins right from the start with a verve that was breath-taking. The mousy bloke stood up to it, submitted to search and was grudgingly declared innocent.

Dilkins looked in turn wise,

shrewd, assumed an attitude of deep thought, swung sharply on unsuspecting passengers, pointed an accusing finger at them and startled them with hissed questions. Still, there was no sign of the brooch.

After three days of "exploring all avenues," Detective Dilkins was without clue or reputation. His fund of grandiose detection stories dried up like a trickle of water in the desert.

Someone among the few hundred passengers was a crook. If Dilkins couldn't run the thief to earth here, what chance would he have in a city's thousands?

Doc, Ramsay bided his time. The lounge was crowded. It was evening. Mrs. Ballinger-Bullfinch was playing bridge. Detective Dilkins was as silent as a motor car with a flat battery, pretending to read a heavy tome on the early history of the Roman Empire, but really trying to reconstruct the crime.

I thought it was rather cruel of Doc, to get up then and announce that he had recovered the diamond brooch in difficult circumstances from a mysterious crook whose identity he had missed in the dark.

There was a hubbub as he handed the jewel back to its owner. Detective Dilkins bumped his nose in getting hastily out of the lounge. He hadn't seen the glass in the door.

In my cabin I poured Doc, a stiff confession draught from my new bottle of Scotch and asked: "Come on, Doc, how did you do it?"

"Pinched the darned thing myself!" His eyes twinkled. "Mrs. Ballinger-Bullfinch swept the brooch off the table with her bag. I saw it hit her evening frock, skid across the carpet and under a settee. A vengeful idea was born. Before she noticed it had gone I had quietly pocketed it. Here's luck!"



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REVIEWS

"Manual Of Seamanship," Volume III, by Commander A. M. Rundle, D.S.C., R.N. (Retired): H.M. Stationery Office.

The third and last volume of the new Admiralty "Manual of Seamanship" was published by H.M. Stationery Office on February 15.

The first volume, published in 1951, dealt with the elementary matters of seamanship, and the second volume, published in 1952, dealt with the more advanced aspects of practical seamanship for the benefit of young officers and seamen. Each met with considerable success in both the Royal and Merchant Navies; 45,000 copies of Volume I have been sold, in addition to 50,000 copies issued for official purposes. It is now being reprinted for the second time.

The third volume is intended for the use of seamen of experience, of both the Royal and Merchant Navies, as a book of reference. In addition to the usual matter included in manuals of seamanship, many new subjects, which, up to now, have usually been dealt with in separate publications, have been included in this volume. There are chapters on manoeuvring in company, handling ships in narrow waters, handling ships in heavy weather, wreck dispersal, abandoning ship, survival and rescue, and cargo stowage, in addition to the more common subjects such as towing at sea, salvage operations, extempore handling of heavy weights, ship construction, and ship stability.

The book runs to some 480 pages with 160 illustrations.

The author of all three volumes, Commander A. M. Rundle, D.S.C., R.N. (Retired), received valuable assistance in compiling the various chapters from experienced officers of both the Royal and

Merchant Navies, Admiralty Departments, Shipping Companies, and the Ministry of Transport.

"The Way Of A Ship," by Alan Villiers; Hodder and Stoughton, London.

This new book by Alan Villiers, *The Way of a Ship*, is a rich and absorbing work. It opens excitingly with a description of the famous five-masted *Preussen* storming up Channel, and continues through 287 pages with an astonishing wealth of square-rigger lore. The book might, in some sense, be regarded as a development and extension of the late Basil Lubbock's *Nitrate Clippers*, for it is about ships in the nitrate trade, mostly those of the great German line of Laeisz; the "P" ships we used to call them in my time. But Mr. Villiers's book is a fuller work than Lubbock's; as well documented, but much, very much, richer in human personalities. On the men that manned the clippers, for example:

"Some of them had not been home since they first went to sea, and several men were over 70. Home? They had no homes. The ships were enough for them, with an occasional spell in a sailors' boarding-house or adrift in foreign parts. 'On the beach,' they called it, and it had no terrors for them. A man was his own master and was supposed to take care of himself. They knew how to do that over the length and breadth of the world."

The author devotes a whole chapter to the wonderfully successful career of a famous master of "P" ships, and this is the pen picture of his appearance:

"In Erich Laeisz's office by the

Trotsbrücke in Hamburg, one photograph hangs upon the wall. It is not of Ferdinand or Carl Laeisz, nor any other ancestor, illustrious as they were. It is a photograph of a man with high cheek bones and a hawk nose, a grim-looking, determined man, with a firm hard mouth, wide apart, all-seeing eyes (which in life were the hardest of cold blue), a strong but not pugnacious jaw. It could, with a darkened skin and a head-dress of eagle's feathers, be some great Red Indian chief of long ago. It could be a great statesman, a great admiral. In fact, it is the face of that great master of Cape Horn ships, Robert Hilgendorf. With Hilgendorf to entrust with her command, the house of Laeisz dared build the *Potosi* with an assurance that, under God, she would succeed."

I fancy that many besides old sailing ship men will be struck by the moderation and good sense with which the author treats the tricky but exciting matter of speed under sail. He hints at that famous sentence from the log of the *James Barnes* ("In all starboard studding-sails. Ship going 21 knots"), and other claims approaching it with some reserve, and adds that "when the passengers went, so did the more extravagant claims." The records of the *Preussen* and *Potosi* were meticulously measured and checked, and the highest speed they ever logged was 17½ knots, and that under ideal conditions.

The book is sub-titled "The story of the square-rigged Cape Horner." It is a fine book and a full one, but the "story" of square-rigged Cape Horners would occupy many volumes.

—J.S.H. in the London "Navy."

"Asian affairs are a matter of life and death to the Australian Nation." — Mr. R. G. Casey, External Affairs Minister.

"Be not careless in deeds, nor confused in words, nor rambling in thought." — Marcus Aurelius.

For Sea Cadets

New N.S.W. Training Unit is Commissioned

By D.J.M.

THE ceremonial commissioning of the new Canterbury A.S.C.C. Unit, T.S. *Shropshire*, on April 23, was performed by Captain Dowson, R.A.N., representing the Flag Officer In Charge, East Australian Area, Rear Admiral H. Buchanan, R.A.N.

A guard of honour and colour party, led by the band of the Royal Australian Naval Reserve and followed by members of all units of the A.S.C.C., marched past Captain Dowson, who took the salute from the saluting base in front of the Canterbury Town Hall.

At the depot, the parade formed up in a square. The Guard of Honour and Colour Party was inspected. The ceremony of commissioning was then carried out. The unit's chaplain, the Rev. Rich. offered prayers and blessed the ship.

On completion of the christening ceremony, Captain Dowson and other members of the official party addressed the assembly. All speakers praised the manner in which the ceremony was performed. Captain Dowson commended the progress which the unit had made and complemented the guard of honour and colour party on their bearing and drill.

The commissioning ceremony coincided with an inspection by the Staff Officer (A.S.C.C.), Commander F. Glynn, R.A.N.R.

After the speeches, the depot was opened to visitors. The interior of the depot is an example of hard work. The walls are lined with sketches, drawings and pictures of all phases of nautical life, drawn by the unit's Commanding Officer, Lieutenant Seymour. An attraction was a full-scale model of H.M.S. *Southampton*. On shelves were models of submarines, cor-

vettes, and frigates, all made by the commanding officer.

The N.S.W. Division was very busy during April and May. An inspection by the Staff Officer (A.S.C.C.), Commander F. Glynn, R.A.N.R., was one of the main events.

Week-end training camps were held on board various H.M.A. ships. Ten cadets were fortunate in being able to spend four days in H.M.A.S. *Albatross*. There was a thrill for them in taking passage in an A.S.R. vessel, and they had a flight in a Dakota. Everything possible was done to make their training interesting and valuable.

T.S. Sydney held a local church parade at the Balmain Church of England Dockyard Church. Rear-Admiral Buchanan, R.A.N., Flag Officer in Charge East Australian Area, attended the service.

T.S. *Warrego* is feverishly "hopping in" to building additions to their depot. When finished it should be an added inspiration for boys to join.

The C.O. of T.S. *Sirius*, Lieutenant O'Connell, is on the lookout for additional premises to house his increasing numbers. The present quarters in which the unit trains has been made quite serviceable.

The frame of the new building for T.S. *Albatross* stands alone and waiting. If some fairy godmother would assist with the building, the unit could look forward to one of the finest depots in N.S.W. The boys of this unit stick to the ship and look longingly at their new depot's ribs.

Sea Cadets took part in the Empire Day ceremony in Sydney.

They marched from the Mitchell Library with contingents from the Navy, Army, and Air Force. However, owing to school holidays having ended that day, only a small number of cadets were able to attend.

The lack of whalers in the Corps is largely overcome by the generosity of H.M.A.S. *Penguin* and H.M.A.S. *Rushcutter*, who allow Sea Cadets to have rowing and sailing practice whenever their boats are not in use. Such an occasion occurred recently when T.S. *Perth* (Manly) took advantage of a loan of two whales from H.M.A.S. *Penguin*.

The forenoon was taken up with teaching the cadets the correct method of lowering and hoisting a whaler, and the theory of sailing. In the afternoon, the whalers were manned, S/C Sub-Lieutenant Kiely, of T.S. *Perth*, taking charge of one whaler and Leading Seaman McCartney, of T.S. *Sirius*, the other. The two boats set off on a friendly race from the *Penguin* to T.S. *Perth*. Kiely's whaler won by two lengths, but the race was very close.

N.S.W. Division entries:—

T.S. Sydney: 1267 Walter George Munro, 1268 Kenneth George Stevenson, 1293 Kenneth Newman, 1295 David George Denning, 1304 Kenneth James Burton, 1313 Graham William Byrne, 1321 Harold S. Stirling, 1322 Glen Allan Staggs, 1325 John William Gardner, 1331 Rodger F. Darby.

T.S. Australia: 1284 William F. O'Shannessy, 1285 Alan Clifford Wilson, 1286 Graham Hamilton, 1291 John R. Curran, 1302 Richard Walter Frost, 1303 John R. Pollock, 1307 Kenneth Hislop, 1308 Stephen John O'Connor, 1314 Alexander McDonald, 1318 Trevor Fairbairn, 1326 Leslie Mervyn Hansell, 1327 Kevin R. Sinnot.

T.S. *Warrego*: 1289 George Edward Hill, 1323 Leslie John Williams.

T.S. *Perth*: 1262 Lionel Rex

Hoare, 1296 Brian Barrett, 1311 George Victor Ball, 1324 Brian Edward Taylor, 1330 Brian George Hockey.

T.S. Sirius: 1278 Gary Neil Sulter, 1279 John Miles, 1280 Terence A. W. Ninnis, 1290 Thomas Polard, 1301 Robert Watson, 1316 Boyd Richard Burgess, 1328 Robert Walker, 1329 Donald P. Harmer.

T.S. Albatross: 1287 Alan Fred Wasson, 1288 Stanley Genge, 1292 Charles Stuart West, 1305 James Alexander Bate, 1322 Peter Clifford Bain.

T.S. Tobruk: 1283 Stanley Brown, 1294 Stephen John Lavis, 1299 Peter D. Goble, 1298 Bruce William Bragg, 1299 James Francis McDonough, 1300 Alan Coombes, 1317 John Francis Rearv, 1333 Peter Clifford Daniel.

T.S. Shropshire: 1281 Ian Clifford Hannah, 1282 David Edward Bradbury, 1306 Ian Andrew Hagan, 1310 Kenneth John Newman, 1312 Robert James Nelson, 1315 Alan Geoffrey Wilson, 1320 Errol John Bray.

Resignations:—

S/C Sub Lieutenant Davies (T.S. Tobruk), P.O. Instructor Donald George Connelly (T.S. Sydney), P.O. Instructor Kenneth Baxter, T.S. Sydney (joined merchant service).

THE SUBMARINERS' "GOOD MORNING"

For nearly three years during the war, Mr. Harry Guy Bartholomew, a director of the London "Daily Mirror," produced, with six others, a secret newspaper, "Good Morning," for submarine crews. In addition to its own material, the paper reproduced the most popular strip-cartoons. With the grateful connivance of their lordships at the Admiralty, sealed bundles of "Good morning" were delivered at operational bases at home and abroad to be opened daily by the coxswain as the morning watch ended and passed around to each mess. Papers were numbered but not dated.

By these ingenious means, however long the cruise might last, the submarine men were kept in touch with affairs at home and, depth-charges or no depth-charges, did not miss their daily dose of "Jane."

The rule that the coxswain should distribute only one issue a day as the submarine's journey progressed is on record as having been broken only once. A submarine, hit by a depth-charge, sank to the sea-bed. The engines

were out. A tense quiet settled on men about to die.

The coxswain came around with a large parcel. He peeled off the copies — tomorrow and tomorrow—the tomorrows they did not hope to see. It was a jest and a gesture. Every man knew the truth.

Then the engines throbbed. The engineers had won. "When the short cheer ended, an embarrassed coxswain had to explain that they had had their "Good Morning" for the rest of the trip.

First Lord of the Admiralty A. V. Alexander described the submarine paper as "one of the happiest inspirations in journalistic enterprise." In Dunoon "Good Morning" started a "Good Evening Club" for submariners off duty.

This enterprise of the production of "Good Morning" as a morale-booster for the men of the submarine service is briefly described in "Publish and be Damned" by Hugh Cudlipp, described as "the astonishing story of the 'Daily Mirror'."

—From "The Sailor," Johannesburg.



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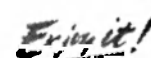
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HELICOPTER v SUBMARINE



One of the main weapons now being developed for anti-submarine work is the helicopter equipped to search for and locate the submerged enemy and then to destroy it. Dipping Asdic apparatus will enable the helicopter's crew to fix precisely the position of the submarine, to shadow it through its every movement, and to strike and kill at the chosen moment. Helicopters so armed can operate from naval vessels or from merchant ships. For this work the British services have chosen Bristol twin-engined helicopters.

