THE NAVY

359/Na

AUSTRALIA'S MARITIME JOURNAL January, 1959 1/6

THE NAVY
Australia's Maritime Journal

Vol. 22 JANUARY No. 1

CONTENTS

Published by The Navy League of Australia, 83 Pitt St., Sydney, N.S.W. Circulating throughout R.A.N. Ships and Establishments.

"The Navy" is the Official Organ of The Navy League of Australia and the Ex-Naval Men's Association (Federal).

SUBSCRIPTION RATE: 12 issues post free in the British Commonwealth, 20/-.

Copies of all photographs published may be obtained direct from Photo Sales, Sydney Morning Herald.

THE NAVY LEAGUE OF AUSTRALIA

PATRON:
His Excellency The Governor-General.

FEDERAL COUNCIL:
President: Rear Admiral H. A. Showers, C.B.E. (Retd.).
Deputy President: Cdr. R. A. Nettleford, D.S.C., V.R.D., R.A.N.R.
Secretary: Comdr. R. P. Middleton, O.B.E.

New South Wales Division:
Patron: His Excellency The Governor *of New South Wales.*
President: Rear Admiral H. A. Showers, C.B.E.
Secretary: Comdr. R. P. Middleton, O.B.E.
Hon. Treasurer: F. E. Trigg, Esq.

Victorian Division:
Patron: His Excellency The Governor *of Victoria.*
President: Captain J. P. Williams, O.B.E.
Secretary: H. E. Touzel, 443 Little Collins Street, Melbourne.

South Australian Division:
Patron: His Excellency The Governor of South Australia.
President: Surgeon-Comdr. R. F. Matters (Retd.).
Hon. Sec.: Lieut. Cmdr. D.A.J. Lillicrapp, V.R.D., R.A.N.R. (Retd.), 19 Fulham Park Drive, Fulham *Gardens, S.A.*

Tasmanian Division:
Patron: Vice Admiral Sir Guy Wyatt, K.B.E., C.B., R.N. (Retd.).
President: W. E. C. *Hodgman, Q.C.*, M.H.A.
Hon. Sec.: Comdr. G. E. W. W. Bayly O.B.E., V.R.D., R.A.N.V.R. (Retd.), 726 Sandy Bay Road, Lower Sandy Bay, Hobart.

Western Australian Division:
Patron: His Excellency The Governor of Western Australia.
President: D. W. Brisbane, Esq
Hon. Sec.-Hon. Treas.: K. Olson, Esq., 62 Blencowe Street, West Leederville, W.A.

Queensland Division:
Patron: His Excellency The Governor of Queensland.
President: Comdr. N. S. Pixley, M.B.E., V.R.D., R.A.N.R. (Retd.), Ryan House, Eagle Street, Brisbane.
Hon. Sec.: G. B. O'Neill, Esq., Box 376E., G.P.O., Brisbane.

Australian Capital Territory Division:
President: His Excellency, G. E. L. Alderton, C.M.G. (High Commissioner for New Zealand).
Hon. Sec.-Hon. Treas.: Comdr. A. D. McLachlan, R.A.N. (Retd.), 49 Froggatt Street, Turner, Canberra, A.C.T. 'Phone: J 2311.

AUSTRALIAN SEA CADET COUNCIL:
Representatives of the Naval Board: Director of Naval Reserves, Capt. G. D. Tancred, D.S.C.
Comdr. F. R. James, R.A.N.
Representatives of The Navy League: Comdr. R. A. Nettlefold, D.S.C., V.R.D., R.A.N.V.R.
L. G. Pearson, Esq.; L. Forsythe, Esq.
Lieut. (S.) F. G. Evans, R.A.N.V.R.
Hon Sec.: Comdr. R. P. Middleton, O.B.E.

COMMONWEALTH PRINCIPLES . . .

Britain's Prime Minister finds them

"Absolutely without Example in History"

IN his speech at the Royal Acadamy dinner in London, the United Kingdom Prime Minister, Mr. Harold Macmillan, made the following reference to his recent Commonwealth tour and to the principles which unite the Members of the Commonwealth.

"In Australia and New Zealand I felt a tremendous exhilaration, so great was the demonstration of overwhelming devotion to the causes which Britain and the British people have served and will continue to serve throughout the world. Naturally, what I saw in Australia and New Zealand is equally true in Canada, which I visited at the end of last year and hope to visit again in a few weeks. The old Commonwealth countries are full of life and vigour. There are fundamental loyalties and traditions are stronger than ever. But what was perhaps even more remarkable were the feelings which I found in the new Commonwealth countries, in India, in Pakistan, and Ceylon. I found a real sense of partnership in the truest sense of the word. The past ten years have seen immense changes in the fabric of the Commonwealth. To an association of countries which owed its unity *to common origin* and to a common allegiance to the Crown, there have been added *new members* of different histories, different backgrounds, different races and different creeds. Last year we welcomed Ghana and Malaya to our counsels.

"These changes are revolutionary in character and, so far as I know, absolutely without example in history. The world has seen the decline and fall of many great Empires—we have all read their story—no one has ever seen this mysterious and almost incredible development in the structure of the Commonwealth which has strengthened it instead of weakened it—which has in it the seeds, not of decay, but of a new growth. Of course it is different from what many of us knew and revered. But it is not only something different, it is more ambitious, and in a way more exciting. In a family of nations there must, of course, be differences of emphasis and approach on this point or that, but our unity is strong, and why? Because it is founded on the things in which we ultimately all believe and had their origin in this little island.

THE FOUR GREAT THINGS IN WHICH WE BELIEVE

- **The Freedom of the individual under the Law.**
- **Free Institutions—Parliamentary and Local Government.**
- **An impartial Civil Service and an independent judiciary.**
- **The Belief that the machinery of the State exists to be the servant and not the master of its citizens.**

"What are these things? First and foremost—freedom, the freedom of the individual, under the law, the right to think what you like, say what you like and, within the law, to do what you like. And with freedom have come free institutions—Parliamentary and and local government; an impartial civil service and an independent judiciary. And above all the belief that the machinery of the State exists to be the servant and not the master of its citizens—not to hamper or restrict thought—but to open up a wider and fuller life for the individual. All these purposes and principles are now under pressure and challenge. In a great part of the world they are, alas, nothing but sad memories of distant hopes. Yet I am persuaded that it is the special task of the Commonwealth to show in practice, as well as in theory, that these principles which we hold so dear still meet the fundamental needs of the human spirit, even in a world so conscious, and sometimes so oppressed, by the physical advances which it has achieved, and so tempted to lose the ideal in the material . . ."

MALAYA

THE MULTI-RACIAL MEMBER OF THE COMMONWEALTH

ON 31st August, 1958, the Federation of Malaya celebrated the first anniversary of her independence. On that occasion she received the congratulations of many nations and people for the stability which has marked the course of the first year of her independent existence. Not the least of the factors that have contributed to this stability are the close ties of freindship which link Malaya with other nations of the Commonwealth. It is indeed entirely fitting that Malaya should belong to the Commonwealth of Nations, for like the Commonwealth, she is multi-racial.

Although the Federation of Malaya is no larger than New York State or England without Wales, the population comprises people of no fewer than eleven different stocks — Malays, Chinese, Tamils, Telegus, Malayalis, Sikhs, Eurasians, Europeans, Siamese, Indonesians and aborigines.

To understand why so many people have made this small but rich country their home it is necessary to glance briefly into history.

The Malays, who number about three million, have by far the longest recorded association with the country, the aborigines excepted, and they are generally regarded as the sons of the soil. As the aborigines, of whom there are several varieties, are jungle-dwelling Stone Age people, they take no part in the development of the country, although one has just been nominated to the Federal Legislative Council.

The next race to reach Malaya in any large numbers were Indians from the Coromandel Coast whose residence in north-west Malaya a thousand years or more ago has left cultural and linguistic traces.

Later, Chinese had arrived in Malaya and had started to mine tin. Occasional European adventurers reached the shores of what Ptolemy termed "The Golden Chersonese" but it was not until the Portugese conquest of Malacca in 1511 that a lasting European element was introduced.

A BRIEF HISTORICAL SURVEY OF THE IMMIGRANT TIDES THAT LEFT THEIR FLOOD OF PEOPLE ON THE MALAYAN ISTHMUS

Immigration of Chinese and Indians in large numbers is comparatively recent. Similarly, the opening up of Malay's great rubber estates during the same period attracted to the country thousands of south Indians, mainly Tamils, in the hope of better economic conditions.

The British connection with Malaya began in 1786 when the island of Penang was leased to the East India Company; but it was not until 1874 that there was direct British influence on the development of the Malay States. Since then many thousands of British men have made their careers in rubber, tin and the Malayan Government services.

Because of the nearness of Sumatra — a mere hundred miles from Penang — Indonesian immigration, though not in large numbers in recent centuries, has inevitably occurred. Again, because of the absence of a natural frontier barrier between Malaya and Thailand, many Siamese are to be found living on the Malayan side of the border.

The Malay by tradition and inclination is a country dweller and most of the country's agriculture is in his hands. Many Malays are padi planters or smallholders raising other crops. While the Malaya plays no great part in the Malayan rubber estate industry there are many thousands of Malayan rubber smallholders. Most of the fishermen too, are Malays. Upper class and educated Malays tend to be found mainly in the country's administration and as professional men.

The Chinese with their strong trading instinct, tend to dominate the towns and most of the country's industries are Chinese-owned. Nevertheless, Chinese are to be found in every conceivable enterprise in Malaya and without their energy and hard work the development of the country would have been much less rapid.

Although there are as many languages in use in Malaya as there are ethnic groups, the national language is Malay and for years to come, anyway, English will undoubtedly be used. The lingua franca is "Bazaar Malay", a simple, (Concluded on opposite page)

SOUTHEY'S NAVAL BROTHER AND HIS LIFE OF NELSON

By Oliver Warner in "The Navy"

THE creation of a masterpiece is always a matter for wonder, and there is a strange story behind one of the most perfect biographies in the language — Southey's "Life of Nelson." It was at one time "required reading" in a Navy against which Nelson himself once fought, that of independent North America. Editions still multiply, for it retains its power to please. It is indeed, as Sir Humphry Davy once said: "An immortal monument raised by genius to valour."

It began with a parcel. One day in 1809, when Nelson had been dead only four years and when Southey, then in his middle thirties, was swiftly increasing his reputation as a writer, the editor of the "Quarterly" sent a number of books for review to Greta Hall, Keswick, where Southey lived.

He found himself confronted with four separate lives of Nelson, the first of which had appeared three years earlier. The latest and most important, the "official" biography, was only just out. The editor suggested that Southey should give the four studies a long notice. The pay would be good. Southey would have 20 guineas a "sheet" in stead of his usual 10; a "sheet" consisted of 16 pages, each of about 500 words.

ONE OF THE MOST PERFECT BIOGRAPHIES OF ONE OF THE MOST PERFECT ADMIRALS

Sitting down to think the matter over, Southey decided he could manage to boil down the essential narrative of Nelson's career to about 40 pages; add a little space for criticism, and the article would yield him between £50 and £60. What sobered him was the sheer amount of information in the tomes on the table before him. The official biography, which was by James Stanier Clarke, Librarian to the Prince of Wales, and John M'Arthur, was unwieldly in shape (the two volumes weighed about 23 lb., and were five inches thick); they lacked an index; and the matter was undigested. The other lives also had their deficiencies. Southey, in fact, might well have said to himself that, so far from being unable to put them down, he was scarcely able to take them up! And yet they contained one of the world's finest stories. "I have just invented a new mode of criticism," he wrote wryly to his brother Tom, who was in the Navy, "which is to send the book to be weighed . . . and then calculate its faults by the pound." As for the authors of the big joint production, "of M'Arthur the public knows little or nothing," he said, "but as no co-operator could injure the progress of his colleague, it was reasonably to be assumed that any one would improve it." So much for the Reverend Mr. Stanier Clarke, Librarian to the Prince of Wales!

Southey's opening pages were, indeed, a severe assessment of writers and illustrators alike, and they were a deliberate challenge. Although by nature modest, Southey felt able to prove that he himself could do better, much better. His readers should judge for themselves.

The review appeared in the "Quarterly" for February, 1810, and the editor perceived that there was the germ of a classic in what his contributor had furnished. Southey was offered 100 guineas for an amplification of his article. It was to be in the form of a book which could be sold to the public for "about a dollar," as the popular life of England's hero. He accepted. Something of the sort was badly needed, so he discovered. For instance, an unlettered neighbour had recently christened his cat Lord Nelson, without the faintest notion of what the real

---

MALAYA—from opposite page

hybrid tongue understood by most of the population. While differences of religion and custom have prevented large-scale intermarriage of Malaya's races, there has generally been a friendlly tolerance of the "foreign" neighbour.

The Chief Minister, Tunku (Prince) Abdul Rahman, and his Government have put the emphasis strongly on active inter-racial co-operation in the interests of the country as a whole. Each group has much to lose by inter-communal troubles and for this, if for no higher, reason it is confidently hoped that Malaya will demonstrate to the world in the years to come that people of different origins, languages and cultures may combine to maintain and increase the prosperity and harmony of their common homeland.

— Issued by the Federation of Malaya Information Services.

one had achieved for his country. Yet, as Southey told his brother, "when a warrior's name finds it way to fishing-smacks, ale-house signs, dogs, cats and tulips — then indeed he may be said to be truly famous . . ."

Southey made thorough preparation, for he hoped to contribute at least something original. His brother Tom had served under Nelson in H.M.S. "Bellona" at the battle of Copenhagen. He was then on half-pay ashore, living at Bishop's Auckland. Robert's letters to Tom have happily been preserved.* They afford means of tracing how much Tom's comments helped to make the biography come alive.

The work actually began on 26th April, 1811. "To-day," Robert reported, "I resumed the long-suspended Life of Nelson, with which I shall hurry on, that Murray may not lose the spring sale." Fast as printers worked in those days, it was not of 1811 that he was thinking, but of the year ahead, Actually, proofs of the first chapters did not go to Tom until the summer of 1812. Other commitments had not allowed Robert to work as quickly as he had hoped. In the meantime, he was able to do his brother a god turn. Tom had been a lieutenant since 1799. Robert sought the interest of his friend Grosvenor Bedford, who was well placed in the Civil Service. As a result, on 1st August, 1811, Tom was promoted commander, the highest rank he ever attained. But even Bedford could not get him a ship.

The book proceeded steadily, if slowly, until December, 1812, when the author came to grips with his chapter on the Baltic campaign of 1801. There, if anywhere, he felt he could score. Tom had first-hand information, some of which Robert remembered, and more of which he now requested.

"All day I have been waiting to get into action," he wrote on Christmas Eve, 1812, "and I would give one of my ears for your help. Do send me as soon as you possibly can a letter of recollections . . . things worthy of note before the battle, in and after it, etc. How came your guns in the "Bellona" to be in such a state? . . . Nelson's are all good battles for narration, which is not often the case with battles."

The reference to the "Bellona's" guns was due to the fact that some of them burst in the course of the fight, killing their crews.

"Tell me all about your guns and what loss they occasioned," Robert continued. "Were they not honey-combed? Were you not saying when you pulled the trigger, 'Here goes the death of six!'? This is a thing that would be felt."

In the "Bellona" six made up a gun's crew, and the mishaps were recorded as follows in the book:

"Both in the 'Bellona' and the 'Isis' many men were lost by the bursting of their guns. The former ship was about 40 years old,† and these guns were believed to be the same which she had first taken to sea; they were, probably, originally faulty, for the fragments were full of air holes." (Chapter VII.)

A week after his first inquiries, Robert wrote:

"You used to speak of the dead lying in shoal water at Copenhagen; there was the boatswain's mate or somebody asked for, when he was lying face upward under the stern or somewhere . . . I believe I am making a most impressive narrative by your help . . . I am such a sad lubber that I feel half ashamed even to review the life of Nelson, much more to write one. Had I not been a thorough lubber I should have remembered half a hundred things worthy of remembrance . . . There is something ridiculous, and something like quackery in writing this, about which I so little understand . . . I walk among sea terms as a cat does in a china-pantry, in bodily fear of doing mischief and betraying myself. And yet there will come a good book of it, I verily believe."

Thinking once more of the "Bellona," he remarked: "I have touched your old tyrant, Sir Thomas, gently, but upon a sore place, imputing no blame, but stating every circumstance, which makes misconduct an (almost) unavoidable inference."

Tom's "old tyrant" was Captain Sir Thomas Boulden Thompson, a brave officer and a favourite with Nelson. When in command of the "Leander," Thompson had played a notable part at the Battle of the Nile, his being the smallest ship of the line to be engaged. Later, he had been sent home with Nelson's despatches, and, although the "Leander" had the ill-fortune to be captured off Crete, on he way home, by the greatly superior "Genereux," one of the two French ships which had escaped from Aboukir Bay, he had defended himself so well that he was knighted for his behaviour. But, at Copenhagen, he came to grief. He himself lost a leg in action, and he grounded his ship in the early stages of the encounter. Southey's passage runs as follows:

"The 'Bellona' . . . kept too close to the starboard shoal, and grounded abreast of the outer ship of the enemy; this was the more vexatious, inasmuch as the wind was fair, the room ample, and three ships had led the way. The 'Russel,' following the 'Bellona,' grounded in like manner; both were within reach of shot; but their absence from their intended stations were severely felt. (Chapter VII.)

Thompson's mismanagement, besides ruining Nelson's dispositions, might well have led to the defeat of the whole squadron, had not Nelson been a peerless tactician. As for the campaign in general, Southey was one of the few writers who showed some kindness for the Commander-in-Chief, Sir Hyde Parker, who endured the mortification of seeing his brilliant subordinate do all the work and achieve all the glory. Parker had his merits. "A jealous man, or a conceited man, would not have let Nelson do anything"; such was Southey's view.

When, at last, Southey had completed his task, he wrote to his brother in warm terms: "You have made me glad I have written," he said in a letter dated 17th April, 1813, when the book was appearing. "I am not a little pleased the errors were so few and of such little import . . . I think it will make its way, for, in spite of all obstacles, my reputation seems to ride as buoyant as a petrel upon the waves."

Southey was right. His book did indeed "make its way," and Murray, the publisher, generously paid him a further 100 guineas for the second printing which was soon demanded. But two ironic circumstances may be noted in connection with its appearance. In the very year of publication of this, the most perfect of Southey's works in prose, he was appointed Poet Laureate, in recognition of his far less distinguished verse. And Stanier Clarke, the biographer whose capacity Southey rated so low, was actually preferred to him for the honorific post of Historiographer Royal!

* British Museum: Additional MS. 30,927.

† She was, in fact, launched at Chatham in 1760 and fought her first action in the year following (British Admiralty Records).

EMBRYO "NELSONS" FOR THE R.A.N.

Twenty-two cadet- midshipmen of the Royal Australian Navy and four of the Royal New Zealand Navy graduated at the Royal Australian Naval College at Jervis Bay (A.C.T.) on Thursday, December 11th.

The prizes were presented by His Excellency the Governor-General (Field Marshall Sir William Slim, G.C.B., G.C.M.G., G.C.V.O., G.B.E., D.S.O., M.C.) who also took the salute at a march past of all the cadet-midshipmen under training.

After going on leave the 26 graduated cadet-midshipmen joined the R.A.N. cadet-training-ship Swan early this month and will spend 14 weeks in her. On satisfactory completion of their training in the Swan they will be promoted midshipmen, and will leave Australia on April 23rd to do 16 months' training at the Royal Naval College at Dartmouth (England).

At the end of the training in England they will be promoted acting sub-lieutenants and those in the R.A.N. will return to Australia to undergo sea-training in ships of the Australian Fleet before beginning their specialist branch duties.

ROYAL NAVY'S NEW WEAPON

TO BE EQUIPPED WITH ONE OF THE WORLD'S OUTSTANDING AIRCRAFT

A British Government decision to make the Blackburn N.A. 39 Strike Aircraft available to the Fleet Air Arm was contained in an announcement made by the Ministry of Defence recently. This decision has considerable significance, as it will give the Royal Navy its first aircraft to be specially designed for a Naval role, and one which in every respect has no equal in its particular class.

"This aircraft will be capable of performing a strike role against targets at sea and on land and of providing air support for land operations," said the Ministry of Defence announcement. "and in the low level strike role the N.A. 39 is ahead of any other aircraft in the world."

The N.A. 39 was seen in public for the first time at last year's Farnborough Air Show, but ever since it made its maiden test flight from the Royal Aircraft Establishments Aerodrome at Thurleigh, near Bedford, on April 30, it has been the centre of interest and speculation in the world of aviation.

For security reasons, little information about the aircraft has yet been released, but sufficient is known to make it one of the most discussed aircrafts of the decade. Its importance to the Navy is emphasized by the statement of the First Sea Lord (Admiral of the Fleet Lord Mountbatten of Burma, K.G., etc.) last March when he described it as "the world's first specially designed low level high speed strike aircraft," and by the comment contained in the explanatory statement to the Navy Estimates 1957/58 that "with its considerable range and ability to carry an atomic bomb this aircraft would be a most formidable addition to the striking power of the Royal Navy."

Since the initial flight from Thurleigh, the aircraft has been flown north to Hulme on Spalding Moor, the former U.S. Air Force aerodrome, a few miles from the Blackburn Aircraft Company's main factory and headquarters at Brough, East Yorkshire. There further flight trials are taking place.

The immediate effect of the Government decision will be the placing of orders for long dated materials and the necessary jigs and tools for the first batch of the aircraft, but it has not been announced that any contract has yet been signed.

Discussing the present state of development of the aircraft at a Press Conference in London shortly after the Government decision was made known, Mr. Eric Turner, Chairman and Managing Director of Blackburn and General Aircraft Ltd., is reported to have said that the third prototype MA. 39 of an initial order for twenty development models would fly within the next few weeks. Plans had already been made for "tooling up" in anticipation of a Government production contract, but little more could be done in that direction until the rate of production and the total number of aircraft required were known.

They had two million square feet of factory space at Brough and also had an arrangement with the Fairey Aviation Company and another unnamed firm for the manufacture of the aircraft in numbers should orders exceed Blackburn's production capacity.

WARTIME WINDJAMMING

SHE WAS A STEAM TRAWLER WHOSE BOILERS HAD DIED THROUGH "BACK END" JOBS. RIGGED WITH CANVAS, SHE "LOOKED LIKE SOME WEIRD PIRATE JUNK FROM ANOTHER WORLD" — BUT SHE SAILED

by J. N. Burgess in "The Navy"

"ONE of them flamin' tubes 'as started to leak again, Sir; I allus said as 'ow they should 'ave replaced the lot while they were at it."

We were on our way back to the West Coast of Africa in His Majesty's Armed Trawler "Duncton" after a refit in Cape Town, where they had replaced a number of defective boiler tubes instead of giving us a completely new set. Trouble, as predicted by the Chief, had caught up with us and he burst unceremoniously into my cabin to report the fact.

We had reached Latitude 5 deg. South, Longitude 5 deg. East, some 500 miles to the westward of the Congo mouth, when evidence of the leak became noticeable. And leaking tubes in that position meant that our situation was hardly an enviable one, without taking into account the fact that our W/T transmitter was defective as well.

As it was, the combination of defects made us all wish we were back in Walvis Bay, which we had left a few days before, or safely inside the breakwater at Takoradi where we were bound.

In a Scotch boiler, the hot air from the furnaces passes through a combustion chamber and then through a nest of tubes. Around the tubes is the water, which is thus heated to make steam. If, therefore, a tube becomes corroded or cracked, the water leaks into the tube, along it into the combustion chamber, and thence into the furnaces themselves, putting the fires out.

The best way to prevent one or two leaking tubes from causing a breakdown is to insert tube-stoppers. These consist of long iron rods, threaded at both ends, to which metal discs can be screwed to prevent leakage into the combustion chambers.

It is, of course, necessary to draw fires and allow the furnaces and combustion chambers to cool down before men can enter to fix the tube-stoppers in place. So that the process of inserting them necessitates stopping a 700-ton trawler like "Duncton" for a minimum of 36 hours — a most undesirable proceeding when there is a possibility of U-boats being in the vicinity.

There was nothing for it, though, but to blow down, post look-outs, place all confidential matter in weighted bags, and await the opportunity of sealing off the defective tube. So we did, and when the furnaces had cooled down sufficiently, the stokers fixed stoppers in two leaking tubes. Then we raised steam and proceeded hopefully on our way.

We steamed slowly for a few miles until the steam pressure rose, and we were just about to increase revolutions and thank our stars that we were a fighting unit again, when a voice of gloom came up the engine-room voice pipe:

"There's three more of the muckers gone now; we'll need to stop again."

To cut a long story short, we repeated the procedure over and over again during the

ensuing days. It was one interminable round of stop, blow down, cool down, insert stoppers, raise steam, proceed a few miles, stop . . . In the end we exhausted our supply of stoppers. By then we had reached the stage of viewing our situation with some concern.

There we were, five hundred miles from the African coast, without means of communicating with the shore or other ships. We were plumb in the middle of the South Equatorial current which was setting to the westward at over one knot. Ascension Island was over a thousand miles away and there was only a remote chance of drifting anywhere near it. There were 56 of us on board with supplies that might last, if stringently rationed, for two or three months, but with stocks of water only sufficient to last us a fortnight or three weeks. Some of us began to look a little pensive . . .

It was, however, of little use to waste time wondering whether we might be found by an air search, sighted by another ship, or might just drift serenely towards South America until our supplies gave out. So we set to work. If we could not steam, I determined that we should sail to the Congo mouth.

We accordingly mustered on the foredeck everything we could find in the ship that might serve as a sail or part of one — awnings, boat sails, recognition mats, canvas hatch covers, etc. — and then we set to and endeavoured to turn "Duncton" into a full-rigged ship.

As a jib we hoisted a recognition mat; as a staysail, a hatch cover; as a mainsail, the big foredeck awning; as a mizzen, sundry awnings; as a jigger, a boat sail; as a spanker, another aircraft recognition mat. And just to put a finishing touch to things we hoisted our large red flag on the triatic stay as a topsail.

In the end she looked like some weird pirate junk from another world, but she moved through the water in the right direction.

We had the benefit of a gentle to light breeze from the south-west most of the time, which kept all our "sails" full and pushed the ship slowly but surely along on an easterly course. Although, actually, we did not make much over the ground with the current setting against us, the fact that we were moving through the water towards the African coast heartened the ship's company and put new spirit into everyone. Watch-keeping officers became enthusiastic about estimating the speed of the ship by Dutchman's Log, and there was always a full muster on the bridge when the Navigator was working out our noon positions. The smiles of achievement on everyone's faces when our speed through the water was calculated to be over two knots, or our noon position showed that we had made over 20 miles of easting, were well worth seeing.

But even though the outlook seemed brighter with all sail set, and the prospect of a lonely drift across the Atlantic more remote, we did not relax any of our efforts to plug the leaking tubes for which there were no proper stoppers. We made end plugs from sawn-up dan-buoy spars, but these blew out when the steam pressure rose to 50 or 60 pounds. We whittled down the Kelvin sounding boom and successfully plugged one leaking tube with that; and we invented all sorts of weird and wonderful home-made stoppers.

The best of our inventions consisted of a couple of depth-charge primer caps through which were inserted bottle-screws connected to a length of chain. These ingenious contrivances might well have served their purpose, had it been necessary at the time they were finally perfected.

As we sailed slowly eastwards we made all sorts of other preparations to meet foreseeable contingencies. Food was rationed to a considerable extent and water, of course, severely, so we invented a Heath Robinson-like contrivance for distilling seawater. Providentially we never had to use it or we should probably have set the ship on fire. We made a larger sail for the boat, which was sent away every day with a picked crew to practice pulling and sailing in case it should be necessary to send it for assistance as we approached the coast. And we had all guns loaded and ready to fire in case a curious Hun should inspect us through his periscope.

We did not, however, jettison all our confidential books through mistaking a shark's fin for a periscope as a ship did later when broken down in the same area. Instead we amused ourselves by pumping .303 bullets into them as they cruised interestedly round the ship.

Actually, we rather enjoyed the life of a sailing ship for a change. The stillness, broken only by the pleasant sounds of flapping sails and the gurgle of water along the ship's sides was delightful. And no hiss of steam or pulse of engine marred the sea shanties which we sang by night.

To keep everyone's mind occupied during the day, we held seamanship classes. And a glorious remark by an O.D. during one of them simply has to be recorded. The subject under discussion was tides, and the officer in charge of the class had asked if anyone knew what caused them to ebb and flow. There were blank faces all round until this bright spark piped up: "Hasn't it something to do with Harmonic Emotion, Sir?" Emotion interrupted the harmony of that class for some minutes!

After about 10 days' slow and stately progress under all plain sail, the Chief had occasion one day to go down to the after store in search of something or other. A few minutes later we were all startled by a yell that nearly blew the stern of the ship off. While ferreting about in the semi-darkness for whatever he was after, he had come across 12 brand new boiler tubes hidden under a pile of junk.

This find proved to be the beginning of the end of all our woes.

By hand we pumped the water out of the boiler to below the level of the tubes, and with skill and dispaeth the Engineers and Stokers refitted new tubes in place of those we could not stop leaking. Then once again we gingerly raised steam.

We held our breaths and kept our fingers crossed while the needle in the steam pressure gauge rose. It reached 70 pounds without signs of further leaks. When it did so, we gave up windjamming. We furled our sails and set course for Pointe Noire at a speed of six knots, and although we broke down again twice on the way, we finally made port under power.

Our sailing idyll was over.

ROTARY WING AIRCRAFT

THE EMPHASIS WAS UPON THEM AT LAST YEAR'S FARNBOROUGH DISPLAY

By
MAJOR OLIVER STEWART, M.C., A.F.C.
(from "The Navy")

THE programme arranged for the Society of British Aircraft Constructors' Flying Display and Exhibition at Farnborough last year placed a new emphasis upon rotary wing aircraft. Most of the important new machines are in this group. That is not to say that there are no important aircraft in the more conventional fixed wing group; but merely that the novelties will lie with the rotorcraft.

Among them the Fairey Rotodyne attracted much attention. Because I repeatedly see in publications which ought to know better wholly inaccurate descriptions of the Rotodyne's method of flight, I would like here to summarize the facts. At take off the Rotodyne is a normal helicopter with jet driven rotor. When it is coming in to land it is once again a normal helicopter with jet driven rotor. But when it has gained height and when the pilot converts to forward flight it becomes a different kind of aircraft altogether. And it does **not** become a "normal air liner" which is how some writers have described it.

It becomes a mixture of normal air liner and Autogiro. An Autogiro is a form of rotary wing aircraft in which the rotor takes the place of the ordinary lifting surfaces without being power driven. In other words, the rotor of an Autogiro is a freely spinning windmill. It spins because the whole aircraft is being drawn through the air by an airscrew driven by an engine. The Rotodyne has two such airscrews. When the Napier engines are arranged to drive

WARTIME WINDJAMMING — from opposite page

them they draw the whole aircraft through the air. The smallish fixed wings then provide a part of the lift just as they do in an ordinary aeroplane; **but it is only part.** The rest is supplied by the freely spinning rotor. And it should be added, finally, that a large part of the lift can be generated by this windmill so that it is wholly incorrect to say that the Rotodyne becomes, in forward flight, "the same" as an aeroplane of conventional pattern.

Among the other rotary wing aircraft is the new Westland Westminster. This is a more conventional machine, in that it is a normal helicopter, the only novelty about it being that it uses a gas turbine in place of the piston engines which are, in general, still the preferred power plants for helicopters. The Westminster can be either arranged as a transport aircraft — with the good speed of 150 miles an hour — or as a freighter, the "Utility" version.

Last year an aircraft appeared which was officially described as a Westland "Wessex," and which was powered by a gas turbine; but those conscious of the subtleties of aircraft nomenclature did not fail to observe that it was called a "prototype version." It was not, in fact, a fully developed Wessex though it was in the form of that aircraft and used many of the same parts. But this year the Wessex will be the fully developed naval version.

THE EDITOR AND STAFF

OF

THE NAVY

WISH ALL OUR READERS

ALL THE BEST FOR THE

YEAR 1959

Another new rotary wing machine is the Saunders-Roe five-seater. This bears some resemblance to the smaller Skeeter, which has been seen in more than one display already. The rear part, especially, looks almost identical to that of the Skeeter. But the cabin is much bigger and there is the major alteration of the engine, which is a Blackburn Turmo rated at some 600 shaft horse power. This engine is one of those for which Blackburn acquired the licence from the French company of Turbomeca.

Yet another rotary wing machine is the Bristol 192, twin-rotor, twin-engined machine powered by Napier gas turbines. For several years running the Bristol twin-engined and twin-rotor helicopter has performed at Farnborough, often providing some of the most spectacular rotary wing displays. But the aircraft has been the piston engined variety. The 192 is the first of the gas turbine engined kind and it is an aircraft of the greatest interest not only to the Services, but also as a possible feeder transport machine.

The twin-rotor twin-engine configuration which Mr. Raoul Hafner has chosen has much to be said in its favour. It must be explained that true twin-engine reliability is provided for, because there is a shaft connection running the full length of the aircraft between the rotors. Consequently if one of the engines should fail, the remaining engine will drive both rotors. And the engines are sufficiently powerful for one of them alone to enable the aircraft to maintain height. In short, the twin-engine reliability of the Bristol 192 is in every way comparable with the twin engine reliability that is required of fixed wing aircraft.

These were the highlights of the 1958 Farnborough display. They were, of course, well supported by some most interesting and important fixed wing aircraft, among them the Blackburn NA 39 low level strike aircraft.

Finally, one should note that for the first time the existence of the agricultural aircraft was acknowledged in the flying programme, for an Auster demonstrated the crop dusting technique. Altogether the rotary wing aircraft provided plenty of technical interest this year.

NAUTICAL AFFAIRS

NAVAL AND MERCANTILE NOTES AND NEWS FROM ALL COMPASS POINTS

BRITISH SHIPBUILDING

THE Shipbuilding Conference has recently issued some revealing figures about the British shipbuilding position. Briefly, in the twelve months to September, 1958, orders were received totalling 638,684 gross tons, covering 167 ships. This compares with 350 ships totalling 2,708,147 gross tons in the preceding twelve months to September, 1957. Cancellations during the same two periods were 405,560 and 77,693 gross tons respectively. In the last twelve months cancellations would in fact have exceeded orders if several large tankers had not been included among the orders: these were, in fact, ordered some time earlier, but particulars have only just been issued.

Commenting, the "Journal of Commerce" wrote in a leader on 22/10/58: "Figures such as these provide no room for complacency. Admittedly, the conference points out that the industry's overall order book at the end of September, comprising 670 ships of 5,953,000 gross tons valued at £860 million, 'still appears of substantial proportions.' But as the conference stresses, in the present state of uncertainty in the shipping industry there could be serious curtailment of tonnage on order and yet to be laid down — a possibility which Mr. R. D. Ropner, president of the Chamber of Shipping, hinted at recently. All in all, it is quite evident that the industry is in no condition to be harassed by continual labour trouble — a fact which should be plainly seen by the most myopic, if zealous, trade unionist."

The "Financial Times" also gave a leader on the same date, regretting the uneven distribution of the remaining order book, which left the yards specialising in smaller vessels with very little work in hand — in some cases none when present contracts were completed. The volume of new orders had fallen off everywhere, and most of those now being placed were going to foreign yards (chiefly in Japan) which could offer longer credit terms and lower prices. Here, perhaps, official action could aid British yards. "But," the leader concluded, "the level of prices is the more difficult and probably the more important problem. Until recently there has been little incentive for employers to reconsider profit margins or for unions to revise their notoriously archaic restrictive practices. Both may have to change their views. The unions in particular will have to weigh up the disadvantages of reorganisation and marginal redundancies against the greater disadvantages of reducing their industry to a fraction of its present size."

• • •

BRITISH MERCHANT SHIPPING

THE Annual Dinner of the Chamber of Shipping of the United Kingdom was held on 15/10/58, when the guest speaker was the Chancellor of the Exchequer. The vexed question of taxation was raised in the speech of Mr. R. D. Ropner, the president of the Chamber, and in his response Mr. Heathcoat Amory paid tribute to the striking contribution that the shipping industry made to Britain's national economy, particularly in the field of foreign currency earnings. In the full year of 1957 the contribution to Britain's balance of payments had been £300 million. The Chancellor said that " . . . in recent years the Government had gone a long way in giving tax relief which recognised the special problems of the industry. In 1954 they instituted the 20 per cent. investment allowance for new plant and machinery and ships; and when that allowance was generally withdrawn two years

(Concluded on page 16)

THE IMPACT OF THE GUIDED MISSILE

From an Article by
A. MITCHELL
(In "The Navy")

RADICAL CHANGES in Britain's defence structure are now envisaged. Whatever happens, the status and responsibilities of the air arm—including in that term the Fleet Air Arm and the Royal Air Force—will be profoundly affected and considerable administrative adjustments will be required. This is the outcome of the fresh outlook on defence brought about mainly by advances in weapon technology.

It will be recalled that the first White Paper issued by Mr. Duncan Sandys as Minister of Defence, aroused great interest and opposition. Although the advances of automation in the industrial field were generally welcomed and regarded as beneficial, the suggestion that automation (or something very like it) might enter the field of military aviation evoked the most violent and vigorous protest. Advocates of the inhabited aircraft took every possible opportunity of pointing to the short-comings of the guided missile. To-day these disputes are seen more steadily and in perspective. It is not unjust to say that the advance of the guided weapon seriously affects the validity of all the arguments in favour of an independent air arm and impinges directly upon the existing three-Service structure.

Let us recall that when Lord Trenchard in the first world war and after it, was waging his relentless campaign for an absolutely independent air force, the main point in his argument was that an air Service could plan and conduct an offensive campaign on its own. Lord Trenchard was the leading proponent of the bomb dropped from a manned aeroplane. In neither world war did events support his theory that an enemy could be crippled if not defeated by air attack alone; but nor did they completely discount his theory. The manned aeroplane seemed, if not decisive, at any rate a powerful war-waging implement. Its other duties, as a transporter of troops and supplies, as a reconnaissance vehicle, even as an anti-submarine device, seemed secondary to its duties as a means of powerful, direct and continuous attack. The gigantic raids on Germany mounted by Bomber Command, and the atomic bomb raids on Hiroshima and Nagasaki were, as it seemed, the highest peaks of achievement of the air arm. Fighting in the air was subservient to these raids.

It follows that directly the powers of the manned aeroplane to strike directly at an enemy are questioned, the value of an independent air Service is questioned. If the guided missile can indeed supplant the bomber, it must eliminate the need for an organisation which provides crews and maintenance staff for the bomber. The launchers of guided missiles cannot, by any stretch of the imagination, be called members of an "air service." They might be described as artillery men or gunners; but they could not be described as airmen. Now there emerges the crux of the new defence problem. It is to modify and adjust the air arm so that it can take its place in a war-making organisation which depends primarily upon guided this point, it is inevitable that weapons. And in considering this point, it is inevitable that the position of Coastal Command of the Royal Air Force should once again come up for review.

Whatever administrative and structural changes may become necessary, it must be clearly understood that the importance of aircraft will not be diminished but rather enhanced For as the big bomber goes out (if it does go out — for this matter is by no means settled) the low level strike aircraft such as the NA39, the military transport aircraft such as the Comet and the anti-submarine helicopter such as the Wessex, will come in. There can be no sort of doubt that defence calls made upon various kinds of air vehicle will continuously multiply. The difference is one of purpose. The air vehicle will be used for different duties. And any changes in the structure of the Services must take account of this fact and must open the way for increased total employment of aircraft.

Guided Missile and Piloted Aircraft—each has its part to play in the present-day defence structure — the balance poses a problem for the Defence Chiefs

It was the view of that turbulent American General, William Mitchell, that the fullest military use of aircraft would only be made if the fighting services were brought together under a single political head. He wanted a Ministry of War with three co-equal departments within it, for sea, air and land. His idea and innumerable variants on it have been canvassed repeatedly in the years that have passed since his death. But nothing has yet come of them. Obviously the scheme, in its extreme form, meets with vigorous Service opposition; but in some modified forms it might become more acceptable. And it is precisely that possibility that should now concern us.

The requirement is clear enough: it is to create a defence structure which will enable the guided weapon, of whatever kind, to play its full part, and at the same time, will leave the inhabited aeroplane free to develop and to play its part in any Service environment where it appears to be needed.

Mr. Duncan Sandys has been the object of a great deal of adverse criticism. But he is surely no more than the expositor of technical advances. He cannot, if he does his duty, ignore these advances. And if some of them appear to threaten accepted and long-standing Service arrangements, that is not his fault. And this much is certain: that by throwing the whole matter into the arena of public discussion, he has done much to clarify the issues involved.

NAUTICAL AFFAIRS
from page 15

later expenditure on new ships continued to have that tax advantage — and it was increased in 1957 when the rate of allowance was raised to 40 per cent. At that time the increase had been described as 'a unique step for a unique industry:' and he was glad to know that that had been a considerable help to the shipowners.

"While refusing to get into a detailed argument about the precise proposals for further taxation relief which had been put forward, Mr. Amory said that the Government did recognise the very special position of the shipping industry, its paramount importance to the nation, and the unique way in which it was exposed to international competition. The question of the right taxation treatment of the industry could never be an easy one. For the present it seemed to him that a substantial contribution was being made to the difficulties in the special 40 per cent. investment allowance, assisting those who renewed and expanded their fleets as and when they incurred the outlay on new ships.

"It was, of course, as yet of no more than 18 months' standing and one must all recognise (sic!) that only experience could show how substantial its benefits would prove in the long term. But he could assure them that he would certainly be looking at the position of the shipping industry, along with that of all taxpayers, when he was considering his Budget in the early months of next year. He would gladly talk with the shipowners' representatives about it before he made up his mind whether there was anything more that he could legitimately do. But it would be quite wrong of him to hold out any hopes that night which he might have to disappoint." ("Shipbuilding & Shipping Record," 23/10/58).

REVIEWS

"WHERE LIES THE LAND . . . "

"Ships of the World." By Douglas V. Duff. (Thomas Nelson & Sons Ltd., 7s. 6d.)

To compass the story of the development of the ship in 150 small pages should be a task to daunt any author. Commander Douglas Duff has attacked it with gusto, and the result is a readable account of ships from the days of the log or the inflated skin to the ships of today — and even tomorrow, though the author sees little future for any types but the fishing boat, the yacht and perhaps the bulk carrier. There is a hail-and-farewell flavour about his last chapter, for he sees the future as belonging to the air.

In covering such a vast subject any account as brief as this must inevitably compress much and omit much. The title of the series — The Signpost Library — is no doubt symbolic. As an introduction, however, the book may stimulate a desire to read more widely.

A. E. G.

• • •

FATHER AND SON

"The Midnight Sea." By Ian Cameron. (Hutchinson, 12s. 6d.)

This is a yarn about the Royal Navy during the late war. Its background is authentic and the suspense neither lags nor ends in anti-climax. Briefly, a Captain R.N., commanding a convoy to Russia, discovers that his son is serving as Lieutenant in the aircraft carrier, his duty being to signal-down the carrier's aircraft.

Soon the convoy runs into dirty weather and, of course, the enemy planes and submarines are an ever-present menace. But the Captain has his orders and the convoy must go through. As the situation develops, father and son fail to see eye-to-eye. Indeed, they quarrel bitterly. At times it seems as though the son will flout his superior officer. Fortunately, the situation is resolved — it would be unfair to reveal by what means — and the men of the aircraft carrier save the day.

The book's blurb tells us that this is the first novel of a New Zealander who served in aircraft carriers during the war. He has certainly managed to write an honest-to-goodness sea yarn for sailors.

J. H. B. P.

• • •

VERY GALLANT NORWEGIANS

"Salt-Water Thief"— the Life of Odd Starheim. By E. O. Hauge. (Duckworth, 15s.)

While this book tells the whole early life story and wartime adventures of Odd Starheim, who organized during the occupation of his country various operations across the North Sea to Britain, regardless of the terrific risks he ran, it would be grossly unfair to his comrades if they were not also to be called most gallant. This book is a fine tribute to Norway's unquenchable spirit in the darkest hours of the second world war. How thrilling it is to read of the small coastal steamer being secretly prepared for a dash to Aberdeen, and subsequently there was the seizure of a German vessel, which in January, 1943, brought 40 Norwegians back to their native land — and what befell them there! Among the numerous adventures here recorded is that of Thor-Hugo who, with Nazi soldiers flickering torch-beams across a torrent, crouched for hours up to his neck in ice-cold water. When he finally reached a shop well known to him the old lady, its owner, suspicious of other customers, spoke no word but laid on the counter a little framed text, the words of which were "God Bless You." Starheim did not survive the war; this book about him and his comrades was written by E. O. Hauge, who in 1940 went to Britain; it has been excellently translated by Malcolm Munthe, who was a friend of Starheim and is the son of the famous author of "The Story of San Michele."

S. B.

Printed by Shipping Newspapers Ltd., 16 Bond Street, Sydney

THE NAVY

AUSTRALIA'S MARITIME JOURNAL February, 1959 1/6

THE NAVY

Australia's Maritime Journal

Vol. 22 **FEBRUARY** **No. 2**

CONTENTS

Published by The Navy League of Australia.
N.S.W.: 83 Pitt St., Sydney VICTORIA: 443 Little Collins St., Melbourne.
ADVERTISING: Sydney—BM 6024; Melbourne—MU 3123.
SUBSCRIPTION RATE: 12 issues post free in the British Commonwealth, 20/-.

Copies of "Herald" photographs published may be obtained direct from Photo Sales, "Sydney Morning Herald," Hunter Street, Sydney.

SUBSCRIPTION FORM

To "The Navy"
Box 4819, G.P.O.
Sydney, N.S.W.

I enclose 20/- (postal note, money order or cheque) for 12 issues of "The Navy," post free, commencing from

(Please add exchange where applicable)

Name

Street

City **State**

Date

THE NAVY LEAGUE OF AUSTRALIA

PATRON:
His Excellency The Governor-General.

FEDERAL COUNCIL:
President: Rear Admiral H. A. Showers, (C.B.E. (Retd.).
Deputy President: Cdr. R. A. Nettleford, D.S.C., V.R.D., R.A.N.R.
Secretary: Comdr. R. P. Middleton, O.B.E.

New South Wales Division:
Patron: His Excellency The Governor of New South Wales.
President: Rear Admiral H. A. Showers, C.B.E.
Secretary: Comdr. R. P. Middleton, O.B.E.
Hon. Treasurer: F. E. Trigg, Esq.

Victorian Division:
Patron: His Excellency the Governor of Victoria.
President: Captain A. N. Boulton.
Secretary: *H. E. Touzel*, 443 *Little* Collins Street, Melbourne.

South AUSTRALIAN Division:
Patron: His Excellency The Governor of South Australia.
President: Surgeon-Comdr. R. F. Matters (Retd.).
Hon. Sec.: R. Sutton, Esq., 30 Pirie Street, Adelaide.

Tasmanian Division:
Patron: Vice Admiral Sir Guy Wyatt, K.B.E., C.B., R.N. (Retd.).
President: W. E. C. Hodgman, Q.C., M.H.A.
Hon. Sec.: Comdr. G. E. W. W. Bayly, O.B.E., V.R.D., R.A.N.V.R. (Retd.), 726 Sandy Bay Road, Lower Sandy Bay, Hobart.

Western Australian Division:
Patron: His Excellency The Governor of Western Australia.
President: D. W. Brisbane, Esq.
Hon. Sec.- Hon. Treas.: K. Olson, Esq., 62 Blencowe Street, West Leederville, W.A.

Queensland Division:
Patron: His Excellency The Governor of Queensland.
President: Comdr. N. S. Pixley, M.B.E., V.R.D., R.A.N.R. (Retd.), Ryan House, Eagle Street, Brisbane.
Hon. Sec.: G. B. O'Neill, Esq., Box 376E., G.P.O., Brisbane.

Australian Capital Territory Division:
President: His Excellency, G. E. L. Alderton, C.M.G. (High Commissioner for New Zealand).
Hon. Sec.: Lieut. D. M. Blake, R.A.N.V.R., 60 Limestone Avenue, Ainslie, A.C.T. 'Phone: J 3237.

Northern Territory Division:
Patron: His Honour the Administrator, J. C. Archer, Esq., O.B.E.
President: Captain S. H. K. Spurgeon, D.S.O., O.B.E., R.A.N. (E/L).
Hon. Sec.: Miss G. Gordon.

AUSTRALIAN SEA CADET COUNCIL:
Representatives of the Naval Board: Director of Naval Reserves, Capt. G. D. Tancred, D.S.C.
Commander H. L. Gunn, D.S.C., R.A.N.
Representatives of The Navy League: Comdr. R. A. Nettlefold, D.S.C., V.R.D., R.A.N.V.R.
L. G. Pearson, Esq.: L. Forsythe, Esq.
Lieut.-Comdr. F. G. Evans, R.A.N.V.R.
Hon. Sec.: Comdr. R. P. Middleton, O.B.E.

Editorial

CONTINUING A FINE TRADITION

WHEN Rear - Admiral Henry Mackay Burrell, C.B., C.B.E., takes up his new appointment as First Naval Member of the Australian Commonwealth Naval Board, and Chief of the Naval Staff, in Canberra on the 24th of this month, he will be thirteenth in the line of distinguished naval officers who have held this position and given service beyond price to Australia and the British Commonwealth since the Naval Board was established in 1911.

The Australian Commonwealth Naval Board is modelled on the board of Admiralty. The President of the Board, the Minister for the Navy, corresponds to the First Lord of the Admiralty. The First Naval Member — who in the absence of the Minister acts as Chairman of the Board, but does not deputise as President — corresponds to the First Sea Lord and, with his fellow Naval Members, to "My Lords Commissioners." The Naval Board are charged with the control and administration of all matters relating to the naval forces, upon policy directed by the Minister; and they have executive command of the naval forces. The Naval Staff are advisers to the Naval Board, and as Chief of the Naval Staff the First Naval Member thus has a dual role, as a Member of the Board and the chief of its advisory body on naval affairs. In the same way the First Lord of the Admiralty is one of "My Lords Commissioners," and at the same time, as Chief of the Naval Staff, heads the body of naval advisers to the Board of Admiralty.

In the 48 years of its existence, the Australian Commonwealth Naval Board has had as its First Naval Member nine officers of the Royal Navy. Rear-Admiral Burrell is the fourth officer of the Royal Australian Navy to hold the office. The initial First Naval Member, who took office when the Naval Board was established in 1911, was Vice-Admiral Sir William Rooke Creswell, K.C.M.G., K.B.E. Although originally an officer of the Royal Navy, which he joined in 1865, Admiral Creswell was invalided out of the Royal Navy in 1878, and from then until 1885 he was a pastoralist in Queensland. In that year he returned to the Navy — as an officer in the South Australian Naval Force, of which he became Commandant in 1893. From 1900 to 1904 he was Naval Commandant of Queensland. He was Naval Officer Commanding Commonwealth Naval Forces in 1904, and played an important part in evolving Commonwealth Naval policy, and was actively instrumental in the creation of the Royal Australian Navy. He was the first R.A.N. Officer to become First Naval Member.

AUSTRALIA'S FIRST SEA LORDS HAVE GIVEN GREAT SERVICE

With his retirement in 1919 there came a succession of Royal Naval Officers as First Naval Member. Nine in all, they were: Rear-Admiral Edmund P. F. C. Grant, C.B., 1919-1921; Rear-Admiral Sir Allan F. Everett, K.C.M.G., K.C.V.O., 1921-1923; Rear-Admiral Percival H. Hall Thompson, C.B., C.M.G., 1923-1926; Rear-Admiral Wm. Rawdon Napier, C.B., C.M.G., D.S.O., 1926-1928; Rear-Admiral Wm. Munro Kerr, C.B., C.B.E., 1929-1931; Vice-Admiral Sir George F. Hyde, K.C.B., C.B.E., 1931-1937; Admiral Sir Ragnar Musgave Colvin, K.B.E., C.B., 1937-1941; Admiral Sir Guy C. C. Royle, K.C.B., C.MG, 1941-1945; and Admiral Sir Louis K. Hamilton, K.C.B., D.S.O., 1945-1947.

The list of Royal Australian Naval Officers who entered the Royal Australian Navy as Cadet Midshipmen and had their initial training at the Royal Australian Naval College, subsequently to achieve the highest position in the Royal Australian Navy, was initiated with the appointment as First Naval Member in 1947 of Vice-Admiral Sir John A. Collins, K.B.E., C.B. He was followed in 1955 by Vice-Admiral Sir Roy R. Dowling, K.B.E., C.B. Now, on the retirement of Sir Roy Dowling, Rear-Admiral H. M. Burrell, C.B., C.B.E., takes over. In doing so, he continues a fine tradition established and perpetuated by naval seamen who have given to Australia a service *comparable with that* given by the longer line of First Sea Lords of the British Admiralty. In this younger country and younger Navy, their magnificent example has been faithfully followed. The unbroken continuation of this tradition, and all it means in the perpetuation of an efficient, ever ready Navy, remains essential to Australia's security in the foreseeable future.

ROYAL NAVY'S "PAINFUL" REORGANISATION

THE necessary, though painful, reorganisation of the Navy and the vital importance of conventional forces were the central theme of speeches made by the First Lord, the Earl of Selkirk, in London during October last.

Addressing the Navy League's Trafalgar Day luncheon on October 20, he stressed the essential need of up-to-date equipment in a modern Navy. The possibilities which scientific invention placed at the disposal of a sea power were vast, but their development took much time and a great deal of money. To ensure that resources are used to produce the best results it is particularly necessary to be highly selective.

"It is with that object," the First Lord said, "that there have been extensive reorganisations of the shore establishments of the Royal Navy, much of which has been very painful, and there has been a reduction

THE FIRST LORD'S REVIEW

in many of the older ships held in reserve.

"We find it more important to concentrate our resources on modern equipment and on the whole I can, I think, claim to have kept the impetus here going steadily.

"No one, of course, can consider arming ourselves into bankruptcy: that would be just foolish.

"But I wonder sometimes whether everyone appreciates entirely the speed at which things have been and are developing at this very time.

"Aeroplanes of a similar type to 15-20 years ago are costing anything up to 40 times as much as they did at that time.

"We have stopped doing research on guns and barrels," continued the First Lord, "the sort of missile which is taking their place is of almost unbelievable complexity.

"And if we turn to propulsion, we are just at the inception of the age of nuclear power for ships.

"This is not going to come quickly. It is a field of the utmost complexity in which quite frankly we, like all countries, have got to learn by experience how to put both submarines and, as I am anxious to do, civil mercantile ships, to sea under nuclear power."

The First Lord then referred to the fact that we were fast reaching a point where, because of their large stock-piles of nuclear weapons, neither side was likely to embark on a nuclear war for fear of the inevitable consequences. Thus the emphasis was likely, once again, to be placed on conventional weapons and forces; on limited war rather than global.

"What I am sure of," he continued, "is that sea power will always remain important."

"We have built the Commonwealth by sea power and if sea power is lost the Commonwealth will certainly not hold together.

"We have won this position by resolute determination and a quality of men unexcelled by any in the world; by understanding the significance of the versatility and mobility with which sea power can be used.

"I believe that much of the liberty and the peace which the world experienced in the 19th century, which I hope will lie ahead of us, has depended on the proper understanding of what these mean."

Earlier in his speech the First Lord had reminded his listeners that Britain was no longer able to maintain control of the seas by herself. Today she recognised that she must exercise sea power with the United States and Commonwealth. The steady growth of the Commonwealth Navies throughout the world was the most important development in the last 20 years. Accordingly he had made it his business since becoming First Lord to visit as many as possible of the Commonwealth Navies. He had just returned, in fact, from a most profitable tour of the Far East and had had the pleasure of calling on the Commonwealth Navies in that area, including Australia and New Zealand.

"It is quite obvious," he went on, "that the complete freedom which these members of the Commonwealth have, inevitably involves differences of policy, differences of approach — that is understandable.

"Indeed, it would be very odd if a large number of Governments of different political, economic and geographic circumstances and with different traditions all thought the same about one subject.

"But it does not to my mind alter the position, and on certain broad questions of principle all these forces are governed by the same ideas.

"Principles of human dignity: principles of ensuring the free access of the sea for peaceful purposes.

"I believe it is of the utmost importance that this should continue, and for my part I hope one way or another to maintain the personal link between officers and ratings of all members of the Commonwealth by training, by loan of personnel or exchange of personnel, by meeting at staff colleges and exercising together.

"I think the long-term results will be of the utmost benefit to those of us in the Commonwealth, and ourselves in particular, who are so dependent for our economic strength on the stability of world affairs."

THE NAVY'S FINEST SALVAGE FEAT

(From "The Navy")

"ONE of the finest salvage operations of recent times," was the Admiralty's description of how the Royal Navy saved two tankers which collided and caught fire in the Gulf of Oman.

And so it was. The salvaging of these two fine ships, the Liberian tanker "Melika," 20,551 tons, and the French tanker "Fernand Gilabert," 10,715 tons, involving, as it did, putting out the flames and long tows to port in bad weather, demanded great bravery and seamanship of the highest order. Several R.N. ships, including the aircraft carrier "Bulwark," 22,000 tons, were in one way or another engaged in an operation which will undoubtedly come to be regarded as an epic of the sea.

The result may be a long and involved legal battle — unless, as seems possible at the time of writing, the claims are settled out of court. No one knows, or is likely to know for

By NOWELL HALL
—"Daily Telegraph" Naval Correspondent

a while, the exact amount of the claim the Admiralty is making. Certainly it will be the biggest salvage claim since the war. Some experts assess the amount at around £1,000,000. Most think that figure too high, and that the sum agreed after both vessels have been re-surveyed in their present condition will be appreciably less. But without doubt it will be many thousands of pounds. Officers and men

engaged in the actual salvage operation may each benefit substantially.

The tankers collided in the Gulf on the night of 13th September, and both caught fire. "Melika," of 32,000 tons deadweight, was carrying 23,000 tons of oil. Flames swept her decks and burning oil spread over the sea.

One hundred and fifty miles to the southward, distress signals were intercepted by "Bulwark" and the frigate "Loch Killisport." They made for the area at best speed. The frigates "Puma" and "St. Bride's Bay, which had also been at exercise, followed suit.

When one of "Bulwark's" Skyraiders arrived she found one tanker enveloped in smoke and flame and down by the bow. There was no sign of the other. By the stricken ship stood the Swedish tankers "Ceres" and "Sira" and the British tankers "Anglican Diligence" and "Border Hunter." They were picking up survivors. The injured among these men were later transferred to "Bulwark" by helicopters of the Navy's 845 Squadron. The other tanker, subsequently identified as "Melika," had, although abandoned, continued to steam southward at speed after the collision. About an hour later she was spotted some 25 miles away. She was on fire amidships and listing.

Having embarked the injured, "Bulwark" closed her and put a party of four on board. The carrier then steamed towards Masira to fly the injured to the R.A.F. station there for onward flight to Bahrein and hospital.

When she got back to "Melika" the frigate "Puma" had arrived. She had put a party on board the after end but it was separated from her own firefighting party by the flames amidships. Meanwhile the party on board the distant "Fernand Gilabert" radioed that all fires were out and "St. Bride's Bay" and "Loch Killisport" were standing by.

An Admiralty communique graphically describes the next phase:

"Ablaze amidships, her gunwale awash and seas forming geysers through the mid-deck hatches, 'Melika' made an impressive sight as 'Bulwark' prepared to pass a tow. In the moderate swell both ships were rolling considerably, making boat work difficult. On one occasion a seaboat was caught under 'Bulwark's' counter, injuring two of the boat's crew, and on another 'Melika's' bow holed 'Bulwark' above the water line. The tow was at last secured but progress was slow as 'Melika' yawed widely. After only two hours the tow parted."

Eventually tows were successfully passed to both tankers. The French tanker was towed slowly to Karachi by the "Loch Killisport." "Melika" went to Muscat. The carrier towed her while "Puma" secured a line to the tanker's stern and acted as rudder.

At Muscat the oil was transferred to other ships, and the cruiser "Sheffield" relieved "Bulwark," which was due to return to Britain for conversion into the Navy's first Commando Carrier. The tanker was temporarily repaired by the Admiralty for the next stage, a tow to Palermo, Sicily, the "Melika's" nominated port of permanent repair. For six weeks ratings from the frigate "Loch Alvie" worked at Muscat to clear up the mess: as soon as the tanks were cool enough and were free of gas they entered to "scale" them. "In that heat and poor ventilation it was a task to deter all but the stoutest hearts," said the Admiralty. To make her strong enough for the long sea voyage large steel beams were welded into position and 80 feet of plating was used to cover the hole in her side.

So the naval tug "Warden" was able to tow the tanker another 3,800 miles to the Central Mediterranean. It was a long, slow haul, during which the ships called at Aden for stores and passed through the Suez Canal. The two were escorted by the salvage ship "Sea Salvor."

RETIRING FIRST NAVAL MEMBER FAREWELLED

The cover picture of this issue of "The Navy" shows Rear-Admiral H. M. Burrell being "towed" ashore on his relinquishing command of the Australian Fleet to assume the position of First Naval Member of the Australian Commonwealth Naval Board. Pictured here is the retiring First Naval Member, Vice-Admiral Sir Roy R. Dowling, on the occasion of a dinner at which he was farewelled by brother officers at the Victoria Barracks, Melbourne, on January 28. From left to right are: Rear-Admiral W. H. Harrington, Surgeon-Captain R. Woolcott, Rear-Admiral C. C. Clark, and Vice-Admiral Sir Roy Dowling.

(Block by courtesy of "The Age," Melbourne)

OUR NEW FIRST NAVAL MEMBER

REAR - ADMIRAL Henry Mackay Burrell, C.B., C.B.E., who, on the 24th of this month, assumes the position of First Naval Member of the Australian Commonwealth Naval Board, and Chief of the Naval Staff, was born at Wentworth Falls, N.S.W., on the 13th August, 1904. He was one of the 1918 Entry of Cadet Midshipmen at the R.A.N. College, Jervis Bay.

His first sea-going appointment was as Midshipman in H.M.A.S. "Sydney" in 1922, after which he served in H.M. Ships "Caledon," "Malaya," "Victory" and "President" in the Royal Navy. Lieutenant in 1925, he had a period back in Australia in which he was in H.M.A. Ships "Melbourne," "Tasmania" and "Sydney." He joined "Canberra" on her commissioning in 1928, and after a second period with the Royal Navy he became Executive Officer of H.M.A.S. "Tattoo."

A Specialist in Navigation, he had considerable overseas experience in H.M.A. and H.M. Ships in the years immediately preceding the 1939-1945 War ("Stuart," "Brisbane," "Coventry," "Devonshire" and "Emerald") and when war broke out in 1939 he was, as Lieutenant - Commander, in Operations and Plans Division at Navy Office, Melbourne. Promoted Commander in 1940, the following year he became the first Royal Australian Naval Attache at the Legation in Washington — but that was short-lived, as in September, 1941, he joined H.M.A.S. "Norman" in command on her commissioning in England. He was awarded a Mention in Despatches for his work in that ship in the Madagascar operation in September, 1942.

During 1943-1944 he was at Navy Office as Director of Plans, and in 1945 he was appointed in command of H.M.A.S. "Bataan," and was present in her at the Japanese surrender in Tokyo Bay. In June, 1946, he was promoted Captain, and was Captain (D) 10th Flotilla. Subsequent appointments were Deputy Chief of the Naval Staff, 1946; in command H.M.A.S. "Australia," 1950; a period at the Imperial Defence College, and later Assistant Australian Defence Representative, London. Then Commanding Officer H.M.A.S. "Vengeance," and, in 1954, again Deputy Chief of the Naval Staff. In February, 1955, he was, as Rear-Admiral, appointed Flag Officer Commanding Australian Fleet. He had a spell ashore as Second Naval Member, and then again was Flag Officer, Commanding, Australian Fleet, from which appointment he now becomes First Naval Member.

RAN OFFICER TO COMMAND FLEET

Rear-Admiral G. G. O. Gatacre is FOCAF

WITH the relinquishment of command of the Australian Fleet on his appointment to the position of First Naval Member of the Australian Commonwealth Naval Board, Rear-Admiral Burrell is succeeded by Rear-Admiral Galfry George Ormond Gatacre, D.S.O., D.S.C. and Bar. Of English-Scottish parentage (his father hailed from Bath, England, and his mother from Banchory, near Aberdeen, Scotland), Admiral Gatacre was born at Wooroobin, Queensland, and entered the Royal Australian Naval College as a Cadet Midshipman in 1921.

His first sea-going appointment was as a Midshipman in H.M.A.S. "Brisbane," with service in China and Japan, and his second in the cruiser "Melbourne," in which he again proceeded overseas, to the Mediterranean and United Kingdom, where he took courses and was, incidentally, the first R.A.N. officer to represent the Royal Navy and Royal Marines at cricket.

As a Sub-Lieutenant, Rear-Admiral Gatacre joined H.M.A.S. "Canberra" when she commissioned in England in 1928, and returned in her to Australia, remaining in her as Flag Lieutenant to Rear-Admiral L. S. Holbrook. The subsequent years preceding the Second World War were spent by him in various ships and on various Stations — 1st Lieut. of H.M.A.S. "Tattoo"; the Long Navigation Course in England; H.M.S. "Harebell"; Flotilla Navigator in H.M.A.S. "Stuart"; the First Class Ship Course in England; and then Navigator in H.M. Ships "Devonshire," "Norfolk" and "Edinburgh."

His Second World War experience was wide and varied. He was Navigator in H.M. Ships "Renown," "Nelson" and "Rodney." In this last-named ship he took part in the operations against "Bismarck," and was awarded the Distinguished Service Cross. Promoted Commander in December, 1941, he returned to Australia and was appointed Staff Officer Operations in the Squadron, where he served under Rear-Admirals Crace and Crutchley, and Commodore Collins, in "Australia," "Hobart" and "Shropshire," taking part in the amphibious operations from Gaudaleanal to Noemfoor.

The last year of the War he spent in Navy Office in the Plans Division, Chairman of the Committee arranging the basing of the Royal Navy in Australia. He was appointed in command of "Arunta" in 1945, his two years there being followed by a period as Commander, Flinders Naval Depot.

He was promoted Captain in June, 1948, and was appointed Deputy Chief of the Naval Staff at Navy Office. Subsequent appointments were, in 1950 Commanding Officer of "Arunta" and then Captain (D) 10 in "Anzac"; Australian Naval Attache, Washington; Commanding Officer H.M.A.S. "Melbourne" (he was the first to command the carrier); and Deputy Chief of the Naval Staff — from which position he becomes Flag Officer Commanding the Australian Fleet.

• • •

NEW CAPTAIN FOR H.M.A.S. MELBOURNE

CAPTAIN T. K. Morrison, O.B.E., D.S.C., R.A.N., has been appointed captain of the Royal Australian Navy aircraft carrier Melbourne. He succeeds Captain O. H. Becher, D.S.O., D.S.C. and Bar, R.A.N., who assumed the appointment of Deputy Chief of the Naval Staff at Navy Office, Melbourne, in January, in the acting rank of rear-admiral.

Before Captain Morrison went to the United Kingdom in September, 1957, to do the senior officers' tactical course, he was the Australian Naval Representative and Naval Attache at the Australian Embassy in Washington. Immediately before that he was captain of the fast anti-submarine frigate Quadrant and captain of the First Frigate Squadron. Earlier he had commanded the Battle class destroyer Tobruk.

A graduate of the Royal Australian Naval College, Captain Morrison had a distinguished record in the Second World War. He served in H.M.A.S. Hobart and H.M.A.S. Australia, and was present at the evacuation of Somaliland, the Battle of the Coral Sea, the invasion of Guadaleanal, the landings at Hollandia, and the invasion of the Philippines at Leyte and Lingayen.

He was awarded the O.B.E. for his good services in the Somaliland operations, and the D.S.C. for his work at Lingayen and Leyte, and was also mentioned in despatches.

APPOINTMENTS FOR R.A.N. OFFICERS

Changes in the appointments of a number of senior officers of the Royal Australian Navy have taken effect or will do so during the ensuing few months. They are as follows:

Captain K. McK. Urquhart, R.A.N., until recently naval engineer officer on the staff of the Royal Australian Navy Liaison Officer in London, will be Deputy Chief of Construction and Director of Technical Planning at Navy Office from December 12th, 1958. He will succeed Captain A. M. Clift, R.A.N., who has been appointed general manager of the Garden Island Dockyard, Sydney.

Acting Captain J. McL. Adams, O.B.E., R.A.N., at present Naval Officer in Charge North East Australian Area, with headquarters at H.M.A.S. Tarangau, Manus Island, has been appointed Naval Officer-in-Charge, South East Australian Area, with headquarters at H.M.A.S. Lonsdale, Port Melbourne, from July 25th, 1959. His successor at H.M.A.S. Tarangau will be acting Captain W. K. Tapp, R.A.N., now Naval Assistant to the Second Naval Member at Navy Office.

After April 3rd, 1959, the Naval Assistant to the Second Naval Member will be Commander A. N. Dollard, D.S.C., R.A.N., until recently Australian Services Attache on the staff of the Australian Minister at Saigon.

Acting Captain G. L. Fowle, D.S.C., R.A.N., at present Naval Officer-in-Charge South East Australia, will be Director of Naval Ordnance and Underwater Weapons at Navy Office from August 7th, 1959.

Acting Captain W. F. Cook, M.V.O., R.A.N., until recently Inspector of Naval Recruiting and Courses at Navy Office, is Captain of the Port, Sydney, from February 6th, 1959. He

(Please turn to page 12)

AIR POWER AND THE LIMITED WAR

By
MAJOR OLIVER STEWART
M.C., A.F.C.
— in "The Navy"

TO *those who, for some* months past, have felt a growing anxiety about Britain's air defence policy, the words of Rear-Admiral G. P. Thomson at the Annual General Meeting of The Navy League in October seemed to be of special interest and importance. For the Royal Air Force and its equipment, no less than the Fleet Air Arm, has been subjected to a number of changes which cannot be reconciled with the operational probabilities. With the Royal Navy, the Royal Air Force is being remoulded to fit the conditions of a purely notional "next war" while all the other kinds of warlike action are being neglected.

It was high time that someone in authority should point out that global, atomic war was not the only possible kind of war and that certain other kinds of limited war were capable of being as serious a threat to the future existence of Britain. It is not to be denied that the kind of defence policy embraced by Mr. Duncan Sandys has a wonderful popular validity. It is simple. It seems to be scientific and up to date. It has the attraction of newness and, may one add without intending to be facetious, it matches the ideas of the science fiction strip-cartoonists.

That Britain should prepare for global war on the grand scale and for no other kind of war is the form of policy which wins widespread acclaim. And it has practical merits. It is cheaper and easier to concentrate upon preparations for global atomic war than to consider all the difficult and confused practical probabilities of other kinds of war. A broad scheme of intercontinental ballistic missile bases in the United Kingdom to take over from a deterrent bomber force seems adequate. Why go to the expense and trouble of continuing the development of carrier-borne aircraft, of interceptor and close-support fighters, of anti-submarine helicopters, of maritime reconnaissance aircraft, of naval strike aircraft and of other varied types when the "next war" will be won or lost by the firing of rockets?

This policy is dangerous partly because it is so politically and economically attractive. It is the easy way. It is the cheap way. But if there were — in Rear-Admiral Thomson's words — "a major war, developing out of a minor war, and fought without the H-bomb" the whole situation is changed. The science-fiction, press-button war policy is seen as a suicidal delusion. It not only fails to prepare for the real war, but it creates a positive vulnerability to any who would care to wage one.

Perhaps it would be true to say that the Royal Navy has clung to the development of traditional air power longer than the Royal Air Force. Nevertheless, it appears at the moment as if there will be little chance of rapid progress towards a successor to, for example, the Supermarine Scimitar single-seater or to the new and extremely interesting Blackburn N.A.39 low-level strike aircraft. There seems to be no looking ahead, no attempt to provide new equipment which will be able to carry on where these aircraft leave off. Even more serious, there seems to be little intention of keeping the research and development work going at full pressure.

Eminent men in the British aircraft industry have repeatedly warned of the risks entailed if aeronautical research and development are neglected or starved of money. But their words are scarcely heeded because they are written off as special pleading. Perhaps now the larger public will begin to see the reality of those risks. They are particularly noticeable in the fields of ship-borne aircraft and ship-borne missiles.

In an article, not long ago, I ventured to point to the futility of a static defence form, with missile bases established at various points in the United Kingdom. I alluded to the successes that had been achieved with experiments on guided missile launched underneath the water from submarines and I asked that the basic requirement of mobility in defence should once again be considered. The need for that consideration is to-day even greater than when I wrote that article. For, instead of a great effort in the development of mobile defence equipment, there is a falling off in effort, a threat of research stagnation.

If it be accepted that the country simply cannot afford to keep the Services in a condition of readiness which would enable them to deal with the situation in a limited war, it cannot be accepted that preparations for re-equipping them and for bringing them up to that state of readiness should be neglected. There is a paramount need to-day for sustained, vigorous work on ship-borne aircraft and missiles, on close-support fighters, on troop transport aircraft, on anti-submarine helicopters (or specialised types, for there are other possibilities) and on air-borne early warning aircraft.

It is natural that politicians should be as readily swayed by the attractive prospects of the simple, Sandys defence policy as are the lay public. To many of them it seems that if they talk about limited war and about the ships and the aircraft that are needed in waging such a war, they are likely to be looked upon as old-fashioned and out of date. They much prefer to gain a sort of spurious prestige by talking in science-fiction terms. And so they scarcely mention any weapon that is not a thermo-nuclear weapon; they scarcely admit the existence of any means of delivering such a weapon other than a ballistic rocket.

And it is true that such talk is more entertaining than talk which is tied to the realities of the moment. Therein lies the problem. It is to persuade those who control the defence destinies of the country to look to the hard, practical realities and to take into account the threat of the limited war and its full development. Such a study would not be in the least amusing. It would attract little public attention. But it would be of genuine, lasting service to the defences of the country.

It used to be said that Generals are always preparing for the war that is over. And it is a jibe that has had some justification in the past. But if it is futile to prepare for the war that is over, it is equally futile to prepare for the war that will never come. I hasten to add that I do not under-rate for one moment the risk of thermo-nuclear war. It is a grave risk which must always be in the minds of those responsible for Britain's protection. It is the most terrible risk. But it is not the only risk. To prepare for that kind of war and to neglect all the other kinds of war is unrealistic.

Soviet war doctrine is nothing if not realistic. It takes the view that there is no separation between atomic war and war with traditional weapons. There is only one war. One uses in that war the weapons best calculated to achieve the desired result. It is a lesson which our own defence planners would do well to heed.

R.A.N. APPOINTMENTS — from page 11

will be succeeded by Acting Commander Nicholls, R.A.N., formerly captain of H.M.A.S. Lonsdale.

Acting Captain R. T. Power, A.D.C., R.A.N., formerly Captain of the Port, Sydney, became Director of Naval Intelligence at Navy Office from February 9th, 1959.

Commander A. M. Synnot, R.A.N., at present doing the joint services staff course in the United Kingdom, will take up the duties of Director of Manning at Navy Office on *April 1st, 1959.*

NAUTICAL AFFAIRS

NAVAL AND MERCANTILE NOTES AND NEWS FROM ALL COMPASS POINTS

NAVY'S HITTING POWER EXTENDS

LATEST developments in nuclear power and the guided missile would seem to have provided the Navy with a potential hitting power which—added to that flexibility which has always been the great strength of the mobile warship's striking value—may prove unequalled. It may be, also, that a seaborne deterrent will remove the necessity for costly and vulnerable land rocket launching bases. It would seem logical that in long-range planning the British, an island people who have throughout their history thought in terms of naval power and been well served by it, should turn again to that power in its new setting.

Reports in British political quarters that the possibility of the adoption of the missile-launching submarine as the most suitable means of contributing towards the deterrent strength of the West do not, therefore, occasion any surprise.

• • •

BRITISH CARRIER FOR ARGENTINE

MANNED by a steaming crew of 300 officers and men from the Argentine, the ex-British aircraft carrier "Warrior"—renamed "Independencia"—sailed from England for her new country shortly before Christmas, 1958. Before she sailed, the Argentine Ambassador in London, accompanied by a representative of the Admiralty, flew in a helicopter to the carrier to bid her an official farewell.

• • •

GLOBE CIRCUMNAVIGATING SUBMARINE

VERY few submarines have circumnavigated the globe. The latest one to do so recently reached England from Australia, where she had been for two years based on Sydney. She is H.M. Submarine "Aurochs", which came out to Australia via the Mediterranean and Indian Ocean, and continued east on her homeward journey, proceeding from Australia to England via the Pacific and the Panama Canal. On passage she called at Tahiti; and after passing through the Panama Canal she went to the United States Submarine Base at Key West. It is believed that H.M.S. "Thorough" was probably the first submarine to sail round the world.

• • •

NEW FRIGATES FOR NEW ZEALAND

HISTORY was made in British naval construction when H.M.N.Z.S. "Otago" was launched in Southampton, at the yard of Messrs. John Thorneycroft, in December. The first ship of a squadron of frigates, "Otago" is also—so it is reported—the first ship that has been entirely built in the United Kingdom for immediate service with the New Zealand Navy. A type 12 "Whitby" class frigate, "Otago" was launched by Princess Margaret. She will fit out this year, and is expected to join the New Zealand Fleet in 1960.

• • •

HOSES ON CAPE TOWN SHIP FANS

WHEN the aircraft carrier U.S.S. "Essex" visited Cape Town recently and docked alongside, so many Cape Town people crowded the docks to visit her that hoses had to be turned on them as they surged forward, because of the danger of their pushing others over the side of the wharf.

• • •

SOUTH AFRICAN NAVY'S NEW MINESWEEPERS

THREE coastal minesweepers for the South African Navy were commissioned and handed over to the South African Navy at Hythe, Kent, in October last, and sailed for Simonstown on November 15, arriving at their new base just in time for Christmas. The ships are the "East London", the "Port Elizabeth", and the "Reijger". Commander C. J. F. Netterberg, D.S.C., the senior officer commanding the squadron and officer commanding the "East London" received the ships at Hythe on behalf of the South African Navy.

• • •

VENEZUELA SEEKS MORE FROM OIL

VENEZUELA — second only to the United States in oil-production by any one country—has given notice that she thinks that the 50-50 agreements under which she disposes of her oil give the conceding countries too little and the concessionaires too much. She is proposing to set up her own Government-controlled company to produce, refine, and market oil, with her own own tanker fleet; and she also talks of negotiating new agreements giving her a larger share of the profits, with the existing foreign companies.

• • •

SEA SLUGS STRIKE

WHEN two Seaslugs were fired in salvo from H.M.S. "Girdle Ness", the Royal Navy's guided missile trials ship recently, the first hit the target aircraft and the second hit the largest piece of falling wreckage. Following the development of the Seaslug ashore at the Ministry of Supply Research Establishment at Aberporth, Cardigan, Wales, and at the Weapons Research Base at Woomera in South Australia, it is the function of the "Girdle Ness" to prove the weapon for service afloat and to obtain experience in handling and maintaining it. Some hundred missiles have now been fired by "Girdle Ness", and extensive trials of every part of the missile system, particularly in the radar field, have also taken place.

THE NUCLEAR SHIP

REFERRING to the nuclear ship, "Geiger" in "The Navy" says:

"We do feel that the Government, through the Atomic Energy Authority, should give a high degree of priority to the research and development work necessary to produce as quickly as possible an economic marine reactor. This country leads the world in the use of atomic power on land, particularly for the production of electricity; we must not fall behind in its utilisation afloat." Thus the President of the Chamber of Shipping, Mr. R. D. Ropner, at the annual dinner of the Bristol Steamship Owners' Association. He added that he hoped it would be possible, as the Prime Minister had forecast, to choose by next April the most promising type of reactor for marine development, and that rapid progress would then be made in the construction of an experimental ship.

About the same date the Director of the Royal College of Science and Technology in Glasgow referred to considerable speculation whether Britain was using her scientists to the best advantage. He pointed out that a nation all too easily absorbed energy in the form of brain power, labour and materials, and diverted these to non-essentials, to produce affluence where there was already adequacy. We could not at the same time produce many outstanding scientific and technological achievements. Our resources were limited. These were matters of public demand—often stimulated by advertising—rather than of Government decision; and the public would almost certainly choose comforts and amenities rather than scientific achievement.

So we come back, don't we, to our old friend the question

of priorities: welfare, industrial expansion, defence; or defence, industrial expansion, welfare. And it was a Labour M.P., Mr. Desmond Donelly, who had the courage to say that we had got it wrong!

• • •

R.A.N. CADET MIDSHIPMEN TRAINING SHIP TO VISIT NEW ZEALAND

THE Royal Australian Navy cadet midshipmen training ship "Swan" will arrive in New Zealand waters on February 16th and remain there until March 14th.

Included in her ship's company are 26 cadet midshipmen who graduated from the Royal Australian Naval College at Jervis Bay (A.C.T.) last December. Four of them will be cadet midshipmen of the Royal New Zealand Navy.

They are:

Cadet Midshipman R. L. Clough, of Port Chalmers

Cadet Midshipman R. B. Follas, of Palmerston North

Cadet Midshipman P. C. Hicks, of Thames

Cadet Midshipman T. S. Jones of Timaru.

The Minister for the Navy (Senator Gorton) said that the "Swan" would be berthed at Wellington from February 25th until March 2nd during the "Festival of Wellington" celebrations. For part of her visit she would exercise with the Royal New Zealand Navy ocean minesweeper "Stawell" and the anti-submarine frigate "Kaniere".

From February 16th until February 19th she would be in the west coast sounds and Stewart Islands areas with the "Stawell" and would then visit Lyttleton from February 20th until the morning of February 23rd.

Later in the day she would arrive at Marlborough Sounds and leave the next day. She would rendezvous with the "Kaniere" and remain in company with her until March 14th.

At the end of her visit to Wellington she would exercise in the Hauraki Gulf from March 4th until March 6th and would visit Auckland from March 6th until March 9th.

Returning to the Hauraki Gulf on March 9th she would remain there with the "Kaniere" until March 14th, when she would leave on her return to Sydney by way of Norfolk Island and Brisbane.

• • •

R.N. SUBMARINE IN "ON THE BEACH"

THE Royal Navy submarine H.M.S. "Andrew", which will feature in sequences of the film "On the Beach" being made in Victoria by Stanley Kramer Pictures of Hollywood, was in Melbourne for her "shooting" from January 22 to February 4. One of three R.N. submarines based

(Concluded on next page)

FICTION

MONKEY BUSINESS

By COMMANDER WILLIAM DONALD, D.S.C., R.N. (Retd.)
— in "The Navy"

MARY ARKLOW never believed us though both her husband—Micky Arklow—and I swore black and blue a dozen times that what we told her was the truth.

It all started when Micky and I served together as midshipmen on the West Indies station at the end of World War 1; we passed our seamanship exam. more by good luck than good management, and in due course we were ordered to take passage home in an old tinpot cruiser, H.M.S. "Chloe". We joined her one day at the end of November, 1918 in Guayaquil harbour, Ecuador — the North-West coast of South America, to save you looking it up in the atlas.

"Chloe" was due to call in at a few small ports to Panama, thence through the canal, and home via Jamaica and the Bahamas, and to reach Devonport in time for Christmas; this news—in addition to the fact that the war was over—put everyone on board in good spirits. Whilst it would be wrong to say that discipline had entirely disappeared, you could sense a "make and mend" atmosphere as soon as you stepped inboard. The Commander—a hearty, red-faced Irishman—relaxed so far as to allow Micky and me to share a tiny double-berth cabin up top, just abaft the mainmast.

" 'Tis just a dog-kennel for two dogsbodies," he said, but it was a decent gesture on his part.

Whilst at anchor in Guayaquil, the ship was besieged by lighters, canoes, and small craft of all descriptions; some were from the Admiralty collier, which inevitably turned up with grisly regularity just when we thought "coal ship" had been forgotten; some were store lighters, and one of these contained two of the largest, fiercest, and wildest steers I had ever seen. They were prize specimens from some ranch up country, and were destined for Jamaica. The Commander, in a rash moment after an extremely good dinner ashore, had agreed to transport them. A couple of stalls were rigged up on the foredeck, and the Captain of the Foretop duly appointed "Petty Officer Cowboy," acting and unpaid—a rate that he accepted without noticeable enthusiasm.

But meanwhile a brisk business was going on over the side between the ship's company and the canoe-owners; Micky and I had been watching for some time before a curious feature about it all became apparent to both of us; to wit, that no actual money was in evidence. The men inboard were passing down ship's tobacco, old articles of uniform, and many other items of Admiralty property in exchange for monkeys and parrots.

"What the devil's going on?" murmured Micky.

"The usual thing," I said, "Jack on his way home—must have a parrot or monkey to show the family—specially as we're home for Christmas. Heaven help those creatures when we reach Devonport in winter, though."

I got bored with watching after a bit, and retired to our little cabin for a spot of shuteye. I woke a half an hour later to find a couple of faces grinning at me—Micky's and another one, smaller but not dissimilar.

"Meet Juanita," cackled Micky, "isn't she a darling new?"

As he spoke, "the darling" leapt out of his arms, seized my only cake of soap, and ran out on deck; perched on an ammunition locker, she started to tuck in heartily, but the soap clearly was not to her liking for, after one mouthful, she slung it disdainfully over the side. Micky collected his new pet and returned to the cabin. I was rather cross.

"What on earth made you buy that?"

Micky shut one eye, and laid his finger knowingly along his nose.

"Ha! Ha!" was all that he said, and no more. I knew then some skullduggery was

NAUTICAL AFFAIRS — from opposite page

on Sydney on loan to the R.A.N. to provide training facilities for the R.A.N., R.N.Z.N., R.A.A.F., and R.N.Z.A.F., "Andrew" will, in the film, simulate a U.S. nuclear powered submarine, and part of her superstructure was artifically modified to fit her for the role. She was made available to the Stanley Kramer organisation by the Department of the Navy, with the approval of the Admiralty.

afoot. A crafty fellow, Micky.

Leaving the monkey on his bunk, he went out on deck again, shutting me in with it. I pondered morosely on the prospect of this additional member of the cabin all the way to England, and was not impressed with the idea at all. It was quite a sizeable animal, with a greyish-brown coat and a white face, from which two beady black eyes peered out with mischievous delight. The skin of its scalp was very loose, and it wiggled this to and fro in an interrogative manner.

After a short time Micky came in again; I was relieved to see he had no more livestock, only a most attractive red shawl.

"'Tis an Indian bridal gown," he explained, "which the braves present to the girl of their choice."

"I'll give it to Mary Mulligan," he said, with an idiotic simper, "for indeed, she's the most lovely——"

But I had heard all about Mary Mulligan before. A nasty suspicion crossed my mind at that moment.

"What did you give for it?" I asked.

"Twenty dollars," admitted Micky, "a pity I had to pay. I just borrowed it from your wallet there. I didn't want to wake you up."

"Thanks a lot," I said shortly, and went out on deck for a breather. What I saw there made me gasp. The whole ship seemed to have turned into a confounded menagerie; every matelot in sight was cradling a monkey, and amidships—in which under normal conditions fresh vegetables were stowed—two huge wire cages were full of parrots.

"Doesn't the Commander object to all this?" I asked one of the ship's officers. He just smiled wanly.

"He's a great nature-lover is the Commander—he likes to see the boys with their pets. Breaks the monotony, he says; it's always the same on this coast."

The stock was added to at each port of call; we passed through the Canal, and duly approached Jamaica. By this time I was thoroughly fed up with Juanita as a cabin messmate. She had misbehaved in every way imaginable short of becoming a mother.

"And I wouldn't put that past her before we reach home," I said bitterly, the evening before we reached Jamaica.

"Ah, take it easy now," was Micky's reply, "shure, isn't she just the great big happy girl?"

"Why can't you put her in the cage with all the others?" I asked. I had noticed that, just before dark, all the monkeys had been shut up in one of the big cages amidships, and all the parrots moved into the other one.

"'Twould be cruelty to put such a well-behaved creature with all those larrikins," replied Micky.

We had a great celebration in the ward room that night. News had just reached us of the German Fleet's surrender in the Forth, it was the Commander's birthday, and "Saturday Night at Sea" as well. Being the youngest member present, Micky was called upon to propose the toast of "Sweethearts and Wives," and right well he did so, being full both of the Irish blarney and some fine vintage port. It was well after midnight before we both headed for the sack.

I woke about dawn; that is to say I opened my starboard eye, then shut it quickly. Dancing about on deck outside was Micky's Indian gown; it made a pretty sight, matching in colour the red sky beyond. Then of course, I realized it was Juanita, all rigged up for a fancy dress party.

Hastily I shook Micky and pointed out the apparition. He gave a groan, but leapt from his bunk with commendable speed to rescue the gown before it was torn to ribbons. I followed him out of the cabin, but Juanita was too quick for both of us. With a twinkle in her eye, she leapt nimbly down on to the upper deck amidships. There the sight that met our eyes was unbelievable. There were monkeys everywhere, there were parrots everywhere; in the grey light of dawn, with a now peace-time routine watch on deck huddled forward under cover drinking cocoa, they had not been noticed. Micky and I were the first to catch sight of this seething mob.

Even if we two had not done so, the parrots would have sounded the alarm for us. Hunched in long rows like farmyard fowls on every rail, shroud and aerial, they had held their tongues in the darkness; but now, as the sun rose over the horizon, they greeted it, as was their wont amidst forest freedom, with a succession of screeches that made any bugle call sound like the lisp of a maiden's prayer.

The monkeys had obviously been hard at work for some time. Some bales of tropical clothing, stacked on the upper deck for landing in port, had been ripped open, and the contents flung far and wide. Some were indulging in tugs-of-war with tunics; others, enveloped in white drill, wrestled and fought like demons; one monkey had found a stack of tropical helmets and was hurling them, discus fashion, over the side. From the wardroom galley, the crash of crockery indicated considerable activity.

Just below us, one animal perched on the guard-rail examining with care a set of dentures; the pyjama-clad owner emerged from his cabin in time to see them disappear for ever below the waves. The Gunnery Officer, under the impression that he had heard "Action Stations" sounded off, raced up from below, pulling on his uniform and shouting: "Where is the enemy?" A potato whizzing out of the galley scuttle caught him between the eyes, and convinced him even more firmly that another war had started.

The Navigator, staggering aft in amazement from the chart-house, turned round to see his precious charts, torn into small pieces, sailing merrily away to leeward. The Captain, emerging in fury from his sea-cabin, was nearly brained by a coffee-cup that shattered into atoms against the bulkhead. The extraordinary part about it all was that the monkeys themselves were so silent and moved so quickly, that for a while everyone wondered whether they had actually seen one or merely imagined that they had.

Juanita was the star turn of all this bedlam. Nipping up the funnel stays, she swung out along the siren lanyard. Her weight was just enough to pull it sufficiently to sound it; and so, to the accompaniment of a continuous ear-shattering blast, she "let off steam" on her own account. Still clad in the red gown, she gave a display of acrobatics that could not have been bettered. She did a tight-rope walk, she performed handstands, she curled her tail round the lanyard and swung to and fro, just infuriatingly out of reach of the Captain, now himself gibbering with rage.

By now, practically the whole ship's company was on the deck. Officers and men in all states of dress and undress, milled around chasing monkeys and parrots alike. From our vantage point aloft, Micky and I had a grandstand view.

NOT MONKEY BUSINESS! . . . .

but a Navy frogman practising for a high speed display in a "jump and pick up" exercise in Sydney recently.

and we were both quite hysterical. In due course I jumped down to join in the fun. I was all right, I had nothing to lose—at least so I thought. What I nearly did lose was my life.

Some of the monkeys had made their way forward, and were scampering up and down the backs of the two prize steers; maddened with fright, the two animals broke loose from their stalls and charged aft down the port passage. There was I standing right in their path, but luckily just opposite the hatch to the forward boiler-room. I yanked it open and leapt into the lift just as it reached the top with the Engineer-Commander in it.

"Mind what you're doing, boy," he shouted angrily, as I crashed into him, "what on earth's going on?"

"Bulls, sir," I gasped. He shot me an angry glance, and stepped outside, but within one second he was back in the lift again. We both stayed there till eventually order was restored; the steers were safely secured, and even most of the monkeys recaptured. Several, however, had misjudged their acrobatic ability and gone overboard, two had been shot

after hours of futile effort at capture, and all the parrots on sighting the coast flew happily away to enjoy their new-found freedom. Juanita returned quietly to our cabin.

I learnt afterwards from Micky that a highly organised scheme was afoot; on a previous visit to Jamaica, a local dealer had agreed—via the Master-at-Arms—to purchase the entire stock on arrival, the profits to be shared equally amongst all those who had tended the pets on the passage. But some malcontent, who bore the M.A.A. a grudge of sorts, opened the two cages on the last night with some idea of getting his own back.

Juanita duly went ashore with the others at Jamaica. Though Micky was quite sorry to see her go, I was not, since her departure enabled me to get my money back.

"When I give Mary the gown," mused Micky, as we made our way up the Hamoaze, "I'd best not say anything about the monkey having worn it. Not that I think Juanita ever had any——"

"—quite, quite," I said, "never once did I see her scratching. But women are funny that way, always imagining things."

As it happened I was present that Christmas at the little party when the pair of them announced their engagement, after which Micky produced the bridal gown. He made a long speech before presenting it to Mary, bringing in all the "Indian-brave-to-his - squaw" baumbo-jumbo; I was glad that he toned down some of the more purple bits, even if he added a few ideas of his own, as only Irishmen can, for good measure. After supper, Mary went upstairs and changed

(Concluded on opposite page)

FACE LIFT FOR A LADY . . .

"The liner she's a lady," and needs a little cosmetic treatment after an ocean passage. Here "Iberia" is being painted after arriving from Britain recently.

For Sea Cadets

MANAGEMENT OF POWER BOATS

Part I — by W. G. NUTLAND

— from "Sea Cadet"

ONE *of the most satisfying* and exhilarating experiences in the life of a young seaman occurs when, for the first time, he is detailed for duty as motor boat's cox'n. At this moment cares are easily pushed aside, and the sensation of feeling that you are about to assume command of a vessel, however modest, is well worthwhile. Also the fact that a certain seaman has been selected for this important duty shows that the First-Lieutenant has confidence in his good sense and ability. Of course, this confidence has to be justified, and the surest way of doing it is to handle the boat efficiently.

The cox'n of a motor boat is *in much the same position as* the captain of a ship. When he takes the boat away, her safety is entirely in his hands. The principles of seamanship exercised by a ship's captain apply equally to small power boats. In addition, captains of the Royal Navy expect, and demand, that their boats are handled correctly and smartly.

Before proficiency as a cox'n can be achieved, there are certain basic points that must be clearly understood and remembered. They are simple, and perhaps obvious, but simplicity does not detract from their importance. In the first place, all vessels driven by *mechanical means*, whether it is the "Vanguard" or a motor dinghy, have certain things in common. They have engines supplying the motive power. This is transmitted through the propeller shaft to the propeller which gives thrust through the water to bring motion.

Speed through the water is regulated by the engine speed, termed revolutions per minute (r.p.m.) and, of course, there are no brakes. When it is required to stop the boat, engines must be throttled down to reduce way, and the boat finally brought to a standstill by driving astern. Needless to say, this calls for keen judg-

'MONKEY BUSINESS" — from page 20

into the gown before the company started dancing, and a pretty picture she made in it, too.

She was taking a turn with her brother while I was standing by the fireplace with Micky. I just happened to say to him—"Mary looks much prettier in it than Juanita did"—when at that precise moment the music stopped, and my voice rang round the room like a Tannoy broadcast in dead silence.

"So I've just been given another girl's throw-off, have I?" said Mary, eyes flashing, for she was a quick-tempered girl. "What kind of monkey business is this, might I ask?"

Well, I looked at Micky and he looked at me, and between us we told her the story I've told you; and though she said she didn't believe us, she added shortly afterwards that it felt itchy anyhow, and she didn't want to wear it again. Women are funny that way, always imagining things.

ment, and a knowledge of the craft being handled.

Direction is given through the rudder, which operates upon the stern. The important feature about this is to remember that, when steering, the stern is swung off the fore-and-aft line. When a land vehicle, such as a motor car, is being steered, the front wheels are turned and in effect lead the vehicle into its new direction. This principle does not apply with water craft. The influence of the rudder is to swing the stern, and the hull actually pivots on a point at approximately one-third of the boat's length, measuring from the bows. (The pivot point is not invariable, and does change from type to type, but one-third of the length, measured from the bows, is a fair average). It is important to have this point in mind, particularly when operating in a confined space. On these occasions, attention may easily become concentrated on the bows and result in the more immediate danger from a swinging stern being overlooked.

Although it is impossible to lay down any definite rules for the handling of power boats, it is found in practice that boats of a similar type almost invariably behave in much the same way. That is to say they have the same characteristics, in some instances, of course, more pronounced than in others, but always noticeable. If, for example, a certain type of boat is found sluggish in answering her rudder, it is almost certain that all boats of that type will follow the trend. This is a useful point to remember, because it enables a seaman to draw upon experience already gained.

Fortunately, it is possible to divide power boats into two main types. In the first category are "round bilge" boats. These are good, sound and solid craft with a cutter- or whaler-type hull. They are very safe and sea-worthy, capable of carrying substantial loads, rather slow in moving around, and may be regarded as practical general purpose boats.

The other type are the "hard chine" boats. Now, the construction of this type is very different from those mentioned above. The bows are finely tapered and the hull is moulded gracefully away to an almost flat bottom. She is designed for speed, and intended to plane along the water's surface. This means that as speed is gathered the bows lift and the stern settles, giving more bite to her propeller, and greater power to the rudder. Under these conditions she is finely balanced, very sensitive, and must be handled delicately.

However, below planing speed hard chine boats are inclined to be sluggish. They are intended to travel quickly and consequently are perfectly trimmed when doing so. At slow speeds the bows are deep in the water, often drawing more forward than aft, with the result that the steering is bound to be heavy and slow. When the rudder is moved, the boat follows the line of least resistance, and the stern is inclined to swing considerably off the fore-and-aft line, with the pivot point moving to very near her stern.

Another important feature to be considered in the management of power boats is the number and influence of propellers. Both round bilge or hard chine boats may be either single screw or twin screw. The determining factor usually being the size of the craft. However, on all boats the action of the propellers, particularly at slow speeds, is significant, and the handling technique must be adjusted according to the circumstances.

PROPELLERS, as we already understand, are the means of providing thrust to move the boat through the water. Unfortunately for the cox'n, this thrust does not always move the boat directly along the fore-and-aft line, and the influence that turning propellers have upon all types of power boats must neither be overlooked nor underestimated. This does not necessarily mean that every cox'n has to understand a technical explanation of why propellers effect the boat. However, he should know *what to expect, particularly in* confined areas, and also how to retain control under all circumstances.

In considering propeller action, it may be of assistance if boats are first of all divided into two main classes:

1. The smaller types of craft having a single propeller.
2. Larger, or more powerful, boats with twin propellers.

To understand clearly what effect propeller action is likely to have, let us now imagine a small boat in the first of the two classes mentioned. She is lying stationary in dead water, and about to go ahead. Immediately the propeller starts to turn, the thrust upon the boat commences, but before the resistance of the water can be completely overcome and so allow the boat to gather headway, the rotation of the propeller drags the stern sideways. In fact, the first movement, when getting under way, is invariably a swing of the stern in the direction which the propeller is rotating. The inexperienced cox'n may at first find this side movement a little disturbing. Yet very soon, as practice is gained, he becomes prepared and quickly learns to counter it.

The direction in which the propeller rotates is, of course, the important point to remember. Usually rotation on a single screw boat, going ahead, is clockwise. (Port to Starboard). Therefore, as the propeller turns to thrust ahead, the stern swings in the direction of rotation, which is to starboard.

Now, if we try to imagine what is happening under the water, it is fairly simple to see how side swing can be countered, or reduced to a minimum. As the propeller begins to turn, it acts in exactly the same way as if on a solid surface. In fact, if we can depart for a moment from the nautical and adopt the romantic, it may be compared with a three-legged creature walking along the seabed — because that is really what it does, it "walks" the stern through the water. Quite obviously, the faster the propeller rotates, the stronger and more rapid the "walk" becomes. Therefore, one of the first tasks for the cox'n is to ensure that R.P.M. are kept as low as possible when getting under way.

The next step is correct use of the rudder. A boat is given direction through the rudder swinging the stern off the fore-and-aft line. The hull pivots on a point about one-third of the boat's length, measured from the bow. If the wheel is turned to port, the rudder turns to port and the boat's head sets in this direction. However, the direction is given by the stern swinging to starboard. So if a single propeller, rotating clockwise, drags the stern to starboard, it has to be countered by setting the rudder for a swing the opposite way, which, of course, is to port. This point must be understood, and emphasis laid on the fact that we are dealing entirely with the STERN, not with the direction of the bow. Therefore, with a propeller dragging the stern to starboard, the rudder must be set to starboard, where its influence tends to guide the STERN to port, thus countering the affect of the propeller.

When the boat is going astern, the propeller turns in the opposite direction, and the stern swings to port. Unfortunately for the cox'n, there is little he can do to prevent this. The rudder's influence is seldom strong enough under these conditions to check the side swing, but assists most when it is kept to starboard.

In these circumstances a cox'n should try to avoid going astern when he has nothing to spart on the port side. When the boat has to be turned, good use may be made of this apparent weakness. The stern can be swung very ·dly to port by using port rudder, and increasing engine revolutions. It is inadvisable to attempt making any distance to starboard, on a single screw boat, whilst going astern.

The procedure for handling boats with twin propellers is generally easier than for craft with a single screw. It is usually found that boats of this type, when going ahead, have both propellers turning outboard. That is to say, the starboard one turns clockwise and the one on the port side anti-clockwise. In practice, of course, this means that when both propellers are driving ahead at the same speed, any side swing on the stern induced by one is immediately countered by the drag from the other.

It is also well to remember that the power of side movement on the stern can be doubled on a boat having twin propellers, as compared with a boat having one. The additional swing, which can be used to advantage, may be gained by going ahead on one propeller, and astern on the other. If, for example, the cox'n wishes to swing his stern to starboard with the minimum of headway, he may go ahead on starboard, and astern on port. Under these conditions both propellers are rotating in the same direction and combining to produce side movement on the stern, which can be further incresaed by setting the rudder to port. If it is needed to swing the stern the

(Concluded on page 24)

THE NELSON BI-CENTENARY

TRAFALGAR DAY SPEECH BY THE SECOND SEA LORD PAYS TRIBUTE

The following is the speech given by The Second Sea Lord, Vice-Admiral D. E. Holland-Martin, C.B., D.S.O., D.S.C., in Trafalgar Square on Trafalgar Day during the Navy League annual ceremony.*

TWO hundred years ago Horatio Nelson was born. Forty-seven years later, on 21st October, 1805, Viscount Nelson died at 4.30 in the afternoon and the sun set through the drifting smoky aftermath of the Battle of Trafalgar.

He had rendered great service to this country. An empty sleeve, a patch over one eye and a breastful of stars and medals were visible signs of this, as that morning the little Admiral paced the deck of his flagship, the "Victory," while she bore him and her company — eager, tensed but confident — into battle.

War of the more recent past and still more of the future has become such a thing of beastliness and prospect of horror that some have come to decry our military heroes and to decompose their actions. This is silly, for a brave man who is master of his profession and his nerves, who by example and personal magnetism can inspire others in the face of death is a sight for the gods of all ages and creeds, let alone mere mortals.

Said Nelson at the Battle of Copenhagen:

"It is warm work and this may be the last to any of us at any moment. But mark you I would not be elsewhere for thousands."

These words may have a purplish tinge, but a little infectious swagger and bravado are no bad things where death lurks. Besides, he meant what he said.

We live in an island, even if we also live in an era in which man thrusts his expansive, explosive and expensive way towards the moon. The sea remains our approach, bulwark, and lifeline. No atomics, no rockets, no moonshine should deflect the Englishman's love and respect for the sea. It has been for us the scene of great triumphs and vital dangers. We have become accustomed to claim it as our own.

Ever changing yet changeless, the sea in storm and calm is a wondrous background for heroics. Yet in its unmanageable vastness it never allows man to get himself out of perspective. Nelson had some very human failings, but he had faith and a genuine belief in God: men of the sea nearly always do.

"They that go down to the sea in ships and occupy their business in great waters, these men see the works of the Lord and His wonders in the deep." Great words, but true.

We are here today to commemorate the Battle of Trafalgar that won us undisputed mastery of the seas, which in turn led to nearly 100 years of peace. "Pax Britannia" compares not unfavourably with the record of the League of Nations and the doings hitherto of the United Nations.

We are miserable, petty folk who are unworthy of our island's heritage and heroes if we close our proper pride to the pomp and circumstance of the greatest sailor's greatest and final victory.

Let us also this day, which falls in the bicentenary of his birth, honour Lord Nelson who left the Royal Navy a tradition of professional competence, of bold initiative, of sympathetic leadership, of seafaring stamina and if need be of zestful sea-fighting that have inspired us sailors ever since.

But tradition is not stagnation. One of Nelson's great qualities was his progressive outlook — his ability to sift outworn from worthwhile custom, his appreciation of the potential of new ideas and methods. The Royal Navy of today in this period of development and change realises that this quality of forward looking is part of the Nelson tradition.

Let us pay tribute to his Immortal Memory.

MANAGEMENT OF POWER BOATS — from page 23

opposite way, the method is, of course, reversed.

Although it is a fact that the stern of a boat will swing through the action of her propeller, the young seaman need have no fear regarding his ability to overcome this. Once the lesson has been learned, and the cause understood, the solution is simple and with little experience becomes automatic. Difficulties only arise when a boat is getting under way or coming to rest. At speeds allowing steerage way, the propellers' power to swing the stern sideways is overcome by the increased power of the rudder. Also it is reassuring to know that propeller drag, which may at times be disturbing, can, as will be explained later, often be used to the cox'n's advantage.

HORATIO NELSON — GREATEST ADMIRAL

Born September 29, 1758, the sixth child of Edmund Nelson, rector of Burnham Thorpe, Norfolk, he entered the Navy in 1770, and was Captain nine years later. Rear-admiral in 1797. His career ended at its height in the Victory of Trafalgar, October 21, 1805, when he was 47 years old.

"TRINITAS IN UNITATE"

The Story of "The Guild, Fraternity, or Brotherhood of the Most Glorious and Undivided Trinity"

By "TAFFRAIL"
— in "The Navy"

TRINITAS IN UNITATE — the motto of the Corporation of Trinity House which appears on the scroll under its armorial bearings granted by Queen Elizabeth I in the year 1573.

Most people have heard of Trinity House, though comparatively few realise the work of national importance carried out from its headquarters on Tower Hill overlooking Trinity Square, the Merchant Navy War Memorial, and the battlements of the Tower of London itself. Nor is it generally realised that Trinity House, or, to give it its full title, "The Guild, Fraternity, or Brotherhood of the Most Glorious and Undivided Trinity, and of St. Clement in the Parish of Deptford Strond," otherwise Deptford Strand, or foreshore, is the oldest guild of mariners in Great Britain, if not in the world, and was, in fact, the cradle of the Royal Navy.

Most of its earlier records were destroyed by fire in 1714; but the Brotherhood originated in the twelfth century when a society of "Godly disposed men" was founded by Stephen Langton, Archbishop of Canterbury, "in the love of our Lord Christ, in the name of the Master and Fellows of Trinity Guild," to check the systematic wrecking and pillage of ships on the coast of England, to succour the shipwrecked, and to provide and to light proper sea-marks and beacons for the safe guidance of mariners. A fraternity of seamen with lands and almshouses existed at Deptford, a rendezvous for shipping, long before Trinity House was granted its first charter of incorporation by Henry VIII in 1514.

The Corporation is still the principal pilotage authority in the United Kingdom, and has the responsibility of maintaining some 50 manned and 40 unmanned lighthouses, with 35 light vessels, on and off about 2,400 miles of coast in England, Wales and the Channel Islands. Over and above this it has some 50 navigational beacons and more than 600 buoys, about 250 of which are lighted.

The work of Trinity House has aluways kept it in close touch with the Royal Navy, particularly with the Hydrographic Department at the Admiralty. Its direct association with the Navy ceased during the Stuart period, when men-of-war had become a class apart from merchantmen. Previous to then the Corporation was directly responsible for the Royal Dockyard at Deptford; designing and building the King's ships; arming, equipping, manning and provisioning many of the fleets that left England. Neither a gun nor a round of ammunition could be embarked without a Trinity House certificate.

His Royal Highness the Duke of Gloucester has been the Master since 1942, and a limited number of eminent personages are honorary Elder Brethren. The board of management which supervises the work from the headquarters on Tower Hill consists of the Deputy Master, now Captain Sir Gerald Curteis, K.C.V.O., R.N., and Nine Elder Brethren, all seamen of ripe experience and ex-masters of the Merchant Navy. They are chosen as vacancies occur from the 300 Younger Brethren on the register, who themselves have been elected by the Elder Brethren and must hold the rank of master in the Merchant Navy, or lieutenant-commander in the Royal Navy. Beyond being empowered to vote each Trinity Monday at the election of the Master and Wardens for the ensuing year, the Younger Brethren have no voice in the management. The Corporation still maintains almshouses for aged seamen and dispenses charities.

By ancient privilege the Elder Brethren, in the Trinity Yacht "Patricia," still act as Royal Pilots by preceding the Royal Yacht "Britannia" when Her Majesty is afloat in pilotage waters. The Corporation has its special ensign and burgee, though when ships are "dressed" with flags on special occasions, Trinity House Vessels have the right of flying the Royal Navy's White Ensign at the fore.

Apart from the pilot cutters, there is a fleet of nine lighthouse tenders; stout, weatherly vessels of between 500 and 2,000 tons, all fitted with radar, radio-telephony, direction-finding apparatus, echo sounding gear, and the most modern navigational equipment. They have cable-lifting machinery, bow ramps and rollers for dealing with the heavy moorings of lightships; derricks and winches for handling weighty buoys; gear for towing lightships to and from their stations.

The coast is divided into six districts with depots at Great Yarmouth, Harwich, Cowes, Penzance, Swansea and Holyhead, each in charge of a Superintendent, the ex-captain of one of the Trinity House Vessels. Because of the many buoys and sea-marks, and the constantly shifting sandbanks in the complicated estuary of the Thames, four tenders, including the "Patricia," are based on Harwich, and one at each of the other ports. The "Patricia," however, spends much of her time taking the Elder Brethren round the coast on their periodical visits of inspection.

The tenders are at sea in their districts every week. Food, coal and water, paint and oil, with other miscellaneous stores, have to be taken to isolated rock lighthouses and lightships and their men regularly relieved. There are normally three men in the rock lights, working two months on and one off, with seven in lightships, where the master serves a month afloat and a month ashore, and the crew a month on and a fortnight off.

The regular relief and supply is of the greatest importance, and is done by boat from the tender. Even in moderate weather, which shoregoing people would consider fairly rough, the work in a heavily laden motorboat plunging up and down in a swell alongside a lightship, or the seaweed-covered steps of a rock lighthouse, calls for agility and is not without danger. Lifebelts are compulsory. In bad weather, with a breaking sea running high, reliefs have sometimes to be delayed. But Trinity House men are superb boatmen and seamen, and have to be. Both in the tenders and the boats it is an education to watch them at work.

The lives of the men in the lighthouses and lightships, though lonely and restricted, might seem fairly easy. They have their radio-telephony with the shore, can listen to the B.B.C. programmes, and no doubt have their personal hobbies. All the same, they have their regular watches, and there is much to be done in maintaining the lights and all their complicated machinery, with the fog signals and all else, in efficient working order. Moreover, in stormy weather, living in a wildly pitching lightship, or a rock lighthouse

(Concluded on page 28)

NEW ENTRIES TO RAN APPRENTICE TRAINING ESTABLISHMENT

Eighteen boys from New South Wales, 13 from Queensland, seven each from Western Australia and South Australia; three from Victoria and two from Tasmania made up the 50 selected from all States to enter the Apprenticeship Training Establishment at Quaker's Hill, near Parramatta (N.S.W.) on January 4th, 1959, to begin their training on the following day.

The Minister for the Navy (Senator Gorton) said recently that the 50 boys had been selected by the Australian Commonwealth Naval Board on the recommendation of a committee presided over by the captain of the training establishment (Captain B. W. Mussared, R.A.N.).

The boys chosen from New South Wales were: CORLESS, Stuart Henry, 98 Wade Avenue, Leeton, Leeton High School; CARPENTER, Noel, 33 Connaghan Avenue, East Corrimal, N.S.W., Corrimal High School; WILLIAMS, Clarence Thomas, Fingal, Tweed River, Murwillumbah High School; PIERSON, Robert Norton, 9 Second Street, Narrabundah, A.C.T., Canberra High School; MARSHALL, Frank Alfred, cnr. Hay and Wheeler Streets, South Dubbo, Penrith High School; WALTER, Mervin Richard, 143 Wellington Road, Sefton, Homebush Boys' High School; TWISS, David William, 3 Pallamana Parade, Beverly Hills, St. Patrick's, Strathfield; TOTMAN, Eric Roy, 207 Derby Street, Penrith, Penrith High School; TOLLEY, James Alfred, 149 Cox Avenue, Penrith, Penrith High School; PARR, Philip, 95 Tasman Street, Kurnell, Boys' Secondary School, Jannali; NUSS, Graham Clifford, 223 Ben Boyd Road, Cremorne, North Sydney Technical High School; BROOKES, William Reid, 137 Addison Road, Marrickville, Enmore High School; BAKER, Ronald Paul, 58 Aldridge Avenue, East Corrimal, Wollongong Secondary Technical School; WOOD, Brian Francis, 6 Richard Street, Umina, N.S.W., Woy Woy Central School; GALE Phillip John, 14 Collins Street, Kiama, Kiama High School; BAKER, Warren John, 4 Kerrs Road, Castle Hill, Carlingford District Rural School; JEANES, Frank Carr, 30 Spencer Street, Rose Bay, Randwick Boys' High; CURRAY, Warren Geoffrey, "Claremont," Craboon Dunedoo Central School.

The boys chosen from Queensland were: HOLME, Robert, 45 Gynther Avenue, Brighton, State High School, Banyo; BELLINGHAM, Kerry James, 2 Gray Street, Red Hill, W.1., Industrial High School, Brisbane; ALLAN, Douglas Wayne, 45 Herbert Street, Murarrie, Brisbane, Balmoral State High School; SIMMONDS, Francis Jordan, Ford Road, Rockedale, Brisbane, State High School, Cavendish Road, Brisbane; GARDNER, John Edward, 11 Padley Street, Wavell Heights, Brisbane, Banyo State High School; O'LOUGHLIN, Peter Anthony, 66 Manchester Terrace, Indooroopilly, Brisbane Boys' College, Toowong; COLLINS, William Robert, 30 Lytton Road, Bulimba, Brisbane, Brisbane State High School; CHIPPENDALL, Robert Kellett, 9 Garrick Street, Gympie, Gympie State High School; SCHULER, Darryl Marshall, 98 Macalister Street, Murgon, Murgon High School; INALL, Brian Albert, Kenilworth, via Eumundi, Nambour State High School; SULLIVAN, John Leslie, 26 Connor Street, Koongal, Rockhampton, North Rockhampton High School; MANN, Leonard George, 38 Dunmore Street, Toowoomba, Toowoomba State High School; WITT, Edgar Gordon, Bouldercombe, via Rockhampton, Mount Morgan High School.

The boys chosen for Western Australia were: SANDERS, Robert Edgar, 95 Dalkeith Road, Nedlands, Hale School, Perth; RAMSAY, Donald Maxwell, 177 Scarborough Beach Road, Scarborough, Perth Boys' High School; FOGO, Geoffrey Robert, 21 Walter Road, Bassendean, W.A., Midland High School; TWELLS, Eric William Mawson, W.A., Quairading Junior High School; FRASER, Barrie, 24 Rhodes Street, Kalgoorlie, Eastern Goldfields High School, Kalgoorlie; BERRY, Robert John, 5 Hutton Street, Collie, W.A., Collie High School; RIDGWAY, John Fredrick, Bryn Maul, Picton Junction, Bunbury High School.

The boys chosen from South Australia were: AMOS, Lionel Leslie, Bulls Creek, S.A., Mount Barker High School; CALVERT, John Sydney, 89 Bridges Street, Peterborough, Peterborough High School; WILLSON, James Francis, 52 Queen Street, Solomontown, St. Marks High School; MACKAY, Paul Andrew, "Sully", Seaview Road, Victor Harbour, Victor Harbour High School; ROBINS, Dean William, 4 Fergusson Crescent, Prospect, Enfield High School; HINRICHSEN, John Graeme, 3 Albany Crescent, Oaklands, Goodwood Technical High School; WOOLLARD, Ian Henderson, 121 East Avenue, Allanby Gardens, Thebarton Technical School.

The boys chosen from Victoria were: JOYCEY, Grenville James, 63 Venice Street, Mentone, Mentone Grammar School; MURPHY, John Winston, Meadowbank, Mortlake, Terang High School; HUGGINS, David William, 40 Alfred Street, Maffra, Sale Technical School.

The boys chosen from Tasmania were: BAYNE, Alexander David, 5 Swan Street, North Hobart, The Hutchins School; RYNDERS, Harley John, 19 Olive Street, Burnie, Burnie High School.

Senator Gorton said that 50 more boys would enter the establishment every six months. After expert instruction for five years they would become the Navy's skilled artificers and shipwrights in a rate equivalent to that of petty officer.

The training scheme, which would provide artificers and shipwrights, had been highly commended by leading trade union officials and the New South Wales Apprenticeship Commission. Besides opening the way for boys to enter upon interesting and well-paid careers in which they would enjoy many privileges, the establishment provided the best engineering training of its kind in the Commonwealth.

"TRINITAS IN UNITATE" — from page 27

with the foaming seas washing halfway up the tower, must be trying indeed.

In all, there are about 30 different types of buoys weighing between 5 cwts. and 9½ tons which have to be attended to. Except for the largest, which are painted annually on their stations and brought in to their depots every thr yeears, buoys are changed each 12 months and the old ones taken to their depots for refitting. Some are fitted with bells, others with whistles actuated by the movement of the sea. The lighted buoys carry acetylene gas in cylinders as an illuminant, and have an ingenious device which causes the main jets in the lanterns to light up at the prescribed intervals, thus producing the winking effect familiar to seamen. Examined fairly frequently, the larger buoys carry sufficient gas for 12 months.

Improvements in lighting, fog signalling, radio - direc - tional beacons and the like are constantly being tried out by Trinity House. People are apt to accept all these aids to navigation as a matter of course, accustomed to seeing every important headland with its lighthouse; each hidden sandbank, shoal or rock clearly marked with its lightships, buoys or beacons. Most of us give little heed to the careful organisation which provides all these navigational safeguards, or to those who have the day-to-day task of maintenance.

Yet even in these days of radar, echo-sounding and other modern inventions, shipwrecks still occur. Without Trinity House, and the constant work and watchfulness of its nine ships and its fine body of seamen and lightkeepers, the essential sea traffic round our coasts could not proceed in safety.

THE MILITARY THREAT OF THE SOVIET UNION

"The Soviet Navy." Edited by M. G. Saunders. (Weidenfeld and Nicolson, 36s.).

THERE is no need to convince readers of "The Navy" of the importance of sea power and the grave threat to the West posed by the Soviet Navy. This book should, however, prove salutary reading to those armchair (and other) strategists, who tend to assess the Soviet military threat solely in terms of massive land and air armies or weapons of total destruction. It not only spells out the implications of 500 enemy submarines (a figure so frequently mentioned but so unclearly understood), but also presents a full and balanced picture of their Navy and the background against which it must be assessed.

After a general introduction, the history of the Russian Navy is analysed with emphasis on the two World Wars and the Revolution. Following this essential background information, the remaining three-quarters of the book describes in detail the Soviet Navy as it is today, and discusses the strategical implications. Eighteen contributors from 11 different countries have written articles; Commander Saunders has been skilful both in his choice of authors and the scope of subjects, which include the Russians as Naval Opponents and Allies and also as Neighbours.

The quality of articles is evenly high, and although there is a slight tendency to

be dogmatic where reliable information must of necessity be sparse, there is nothing which can be seriously disputed or which affects the main argument. Most contributors stray from their subjects to discuss the broader aspects, but these several personal and frequently divergent opinions are of value, particularly when trying to assess the quality of Russian personnel and interpret their Naval Policy.

To those with some knowledge of the Soviet Navy those articles discussing the long term strategical concepts must be the most provocative, and whilst sombre in their implications, are well argued and convincing. "The free world has many other problems than holding the sea. Success there cannot assure liberty. Yet failure there assures the failure of liberty . . . . "

— M. M.

• • •

UNDERGROUND WONDERS

"The World of Caves." By Anton Lübke. (Weidenfeld and Nicolson, 30s.).

The speleologists, who revel in the discovery of caves, have borne witness to the life of past ages through the fossil remains of animals and plants; they have also made known to us the gripping tale of the use made of the caves as dwelling-places or as the scenes of magical rites before the dawn of history. The author of this book, well translated from the German by Michael Bullock, has himself explored a great number of caves and has evidently much enjoyed this adventurous, exciting and dangerous sport. Caves exist all over the world, for instance, those in South Africa embellished with paintings by the Bushmen. In Europe among the most remarkable are the sandstone caves of Valkenburg, not formed by nature but dug by the hand of man over a period of thousands of years. One of the most perfect of all the dripstone formations is in the Palm Court in Dechen's Cave in Sauerland, a stalagmite ten feet tall and a foot thick, for which the British Museum once offered £30,000 in vain. Many people suffering from asthma have experienced great relief in the atmospheric conditions of the celebrated Klutert cave. Many of the caves have streams flowing through them — there is one in Slovakia, not mentioned by Mr. Lübke, in which a composer sat for an hour of two in darkness, his purpose being to reproduce in a musical composition the various sounds of the waters.

— H. B.

• • •

ROYAL DUTIES

"The Work of the Queen." By Dermot Morrah. (Kimber, 21s.).

THE Arundel Herald Extraordinary is well known for his writings on the work of the Monarchy in modern times, and in his latest book he has set out to achieve what many have tried to do before him — and have only partially succeeded. Mr. Dermot Morrah has triumphed over all the pitfalls which ensnare all but the expert.

This book is a completely factual account of the day-to-day work of Her Majesty the Queen. It is refreshing to note the absence of what is so offensive to many of her subjects — those supposedly intimate glimpses of Her Majesty's private life. The only personal opinions which the author has given concern the ritual of the Coronation and some speculation concerning the course of action the Queen might take under given constitutional circumstances. These comments are a fascinating side of this book and it is perhaps regrettable that the author has not given himself more latitude in this respect.

This book impresses the reader above all with the extraordinary variety of duties which Her Majesty is called upon to perform, from Ceremonial State Visits to informal luncheons; and, perhaps most important, with the absolutely unrivalled knowledge of Great Britain, the Commonwealth and Empire to which the Queen has access. Yet surely this must

be so. Who else can look forward to a life-time of being consulted in all great matters of State. It follows that there is and can be no other similarly equipped to advise from such a depth of wisdom and knowledge.

This is a fine book which is thoroughly recommended.

— A. R. C. R.

• • •

A JOURNEY ACROSS ANTARCTICA

"The Crossing of Antarctica." By Sir Vivian Fuchs and Sir Edmund Hillary. (Cassell, 30s.).

THE vast endeavour of Sir Vivian Fuchs's great trek across Antarctica, and the help he received in the later stages from the New Zealand party under Sir Edmund Hillary, deserves a great book. It was a journey which caught the imagination of the world and which received the well-deserved applause of the nations. It is a sadness, therefore, to have to record that the book does not measure up to the occasion. It bears evidence of too much haste in its preparation; it also reveals the fact that neither Sir Vivian Fuchs nor Sir Edmund Hillary have much facility with the pen. Their book abounds in trite remarks, all more or less obvious, and the reader is left with a feeling of frustration and emptiness as he plods on through the pedestrian account.

There was so much that could have been said, so much worth saying, about this tremendous journey that one's disappointment is all the more intense that the chance has been lost. Only the illustrations are left to produce a gasp of wonder and to bring the feeling of exaltation which the narrative should have produced. They are indeed superb, and of wonderful beauty, but alone they cannot carry the whole burden. How one wishes that the organizers of this great expedition could have found a spare corner in which to carry a worthy historian. It would probably have paid them a handsome dividend.

— P. K. K.

• • •

DO IT YOURSELF

"Building Your Own Boat." By Graham Bell. (Methuen, 16s.).

THE aim of this book is to help beginners who, spurred on by the urge to go afloat but held back by their purse strings, feel impelled to build their own boats.

Many people find that the first problem, and in many ways the most difficult one, is to decide what type of boat to

attempt. For them the chapters on "Methods of Construction;" on "Design," in which brief general descriptions, with notes on design and construction details, are given for some 25 boats; and on "Choosing Your Boat," will be a real boon.

The chapters on "Tools, Stages of Construction, Finishes and Fittings" are filled with strictly practical advice which is phrased, illustrated and set out in sequence, so as to be of the greatest value to the novice building his first boat. But even quite experienced amateur boat builders will find much that is of use to them. One reader, at least, who has built boats but cannot claim to be experienced, wishes that Mr. Bell had written his book 10 years earlier.

—J. J. S. Y.

SUBMARINE STORY

"The Stick and the Stars." By Commander William King. (Hutchinson, 15s.).

"THE Stick and the Stars" tells the story of Commander King and the submarines "Snapper," "Trusty" and "Telemachus." Although there is little that is tremendously exciting about these war histories their stories are told with a lightness of touch and an unpretentious freshness that makes this a book that will stand out in the memory. For this is the essential submarine warfare, shorn of its glamour and excitements, the steady unromantic patrols which, in sum total, contributed so handsome a dividend towards the winning of the war.

Commander King has shown all the attributes of an author in this excellent book. Its straightforwardness, its simplicity, its natural flow, make it an outstanding book, one of the most readable that have come out of the war so far. It is most certainly not a book to be missed.

—R. T.

• • •

TALL SHIPS

"Epics of the Square Rigged Ships." Edited by Charles W. Domiville-Fife. (Seeley Service, 25s.)

This book, containing accounts of the great ships of the sailing and trading days contributed from many sources, gives a fascinating overall picture of a way of life at sea that has now passed. There are first hand stories and reports of shipwreck, mutiny, traders and slavers, which are not really enhanced by fine writing and poetic meanderings since they can stand on their facts without trimmings.

CAMOUFLAGE NOTES

Many of the illustrations are superb pieces of photography.

B. J.

• • •

LIFEMANSHIP

"Henry Blogg of Cromer." By Cyril Jolly. (Harrap, 15s.)

Henry Blogg is the Gordon Richards of the lifeboats, with the astounding record of having saved 873 lives. He served his specialized calling of the sea for 53 years, and three times won the gold medal equivalent of the V.C.

One story from his record alone puts him in a class by himself — a wartime episode when six ships ran aground off Norfolk and Blogg's lifeboat took off 88 men. Few who follow the sea lead more hazardous lives than the lifeboatmen: Henry Blogg is already a legend among them, and this biography makes it evident why.

H. J.

WHEREAS the First World War idea was to disguise the ship's course and speed to fool a U-boat commander, in the Second World War the camouflage experts went back to the much older idea of making the ship invisible. With new techniques, ships could be painted to be almost invisible in the special light conditions of the area where they would be stationed, for example the Pacific, although they would be glaringly obvious elsewhere.

Ships operating in Arctic waters adopted a blue-white combination, which made them very hard to distinguish in the winter twilight. Quite early in the war, Lt.-Commander Peter Scott, who later earned fame in H.M.S. "Grey Goose," discovered that a warship in moonlight appeared as a black shape on the horizon. Accordingly, Scott had his ship, the flotilla-leader "Broke," painted off-white. So successful was this form of camouflage that "Broke" was in collision twice with ships which only saw her too late.

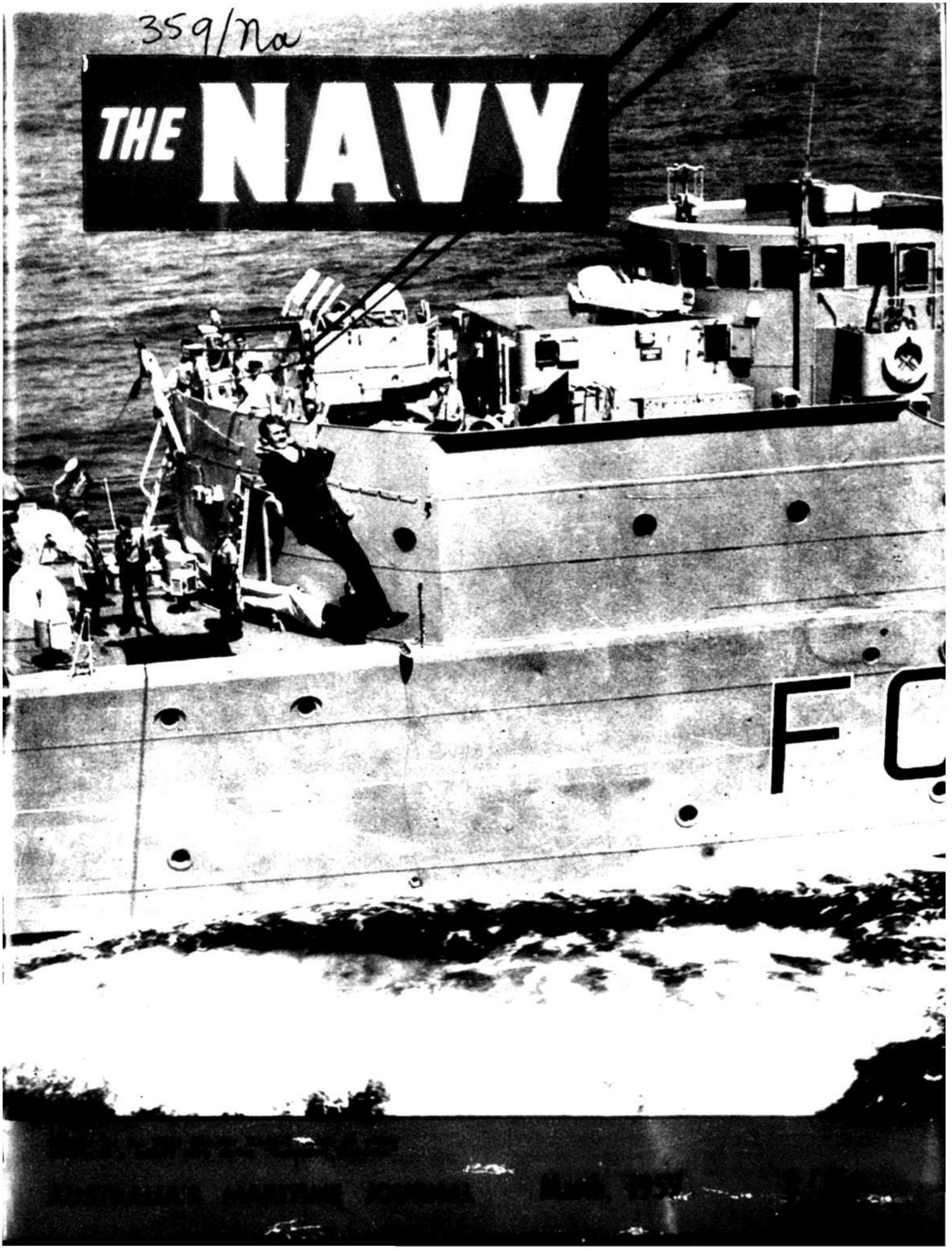
Further developments were the substitution of a dull painted surface for glossy finish (an idea which was also used to save bombers from searchlights) and the painting of a thick dark stripe for about two-thirds of the length of the hull.

This last was for use when at anchor, so that an enemy pilot might think that another vessel was lying alongside.

Printed by Shipping Newspapers Ltd., 16 Bond Street, Sydney

359/Na

THE NAVY



THE NAVY

Australia's Maritime Journal

Vol. 22 **MARCH** **No. 3**

CONTENTS

Published by The Navy League of Australia.

N.S.W.: 83 Pitt St., Sydney VICTORIA: 443 Little Collins St., Melbourne.
ADVERTISING: Sydney—BM 6024; Melbourne—MU 3123.
SUBSCRIPTION RATE: 12 issues post free in the British Commonwealth, 20/-.

Copies of "Herald" photographs published may be obtained direct from Photo Sales, "Sydney Morning Herald," Hunter Street, Sydney.

SUBSCRIPTION FORM

To "The Navy"
Box 4819, G.P.O.
Sydney, N.S.W.

I enclose 20/- (postal note, money order or cheque) for 12 issues of "The Navy," post free, commencing from

.....

(Please add exchange where applicable)

Name .....

Street .....

City ..... State .....

Date .....

THE NAVY LEAGUE OF AUSTRALIA

PATRON:
His Excellency The Governor-General.

FEDERAL COUNCIL:
President: Rear Admiral H. A. Showers, (C.B.E. (Retd.).
Deputy President: Cdr. R. A. Nettleford, D.S.C., V.R.D., R.A.N.R.
Secretary: Comdr. R. P. Middleton, O.B.E.

New South Wales Division:
Patron: His Excellency The Governor of New South Wales.
President: Rear Admiral H. A. Showers, C.B.E.
Secretary: Comdr. R. P. Middleton, O.B.E.
Hon. Treasurer: *F. E. Trigg, Esq.*

Victorian Division:
Patron: His Excellency the Governor of Victoria.
President: Lieut.-Comdr. A. N. Boulton, R.A.N.R.
Secretary: H. E. Touzel, 443 Little Collins Street, Melbourne.

South AUSTRALIAN Division:
Patron: His Excellency The Governor of South Australia.
President: Surgeon-Comdr. R. F. Matters (Retd.).
Hon. Sec.: R. Sutton, Esq., 30 Pirie Street, Adelaide.

Tasmanian Division:
Patron: Vice Admiral Sir Guy Wyatt, K.B.E., C.B., R.N. (Retd.).
President: W. E. C. Hodgman, Q.C., M.H.A.
Hon. Sec.: Comdr. G. E. W. W. Bayly, O.B.E., V.R.D., R.A.N.V.R. (Retd.), 726 Sandy Bay Road, Lower Sandy Bay, Hobart.

Western Australian Division:
Patron: His Excellency The Governor of Western Australia.
President: D. W. Brisbane, Esq., C.B.E.
Hon. Sec. - Hon. Treas.: K. Olson, Esq., 62 Blencowe Street, West Leederville, W.A.

Queensland Division:
Patron: His Excellency The Governor of Queensland.
President: Comdr. N. S. Pixley, M.B.E., V.R.D., R.A.N.R. (Retd.), Ryan House, Eagle Street, Brisbane.
Hon. Sec.: G. B. O'Neill, Esq., Box 376E., G.P.O., Brisbane.

Australian Capital Territory Division:
President: His Excellency, G. E. L. Alderton, C.M.G. (High Commissioner for New Zealand).
Hon. Sec.: Lieut. D. M. Blake, R.A.N.V.R., 60 Limestone Avenue, Ainslie, A.C.T. 'Phone: J 3237.

Northern Territory Division:
Patron: His Honour the Administrator, J. C. Archer, Esq., O.B.E.
President: Captain S. H. K. Spurgeon, D.S.O., O.B.E., R.A.N. (E/L).
Hon. Sec.: Miss G. Gordon.

AUSTRALIAN SEA CADET COUNCIL:
Representatives of the Naval Board: Director of Naval Reserves, Capt. G. D. Tancred, D.S.C.
Comdr. H. L. Gunn, O.B.E., D.S.C.
Representatives of The Navy League: Comdr. R. A. Nettlefold, D.S.C., V.R.D., R.A.N.V.R.
L. G. Pearson, Esq.; L. Forsythe, Esq.
Lieut.-Comdr. F. G. Evans, R.A.N.V.R.
Hon. Sec.: Comdr. R. P. Middleton, O.B.E.

EDITORIAL

BREAK OUT A FLAG

IT can be said that the Royal Australian Navy was born one hundred years ago. That is, if formal recognition is required for something that was always there. The date chosen is 25th March, 1859, when Captain W. Loring, R.N., was ordered by Admiralty to hoist his flag in the 26-gun frigate H.M.S. **Iris**, and assume command as Senior Officer on the Australian station. With the rank of Commodore went an increase in pay of £1 per day.

The Royal Navy sponsored Britain's youngest colony. From the same source came the first Governor in Captain Phillip, R.N., the Commanding Officer of a "First Fleet of six transports and three store ships, escorted by a couple of naval vessels."

The escorted convoy form of ocean transport was as necessary then as it has proved to be since. The times were turbulent, and Captain Phillip found himself dealing with events that were never thought of in an officer's training syllabus. That he was equal to the situation is a matter of history, but it says something for a naval upbringing that two of his officers succeeded him in the position he created. Together with Captain Bligh, the first four Governors of New South Wales were seagoing officers of the Royal Navy. Between them they took in hand a territory whose boundaries stretched from Cape York to the southern extremity of the land mass, and as far west as the 135 degree of latitude.

The navy of those days produced some outstanding personalities. Officers like Bass and Flinders and John Shortland all had an itch to see around the next headland. In an amazing collection of odd craft they travelled further and faster than their "oppos" of the Inland. The survey work they achieved was astonishingly good, and many of the charts they put together have remained in use until today.

For all that, there was a makeshift quality about it all. Ships of the Royal Navy came and went, leaving the country's defence a patchwork thing of State control. In 1858 there were only two small naval vessels in Australian waters, which the local authorities considered quite inadequate. Whitehall agreed, and when Captain Loring broke out his flag in H.M.S. **Iris**, it was an admission that Australia and New Zealand were reckoned to have some standing of their own.

The population of Australia had by then reached its first million. But they were thinly spread and could do no more than watch a surge of colonial expansion sweeping across the Pacific. The atmosphere of the times was electric. Seamen of every nation claimed possession wherever they put a boat ashore, and no one knew where a landing would next be made. Defence was urgent and, by the time the war in the Crimea was done, there were naval training ships and establishments in several Australian States. There were also docks at Cockatoo Island and at Williamstown.

But it was still the Royal Navy who kept the seas; probing, charting and marking routes with the names of ships and the men who sailed them. Long after James Cook had told the world about Torres Strait, H.M. ships like **Bramble, Fly** and **Blanch** put a man in the chains and pressed on through waters that are still a navigational nightmare.

In March, 1862, the principle of self-help was recognised by the House of Commons, but twenty-five years were to pass before an Australian Defence Act paved the way for a Royal Australian Navy.

The record shows that there was an awful lot of talk. But the position itself kept changing all the time, and the part Australia and New Zealand were to play took a long while to formulate. Australian thought was unanimous. The role was to keep the sea lanes clear and, by the time of the First World War, there was a battle-cruiser on station, whose presence kept German raiding units at a respectful distance.

Sea-borne raiders have always been a feature of naval warfare. The wider the ocean the better chance they have, and plenty of people remember the sigh of relief that greeted the news that H.M.A.S. **Sydney** had cornered **Emden** off Cocos Island in November, 1914. More will recall the country's grief on hearing that the score had been evened in November, 1941, when another **Sydney** was lost in the same general area. Between 1939-45 Australia lost merchant shipping totalling 872,000 tons to a handful of enemy raiders. With the bulk of the R.A.N. engaged elsewhere, merchantmen were often outside the range of shore-based aircraft. They were alone; their sole protection the vastness of the sea.

Ships must take a chance at times. But with the coming of nuclear power and all that it means, the navy's function as guardian of the sea lanes has a greater complexity than Captain Loring ever knew. Changes of outlook and method are inevitable, but the object aimed at is the same. And in that, both duty and tradition play the same part.

FLAGS OF CONVENIENCE

By A. N. BOULTON

While articles under this heading have appeared in these pages from time to time, a subject of great interest to local shipping men is here examined from the Australian angle. The author is President of the Victorian Branch of the Navy League of Australia.

IN December, 1958, ships flying flags of convenience were boycotted in Australia following a decision made by the International Transport Workers' Federation in Brussels in November. The boycott was to apply to ships sailing under the flags of Liberia, Panama, Honduras and Costa Rica which had not made acceptable agreements with the International Transport Workers' Federation. In Australia, only four ships were affected by this boycott, but it did have the result of bringing before the public, not normally "au fait" with maritime affairs, the term "Flags of Convenience." It created a wider interest on that subject.

• • • •

All sea-going ships are registered in one country or another, and, in the case of Australian registered ships, it means roughly that the ship must be owned by Australian or British subjects or companies and be subject to the laws of Australia. An Australian ship has then the right to fly the Australian flag and is, when overseas, protected by the prestige of the British Commonwealth. It's owner is naturally subjected also to the taxation laws of Australia. As Australia is a signatory to such International Conventions as the Safety of Life at Sea Convention, the International Labour Organisation and the International Loadline Convention, an Australian ship must comply with the regulations promulgated as a result of those Conventions and in addition to those requirements an Australian shipowner is bound by awards made by agreement with the various maritime unions.

The Navy League of Australia extends congratulations to the Chief of the Naval Staff on his promotion to Vice-Admiral. Admiral Burrell follows distinguished predecessors, all of whom played a part in the development of the R.A.N. To a wealth of experience, the new C.N.S. adds a personality that has earned him the affection and respect of all hands. Their good wishes will be freely offered.

It has been stated that ships registered in Panama, Liberia, Honduras and Costa Rica, which are not maritime nations, evade high taxation, have lower safety standards, poorer conditions of employment, lower wages and are not bound by International agreements regarding Safety or Employment. Approximately 1,800 ships sail under these flags and many of them are owned by Greek shipowners who made large fortunes by registering their post-war fleets, particularly tankers, in the four countries named. Mr. Onassis, one of the owners, has alleged that his ships are better paid than the Cunarders, but the Unions reply that the conditions are entirely different in that in PanHonLibCo ships there is no security in employment and the seamen are entirely at the mercy of the employer.

Little is known of the actual conditions of employment in these ships, but it is known that few of them have any agreement with such organisations as the International Transport Workers' Federation to which most Australian Maritime Unions belong. It is certain that there is no such organisation as the Panama Seamen's Union and it is perhaps by reason of there being no agreement regarding conditions of employment that Labour Organisations are so perturbed. The "Economist" in November, 1958, put the matter very fairly when it said. "What the requirements of the Unions are is not altogether clear, since the wages and standards of living and accommodation in the majority of those ships are well known to be above reproach. Most of the large fleets also have adequate welfare and medical services, pension schemes and other benefits and where Greek seamen are employed, for example, there are collective agreements with the Greek Seamen's Union. A more practical view of the boycot appears to be to compel shipowners to pay £2 per man per month into the I.T.W.F. Federation's funds."

In actual fact the accommodation of the PanHonLibCo ships which come to Australia are quite up to standard, although the details of employment are not known. As regards safety standards, the situation is different, as here the question of safety is one of fact. In Australian ships, standards of construction strength and of equipment must be in accordance with the regulations and surveys of the Department of Shipping and Transport. This Department accepts, in the case of cargo ships, the loadline certificates issued by Lloyd's after survey by that Society, but in passenger ships, complete surveys are always carried out by Departmental Surveyors. By International Agreement, any Government may appoint an approved organisation to carry out surveys and issue certificates to ships on its register, and Lloyd's Register have been appointed, for example, by the Governments of the PanHonLibCo countries to act on their behalf. It would be absurd to even suggest that Lloyd's would have any different standard of survey for ships flying flags of convenience than they would for Australian ships. It can be accepted that ships classed in Lloyd's Register which sail under the flags of convenience must conform to the same standards of strength and efficiency as ships registered elsewhere. Any ship calling at Australian ports must have valid certificates of survey and/or loadline and the Commonwealth Navigation Act authorises a Commonwealth Surveyor to go aboard any ship if he has reason to believe that the ship or equipment is not in accordance with the certificate issued. If, then, through the lack of maintenance or by accident, a ship is in such a state that it is not considered seaworthy, action may be taken against the Master to ensure that the ship is made seaworthy before leaving an Australian port. This applies to all ships, irrespective of their nationality, and it may have been noticed in the Press over the past few years that ships of many different nationalities have been prosecuted for not maintaining their lifesaving appliances in a proper condition. These nationalities include one or two of the PanHonLibCo countries but are by no means confined to them.

The greatest gain in placing ships under the flag of convenience is by virtue of the lower rate of taxation to which the owner is subjected. Because of this he is able to replace tonnage and build up a modern fleet of ships and thus beat other ships in the competition in world markets. American taxes as well as wages are very high and American shipowners claim that although they would like nothing better than to run their ships under the U.S. flag and manned by U.S. seamen, they are forced by the U.S. wages and taxation to place their ships under foreign flags, otherwise it is impossible to compete in International markets. One factor which has been quoted is that U.S. tax law requires their ships to be amortized in twenty years, whereas ships under flags of convenience usually do it in ten years. Of some 1,800 PanHonLibCo ships, 45 per cent. are owned by Americans, 45 per cent. by Greeks and 10 per cent. by other nations. Australian ships' running costs and conditions are such that it is difficult for their owners to compete with overseas shipowners on world markets, so it cannot be said that we are so concerned with the position as are other British shipowners.

A further point of interest is that Panama and Liberia were signatories of the Law of the Sea Convention at Geneva in 1958, where it was agreed that . . . "each State shall fix the conditions for the grant of its nationality to ships, for the registration of ships in its territory, and for the right to fly its flag . . ." But there must exist a genuine link between the State and the ship, and in particular the State must effectively exercise its jurisdiction and control in administrative, technical and social matters over ships flying its flag.

From this it seems that there is a decided difference of opinion as to what is meant by "genuine." The solution of the problem is by no means easy, as, even if all PanHonLibCo ships made agreements with International Transport Workers' Federation, the matter of taxation still arises. The older maritime countries will not wish to reduce taxation to the level of the four countries concerned, nor would those countries apparently wish to increase their taxation, as the present system of allowing foreign owners to register ships in their countries must be quite lucrative.

• • •

JAPAN TOP SHIPBUILDER

London, February 17.

Japan was the world's largest ship builder during 1958 for the third consecutive year, while Germany outstripped Britain for the first time, securing second place, according to Lloyd's annual summary of merchant ships launched in the world last year.

Figures for the three world leaders were: Japan, 416 ships of 2,066,669 tons; Germany, 388 ships of 1,429,261 tons; and Britain, 282 ships of 1,402,000 tons.

REQUEST FOR LEAVE ... FIJI STYLE

IT may seem odd that we have to rely upon "The Navy" (England) for a sample of how they do things in Fiji. But as "The Navy" explains, this letter from a Fijian Ministry of Works employee at R.N.Z.A.F., Lauthala Bay, was obtained from "Air Power," who in turn had it from "The Communicator." It should be worth printing once again, if only to show what dangerous jobs these fellows have to do.

• • •

"Application for extension of Leave.

To The Executive Engineer:

Respected Sir,

When I got to the building (job No. B24) I found that the hurricane had knocked some of the bricks off the top. So I rigged up a beam with a pulley at the top of the building and hoisted a couple of barrels of bricks to the top. When I got through fixing the building there was a lot of bricks left over. I hoisted the barrel back again, secured the line at the bottom and then went up and filled the barrel with extra bricks. Then I went down to the bottom and cast off the line, unfortunately the line was heavier than I was, and before I knew what was happening the barrel started down and jerked me off the ground. I decided to hang on, and half way up I met the barrel coming down and received a severe blow on the shoulder. I then continued on up to the top, banging my head against the beam and getting my fingers jammed in the pulley. When the barrel hit the ground it busted the bottom allowing the bricks to spill out. I was now heavier than the barrel and so started down again at high speed. Half way I again met the barrel and received severe injuries to my shins. When I hit the ground I landed on the bricks, getting numerous painful cuts from the sharp edges.

At this point I must have lost my presence of mind, because I let go the rope. The barrel then came down and struck me a heavy blow on the head, putting me in hospital for three days.

Respectfully request five days extension of leave.

Yours remember,
(Sgd.) Viliame."

SEAPOWER AND SUEZ

SUEZ was primarily a seaborne operation relying for the most part on seaborne logistic support, tactical air co-operation and defence. It is upon our ability successfully to perform such operations as Suez that our success in a limited war, if it came, would depend.

As the Suez operation has once more been in the news, it is appropriate to recall some of the highlights of the part played by Naval forces in that operation.

The main naval burden fell upon the aircraft carrier force. The British contribution was five carriers consisting of H.M. Ships "Eagle" "Bulwark" and "Albion", whose principal aircraft were the 600 m.p.h.-plus jet Sea Hawks and Sea Venoms, together with turbo-prop Wyverns. H.M.S. "Ocean" and H.M.S. "Theseus" provided the helicopter lift for the Commando assault.

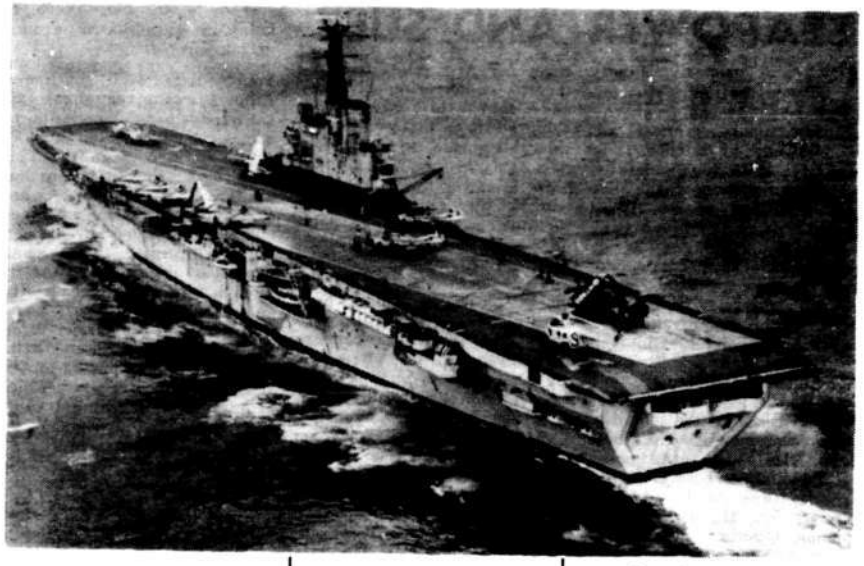
Within the first week upwards of 1,000 sorties were flown against military objectives and naval targets. Instructions had been given to Fleet Air Arm pilots to avoid targets endangering civilians, and that this was fully achieved is a matter of considerable pride to the Fleet Air Arm.

In the initial task of neutralising the Egyptian Air Force by sustained attacks on the delta airfields, land-based aircraft were joined by naval strike aircraft operating from British aircraft carriers. Three hundred and fifty-two sorties were flown from the British carriers on November 1st alone, 66 Egyptian aircraft were destroyed and 50 probably damaged during that offensive. Complete air supremacy, a pre-requisite for the landing of ground forces, was established. Some 60 per cent. of the losses sustained by the Egyptian Air Force were inflicted by the Fleet Air Arm alone. Damage to the military targets and vehicles was inflicted in approximately equal parts by the Royal Air Force and Fleet Air Arm, while during the assault phase British and French carrier-borne aircraft flew some 500 offensive sorties—more than twice as many as land-based ground attack aircraft.

Immediate and continuous support was given almost entirely by naval carrier-borne aircraft to the landing of allied paratroops in the Port Said area; the first occasion, as far as it is known, when such forces have been sustained and covered solely by carrier-borne aircraft. The small groups of isolated British and French paratroops became the sole responsibility of naval aircraft from the carrier force. Control teams who landed with the first "drop" passed on the positions of targets, which required bombing and strafing, to waiting "cab-ranks" of naval aircraft overhead. As the paratroops had to fight without administrative support for 24 hours the carriers did all that was needed, and more, to supply urgent needs. On that day a total of 316 sorties was flown from the British carriers, the targets engaged being tanks, self-propelled guns, A/A positions, hostile troop concentrations, motor torpedo boats, aircraft on the ground and their hangars.

In addition, Navy helicopters evacuated 37 wounded, both British and Egyptian, from the trooping zones, and supplied water, medical supplies and other necessities to the military forces.

During the morning of November 6th, No. 45 Royal Marine Commando—consisting of some 500 men—was put ashore in the Port Said area, in support of the rest of the Commando Brigade which was being landed from L.S.T.s and L.C.T.s, by a fleet of helicopters from H.M.S. "Ocean" and H.M.S. "Theseus". The whole operation was completed in 91 minutes—the first time this form of naval landing has been carried out.



H.M.S. "ALBION"

SEEN in Sydney recently, H.M.S. "Albion" is one of the Royal Navy's post-war Carriers. Commissioned in 1954, she was the first operational Carrier in the world to be fitted with angled-deck and Mirror Landing Gear.

Aircraft embarked include Hawker Seahawk jet day fighters, and De Havilland Sea Venom all weather day and night fighters In addition, Douglas Skyraider piston-engined aircraft together with *Whirlwind S.55 helicopters are* available for search and rescue work.

With a complement of 1,500 officers and men, amenities include a bookstall, soda fountain, library, barber's shop and a *ship's radio that broadcasts* news, variety items and request records from wives and families. In keeping with modern trends, bunks take the place of hammocks and messing is of the Cafeteria type.

There have been several ships named "Albion" in the Royal Navy. The first of them was a 74-gun ship of the Line built in 1763. There was an armed sloop of 360 tons, and another ship of the Line that took part in the Crimea War. One of five battleships launched in 1898 was also named "Albion". Mounting four 12-inch and twelve 6-inch guns to her main armament, her tonnage (13,000) was a little more than half that of the present Carrier.

The battle honours of the "Albion's" include the blockade of Brest during the Napoleonic Wars; the American war of 1812 and the Dardenelles.

As can be seen elsewhere in this issue, H.M.S. "Albion" *played* a part in the more recent operations at Suez.

FABULOUS PERFORMANCE

IN paying tribute to the designers of present-day equipment, Admiral Mountbatten, then First Sea Lord, said that the mechanical aids which were available to-day had revolutionised the effectiveness of the modern warship.

He singled out for special comment the combination of *Type 984 radar and its* comprehensive display system which is essentially the eyes, brain and central nervous system of the ships, such as H.M.S. Victorious, in which it is installed.

"When Type 984 Radar was first planned, serious doubts were expressed whether the valves and other components would be sufficiently reliable for them all to be kept in working order at once. This equipment uses about 10,000 valves and 100,000 components, to say nothing of a quarter of a million soldered joints, with 275 slip rings to the revolving structure. However, I am glad to say that this and other similar systems are now being operated and maintained at a very good standard of over-all reliability, and this must reflect the greatest credit on all in the industry from top management to the worker at the bench.

"There is, of course, a price to pay for all such tremendous *achievements and the financial* cost is probably the greatest of these. I wonder if you realise the difference in costs between radio and electronic equipment in ships of the 1938 era and those of the present day. So staggering are these differences that I will quote a few:

	1938	1958
	£	£
Frigate-destroyer	4,000	120-150,000
Cruiser ..	20,000	½ m.
Aircraft carrier .	12,000	over 1 m.

"To this must be added, of course, the huge expenditure on Research and Development. The other price is that complicated systems call for a higher degree of skill and personal qualities in our sailors than ever before. The men concerned with equipment of this sort need the ability to think quickly, they need mental endurance and they need sound judgment both in operating the equipment and maintaining it.

"*I am very glad to say that* we are geting a sufficiently high standard of recruits coming into the Navy to meet this formidable but fascinating task."

SEABORNE COMMANDOS

The Second-in-Command of the Royal Navy's Far East station, Rear Admiral V. C. Begg, spoke of the formation of a seaborne commando force to be stationed in the Pacific. Based in Singapore, it will also cover the China Sea and Indian Ocean.

Rear Admiral Begg arrived in Sydney on the carrier H.M.S. "*Albion*". In company was the destroyer H.M.S. "Cossack"; the fleet auxiliary, "Reliant" and the oiler "Olner".

The Admiral said that the first step towards the formation of these seaborne commandos, would be the commissioning of a converted aircraft carrier capable of transporting 700 to 800 men.

The first carrier to be converted would be H.M.S. "Centaur", which would replace "Albion" when it returned to Britain. Under active service conditions, this mobile commando force would be capable of operating up to 200 miles inland from the coast. The force would be supported by aircraft and helicopters and was designed for police action rather than a full-scale war.

"HAVING just seen how the Navy's cooks are trained, I am left gasping with wonder at the achievement . . ."

"My, they're a gay lot in the galley . . . at the end of 11 weeks, Naval cooks are able to make soups and sauces, curry mutton, bake bread, fix fish au gratin, casserole carrots and produce jam tarts and cream horns as good as any you can buy in our civilian chain store bakeries."

The quotations used above are taken at random from the many stories, broadcasts and television transmissions which have been used as a result of an Admiralty invitation to women journalists to visit the R.N. Supply School, Chatham.

It was, perhaps, an ambitious and rather daring undertaking to invite some of Fleet Street's most accomplished women writers to see for themselves the procedure and result of 11 weeks' basic cookery training. The resultant publicity has more than proved the ever-growing faith in modern Naval cooking.

Attractive food produced by the Naval cooks at Chatham was obviously the most impressive feature as seen by Sarah Jenkins, the Women's Page Editor of the News Chronicle.

She wrote: "What struck me as we went from class to class is how colour-conscious are Naval cooks. The strawberry ice was a violent purply pink that would have stood out in a colour film, the blancmange was a brassy, blond yellow. And when my dazzled eye settled thankfully on a fairly sober fruit flan, the instructor said to the trainee: "You've got too much white in that cream. You should break the monotony by sticking some cherries or angelica into it. Above all, you must give the food a nice appearance."

"Very praiseworthy indeed," wrote Miss Jenkins in a half-column feature which also referred to the "dehydrated foods of the future."

Miss Butler, writing in the Daily Telegraph, commented: ". . . At the Royal Naval Supply School, transferred to Chatham this year, they turn a new boy who can't boil an egg into a useful cook in 11 weeks. And very good food they seem to be getting in Her Majesty's ships and shore establishments, judging by the sailors I watched help themselves at their cafeteria."

SEA COOKS CHANTY

Fleet Street, the working-place of cynical journalists, was impressed, it seems, by the methods and care which now go to training Naval cooks.

Another Women's Page Editor wrote after the visit: "I visited the barracks to see how an eleven-weeks' concentrated course of cookery makes a competent cook — from a mere male. And the dreadful truth of the matter is that the Navy has succeeded! After years of experience with a frying pan, I must bow to the overwhelming success of these young men who are learning — in such a short time — to present a meal fit for a queen . . . I have actually sampled some of their work and have nothing but praise for them."

Cooks, like mothers-in-law, have been the subject of many music-hall jokes, but at Chatham, the staff of the R.N. Cookery School are making successful efforts to ensure that Naval cooks start out for the galley with the best possible training.

ANYONE KNOW MIKE?

FOR the past ten years, a character named Mike has been the contact man for the Seafarers' Club in Copenhagen, which claims to be the busiest port in Scandinavia.

According to reports, 10,000 merchant seamen from all over the world visit Copenhagen in the year, and spend about £1,000,000 in the city. That puts the sailor in the tourist class, and various organisations are prepared to help him spend his money.

Amongst them is the Danish Seafaring Club who, for the past ten years, have employed Mike as contact man. His real name is Boerge Mikkelsen. A blue water seaman himself he has swallowed the anchor, and now puts in his time helping the crews of visiting vessels to make their shore leave as varied and worthwhile as possible.

Mike believes that merchant seamen are still regarded as scarcely human, and are not welcomed ashore at, what he calls, "respectable" amusement centres. He therefore meets incoming ships with the object of arranging sports meetings or outings in the country. He has been known to arrange weddings as well, buy a complete baby outfit and trace missing persons. All this he does for nothing. There is always room for more like Mike.

• • • •

TONNAGE UP

Hamburg.—The West German merchant shipping fleet increased by 500,637 gross tons in 1958 to 4,048,295 tons, said the West German Shipowners' Association.

German Navy accepts re-fitted Frigate at Newcastle-on-Tyne

AT the Newcastle-on-Tyne Naval Yard of Vickers-Armstrongs (Shipbuilders) Ltd., on December 9th, the German Federal Navy formally took possession of the second of the seven frigates bought from the Royal Navy a year ago.

She is the Actaeon, who was accepted at a short ceremony on behalf of the Federal Ministry of Defence by Regierungsbaudirektor O. Fenselau from Mr. G. H. Houlden, Managing Director of Vickers-Armstrongs (Shipbuilders) Ltd., the firm responsible for re-fitting the ship. Among those present was Korvetten-kapitan A. Zimmermann, Naval Attache at the German Embassy in London.

The Actaeon, who afterwards started her sea trials with a ship's company of seven officers and 69 ratings of the German Navy, will continue to bear the name she possessed for service under the White Ensign until being commissioned and re-christened in Germany for duty as Cadet training ship at Kiel. She is commanded by Fregatten-kapitan F. K. Paul and sailed for Bremerhaven on December 18th.

The Actaeon, a later Black Swan class of frigate, was completed in July, 1946, by Messrs. John I. Thornycroft & Co. Ltd. The following year she went to South Africa and served with the South Atlantic Squadron, based on Simonstown, until January, 1953, steaming some 90,000 miles during this period on visits to countries and islands on both the east and west coasts of Africa.

"...AND SEE THE WORLD"

AFTER circumnavigating the world and travelling over 40,000 miles, H.M.S. Scarborough (Commander C. W. Eason, R.N.) berthed at Portsmouth on December 8th, three days earlier than originally expected. She has spent ten months away from the United Kingdom.

Following four months with the Mediterranean Fleet, the Scarborough, one of the Royal Navy's latest anti-submarine frigates, was selected for duty at Christmas Island in conjunction with Britain's last series of nuclear weapons tests during August and September.

Her outward voyage was by way of Azores, Bermuda and Jamaica and she sailed the 4,000 miles from Panama to Christmas Island without intermediate calls. In the test area, her principal duties consisted of weather reporting vital to the test, while she also carried out anti-intruder patrols.

The ship's company saw four major detonations during their services in the test area and were personally complimented for their high performance of duty by Air Vice Marshal J. Grandy, C.B., D.S.O., the Nuclear Task Force Commander, before the ship sailed from Christmas Island at the end of September.

Her passage back to Britain included calls at Apia in Western Samoa and visits to Auckland in New Zealand and Sydney, Melbourne and Fremantle in Australia.

At the last-named port one Chief Petty Officer of the ship's company was able to meet his sister again for the first time since she emigrated over twenty years ago. Nearly all of the Maltese domestic staff on board met relatives who had left their island home to settle in Australia long before.

H.M.S. Scarborough also called at Colombo, Aden, Malta and Gibraltar on her way home.

Her Captain, Commander Eason, assumed command from Commander N. E. F. Dalrymple Hamilton, M.V.O., M.B.E., D.S.C., R.N., at Auckland on October 8th.

NAUTICAL AFFAIRS

NAVAL AND MERCANTILE NOTES AND NEWS FROM ALL COMPASS POINTS

GROWING IMPORTANCE OF THE ANZAC NAVIES

In a memorandum to the Royal Navy estimates, Lord Selkirk, First Lord of the Admiralty, said that the growing importance of the British Commonwealth's annual naval exercise will be enhanced this year when Australian and New Zealand forces take part for the first time.

Lord Selkirk went on to say that the post-war period had seen a phenomenal growth in the Commonwealth navies. Over the five-year period 1956-60, nearly one hundred and sixty ships will have been added to the British navy. In the same period a further forty-two ships will have been modernised or converted.

"The navy is passing through a period of rapid technical change," said Lord Selkirk. "The large number of ships and their weapons, built for the most part during the last war to meet the demands of the time, are being replaced by a fleet smaller in size designed and equipped to meet the future conditions of naval warfare."

MORE R.A.N. SHIPS TO SERVE IN STRATEGIC RESERVE

THE Royal Australian Navy fast anti-submarine frigate Queenborough will leave Sydney on Tuesday, January 27th, for Singapore to serve for three months in the British Commonwealth Strategic Reserve in the Far East.

She will join her sister-ship, the Quiberon, which has been serving in the Reserve since August 19th last year. Both ships will leave the Reserve on April 30th and arrive back in Sydney on May 16th.

Announcements regarding fleet movements indicate that they will be replaced as Australia's contribution to the Reserve by the Battle class destroyers Tobruk and Anzac, which would sail from Sydney on March 16th for Singapore and reach there on April 1st.

Six days before they arrived at Singapore the aircraft carrier Melbourne would arrive there from Sydney in company with the Daring class destroyer Voyager.

The voyager would return to Sydney on June 15th and the Melbourne on June 23rd.

ANTI-SUBMARINE FRIGATES

H.M.N.Z.S. Otago, the first ship of a planned squadron of Whitby Class frigates for the Royal New Zealand Navy, was launched on December 11th by Her Royal Highness, Princess Margaret, at the Woolston yards of John I. Thornycroft & Co. Ltd., Southampton.

It is the first time in the history of British naval construction that a ship has been built entirely for service in the Royal New Zealand Navy. Those attending the ceremony thus witnessed the launching of a ship of war wearing the New Zealand Ensign at the jackstaff and the flag of the New Zealand Naval Board at the masthead in place of the normal Union Jack and flag of the Lord High Admiral.

H.M.N.Z.S. Otago will fit out in 1959 and should undergo trials and join the New Zealand fleet in 1960.

A Useful Class of Ship

Whitby Class first rate frigates have been developed by the Royal Navy for anti-submarine duties. They have proved to be an outstanding success.

The Vice Chief of Naval Staff *Admiralty recently stated:* "This class of frigate is considered to be the most useful class of small ship yet put into service with the fleet. The ships are remarkable in rough weather. With their high forecastle and clean lines they ride well in a seaway and are exceptionally dry. Their enclosed bridge is excellent. It is spacious, with splendid vision, warm and comfortable in cold weather. The heated windows in the fore part of the bridge will be an asset in Arctic waters. Internal communications within the ship have satisfied every demand placed upon them and the siting of intercoms., etc., has proved most convenient. Without any question, the Operations Room is the finest ever put into a small ship."

The experience of Commanding Officers of ships of the class already in service has more than borne out these words. The frigates are extremely lethal in their anti-submarine role, the armament including the latest asdic device, accompanied by an advanced design of three-barrelled mortars and torpedo tubes, while their twin-radar-directed 4.5 in. guns and twin 40 mm. Bofors guns, controlled by two gunnery directors, and the fire control system enable them to play a most effective role in the anti-aircraft gunnery field and in surface and bombardment engagements.

The frigates are 360 ft. long, have a beam of 41 ft. and are propelled by geared turbines.

NEW SHIPS FOR THE R.A.N.

TYPE 12 (Whitby) Class frigates are being built in Australia. At the end of September, 1958, the grey streamlined hull of H.M.A.S. Yarra slid down the ways at Williamstown Dockyard in Victoria. Attending the ceremony were seven survivors of Yarra's famous predecessor, which was sunk by the Japanese off Java in March, 1942.

Another anti-submarine frigate was launched at Cockatoo Island at the beginning of February. This was H.M.A.S. Parramatta. The 370 ft. frigate is equipped with the latest anti-submarine devices and weapons.

Viscount Knollys, the chairman of Vickers Ltd., said the construction and equipment of the Parramatta were most impressive.

The ship is armed with twin 4.5 in. guns, two anti-submarine mortars, two double torpedo tubes and eight single torpedo tubes.

As Lady Dowling, wife of Vice-Admiral Sir Roy Dowling, christened the frigate, memories of two previous H.M.A.S. Parramattas were revived.

The original ship, a torpedo boat destroyer, was built in England in 1910 and dismantled at Cockatoo Island in 1929.

The second H.M.A.S. Parramatta, a naval sloop commissioned in 1940, was sunk by torpedoes off Tobruk in 1941 while on escort duty.

RESERVE OFFICERS AND MEN TO VISIT TASMANIA ON TRAINING CRUISE

FIFTEEN officers and 43 men of the Royal Australian Naval Reserve will leave Port Melbourne on February 13th on a nine days' cruise, which will include visits to Launceston and Devonport (Tasmania). They will be embarked in three naval support craft.

Their commanding officer, who will be captain of the leading craft, will be Lieutenant Commander W. T. Hotham, R.A.N.R., who is a shipping official. The captains of the other two vessels will be Lieutenant Commander G. D. P. (Denis) Cordner, R.A.N.R., former Melbourne League captain and ruckman, who is a business executive, and Lieutenant-Commander D. R. Reid, R.A.N.R., also a business executive.

In making this announcement, the Minister for the Navy (Senator Gorton) said that reserve officers and men formed a very important part of Australian naval defences. They fought in both the First and Second World Wars. About 30,000 officers and men, or more than three-quarters of the 37,000 who served with the Royal Australian Navy in the Second World War, were reserves.

They were awarded 215 decorations, including four George Crosses, and 296 mentions in despatches.

A DIRECTORATE OF SCIFNTIFIC SERVICES IN THE R.A.N.

THE Naval Board has instituted a Directorate of Scientific Services and has appointed Mr. P. Ward to the post of Director.

The Director of Scientific Services is responsible for advising the Naval Board on all scientific matters as they affect the Naval Service, and for the direction, co-ordination and control of all scientific activities undertaken by the Department of the Navy. His responsibility for the effective conduct of the work is to the Third Naval Member; there is one exception to this rule, namely in regard to Operational Research, for which he is responsible to the Chief of Naval Staff.

EXTENDED CRUISE

THE aircraft-carrier H.M.A.S. Melbourne will leave Sydney next month for a five-months' cruise of the Pacific as part of Australia's defence commitments with Pacific and South-East Asian countries.

Rear-Admiral H. M. Burrell, Flag Officer Commanding the Australian Fleet, announcing this, said the Melbourne would exercise first with units of the British Far Eastern Command.

Then it would go from Hong Kong to Honolulu to work with the American Pacific Fleet.

"We shall be engaged mainly in anti-submarine exercises and round-the-clock flying will be carried out when possible," he said.

Rear-Armiral Burrell said the anti-submarine frigate Quiberon would escort the Melbourne to Singapore and Hong Kong, then return to Australia.

Later it would join New Zealand warships in exercises off the New Zealand coast.

He was proud to be the first Flag Officer Commanding the Australian fleet to take his flagship on exercises with the U.S. Navy.

R.A.N.'s HARD-LIVING ALLOWANCE RAISED

The Minister for Defence, Sir Philip McBride, has announced an increase of the Navy's "hard-living" allowance to 17/6 a

week from the first complete pay period this month.

He said the allowance would be extended to all R.A.N. ships *instead of being limited to* certain small ships.

The allowance was 6d. and 1/- a day, paid to ratings and officers serving in small ships to compensate them for living in cramped quarters.

Sir Philip said the extension was because the ever-increasing amount of equipment restricted space available for living and recreation.

The final report by the services pay code review committee on pay and allowances was expected next month, Sir Philip added.

FOUR R.A.N. TELEGRAPHISTS TO SERVE OVERSEAS WITH ROYAL NAVY

FOUR radio operators (rating telegraphists) of the Royal Australian Navy have been selected for exchange duty with the Royal Navy for two years. Two of them will serve at the wireless station at the Admiralty in London and two at the wireless station at Kranji, near Singapore.

The Minister for the Navy (Senator Gorton) said that the ratings who would go to London are::

Acting Leading Radio Operator R. N. Baguley, of Huskisson (A.C.T.), at present serving at H.M.A.S. Creswell, the Royal Australian Naval College at Jervis Bay; and

Radio Operator G. Standen, of Lidcombe (N.S.W.), serving at H.M.A.S. Harman, the wireless transmitting station at Canberra.

Those who would go to Singapore were:

Acting Leading Radio Operator B. P. Beckwith, of Conberra, serving in the aircraft carrier Melbourne; and

Radio Operator B. G. Owen, of Surfers' Paradise (Q.), serving at H.M.A.S. Harman.

Senator Gorton added that the opportunities provided for *these four ratings to travel* overseas provided another instance of those now being given to most of the young men who joined the R.A.N. Australian warships were constantly visiting the Far East to serve in the British Commonwealth Strategic Reserve and visit Singapore, Hong Kong, Tokyo and other Japanese cities, Manila and other places.

Last year, after serving in the Strategic Reserve, the R.A.N. aircraft carrier Melbourne visited Pearl Harbour (Hawaii) and spent four weeks in exercises with the United States Pacific Fleet.

From time to time suitable ratings were selected under the upper "yardsmen" scheme and sent to the United Kingdom for special training before being granted commissions in the Royal Australian Navy.

H.M. SUBMARINE GRAMPUS COMMISSIONED

THE third of the Royal Navy's *new Porpoise class* of operational submarines commissioned at the Birkenhead yard of Messrs. Cammell Laird and Co. Ltd., on Friday, December 19th. She is H.M.S. Grampus (Lieutenant - Commander M. P. Seth-Smith, R.N.), sister ship of the Porpoise and Rorqual, already in service with the Fleet.

The commissioning service was conducted jointly by the Lord Bishop of Chester, the Right Reverend G. A. Ellison, who conducted the service at the ship's launching in May, 1957, and the Reverend A. B. O'Farrell, R.N., Chaplain of the 3rd Submarine Squadron, which the Grampus will eventually join.

H.M.S. Grampus, which has a complement of six officers and 65 ratings, has a high underwater speed and great diving depth, qualities reflected in the design of her hull and superstructure. Powered by diesel-*electric drive from* Admiralty Standard Range engines, she has snort equipment designed to give maximum snort-charging facilities even in the roughest sea conditions.

Foam latex mattresses, strip lighting, nylon curtains, laminated plastic and wood panelling contribute to the high living standards achieved in this class of submarines for the ships' companies. Air conditioning maintains an even temperature in both the tropics and polar regions, while a cinema projector and tape recorder helps to combat the boredom of long submerged patrols.

Porpoise class submarines are 290 feet long and have a beam measurement of 26½ feet. Air and surface warning radar can be operated at periscope depth as well as when surfaced.

ANTARCTIC ACTIVITY

ONE of the first results of the International Geophysical Year is an understanding of the main features of Antarctic weather. This statement was made by Rear Admiral R. N. Panzarini, Director of the Argentine Antarctic Institute, who recently visited Australia as one of the eleven-nation discussion group on Antarctic atmospherics, conducted by the Commonwealth Bureau of Meteorology.

In welcoming the delegates, the Minister for the Interior (Mr. Freeth) announced that, at the suggestion of the United States, an analysis centre for meteorological information from the Antarctic would be set up in Melbourne.

The late Sir Hubert Wilkins was one of the first people to advance the theory that Antarctic weather played a large part in determining climatic conditions in Australia.

Now accepted as a fact, weather reporting stations at Macquarie Island and along the coast of Antarctica are manned by Australian personnel. At one time, stations were provisioned and maintained by ships of the R.A.N.

The latest landing to be reported is on the coast of Oates *Land, on the extreme east of* the Australian Antarctic Territory. This occurred towards the end of February. Four earlier attempts to land here failed. The only ship to sight Oates Land until the Australian party went ashore was the Terra Nova, returning from Scott's expedition in 1911.

Initial press reports explain that the landing on the little known coast of Oates Land would allow the party to obtain an astro-fix, which would be useful in aerial photographic surveys of the locality. The geologists would also be able to compare rock formations with *those elsewhere, and so add to* contributions already made to scientific projects connected with the International Geophysical Year.

Within recent months, the American scientific research station at Wilkes, some distance west of Oates Land, has been handed over to Australia; an acknowledgment that Commonwealth responsibilities are much involved down south.

ON THE BEACH IN MELBOURNE

IF *not actually on the beach,* Gregory Peck, the American film actor, waited calmly for the end of the world at Port Melbourne.

One of the best looking American naval officers we've seen, "Commander" Peck has an authentic air. As he stepped on board (or is it "aboard"?) *an "atomic"* submarine, the first example of the new U.S. flag to be displayed in public was broken from the forward staff. Made in Melbourne, and not officially recognised until 4th July, the flag has forty-nine stars to show that Alaska is now within the fold.

Mr. Stanley Kramer seems to require as many stars and starlets, to lift Nevil Shute's morbid and defeatist book, "On the Beach", into a smash-hit film. Amongst an impressive array of personalities and props, Ava Gardner drew all eyes. So did a colossal camera mounting that can rock 'n roll. From it the operator swept the decks of H.M.A.S. Melbourne, which were deserted for the occasion. The Navy co-operated, but took no chances. In its "atomic" role the submarine H.M.S. Andrew was insured with Lloyd's for £1,000,000 before she went diving in the bay.

We've heard it said that Melbourne is a dead hole. On Sunday, is it? And the camera never lies. Does it? Depressing as these thoughts may be, it helped a lot to see that delightful character, Fred Astaire, doing a hornpipe (or something) in a shirt like a spinnaker. A glimpse of Miss Gardner looking a trifle carnivorous after a long and smiling day, was something else that made one think.

Anyway, the sailors loved it all, and we can't wait to see how Mr. Kramer serves it up.

BOOK OF THE YEAR

— from "THE NAVY"

"JANE'S FIGHTING SHIPS 1958-59" (reviewed elsewhere) is always ready for the Christmas market. But these days it's hardly cheerful reading. It comes as no surprise to learn that Russia is now a first-class naval power, second only to the United States. Her submarine force is given as 500.

A foreword to the new edition of the world famous naval reference work says the activities of the major naval powers "points to the certainty of intensive subaqua warfare in any future hostilities."

Naval administrators the world over had been shaken out of the orbit of conventional ships, conventional propulsion and conventional weapons.

"With their increase in size, propulsive power and destructive power, submarines are coming to be regarded by the principal naval powers as the capital ships of the future," the foreword said.

Among the nuclear powers there was "little reason to expect the aircraft carrier to disappear yet," but the carriers of the future would probably be limited to about half the size of the existing largest vessels.

Aircraft carriers "will continue to be the core of the new streamlined Royal Navy," the foreword said.

One feature of U.S. policy was the readiness with which warship construction programmes were financed.

There had been two significant developments in Russian naval policy in the past year.

"The dead wood in the shape of obsolescent war ships has been cut out and there has been a considerable increase in Russian naval activity on the high seas."

MERCHANT SHIPPING

THE Minister of Shipping, Commodore Mohammad Nazir, announced recently that Indonesia by 1962 would have a total of 134,590 tons deadweight in shipping space, comprising ships now already plying its territorial waters, those on order and completed, and those vessels to be delivered by other countries within the target date.

In 1962, Indonesia would have a total of 65 ships of various tonnages purchased from the Soviet Union, which were delivered some months ago, from Japan, Poland, Finland, West Germany, Yugoslavia and Italy, the Minister added.

Beginning this year, the ships ordered from these countries would gradually arrive in Indonesia, and all would be there in 1962.

The Minister made the announcement at a Press conference in Djakarta, during which he gave more details about his just concluded ship-purchasing mission.

His tour of almost two and a half months took him to Japan, Poland, Finland, West Germany, Yugoslavia and Italy, as well as a flying visit to Moscow.

Contract with Japan

The Minister disclosed that Japan was to deliver nine vessels to Indonesia, of which four were new and the five others "secondhand" but comparatively new, being only two to three years old.

The nine vessels were built by the Kinoshita dockyards. The Nichimen company would deliver another ship to Indonesia, bringing the total of ships to be delivered by Japan to ten.

The Minister said that the secondhand vessels would be converted in Japan to make them suitable before they sailed for Indonesia. The five ships would have double decks to suit Indonesia's needs, and the four new ships would be constructed with such double decks.

EXPANSION OF INDONESIAN SHIPPING

Prices competing with world markets

The total cost of the ships purchased from the Japanese amounted to U.S. 6.9 million dollars, including the reduction of 11 per cent., the Minister reported. He said that the price was not high, as many changes had to be made in the five secondhand ships.

He had suceeded in buying the ships from Japan after a serious slump in prices of deadweight tons of shipping space, indicated by the many offers put to him by the Japanese as well as by Indonesian shipbuilders.

In addition, the Minister continued, understanding had also been reached by his mission and the Japanese Government with regard to deliveries of spare parts for these ships, and on the building of shipyards in Indonesia on a joint "enterprise" basis between the two countries.

Ships from Poland

With regard to the results gained during his negotiations for ships in Poland, the Minister said that a contract had been signed on June 26 for the delivery of 24 ships by Poland to Indonesia at the total price of $39,130,000 to be paid on a credit basis within a 13-year period.

He said that all the ships from Poland would be new. They totalled 64,550 tons dwt., comprising 11 of the 900-950 tons dwt. class, seven of the 2,300 tons dwt. class, four of the 4,350 tons dwt. class and two of the 10,300 tons dwt. class.

The 24 vessels would arrive in Indonesia gradually. Three would come next year, seven in the next, and nine and five in the succeeding years respectively.

These ships would be freighters with passenger accommodation.

Besides talks on the purchase of these ships, the possibility of sending merchant marine officers and crew and technicians to Indonesia had been discussed, the Minister disclosed.

A total of 81 officers, technicians and crew was sought by Indonesia, but the Polish Government was only able to provide 30, who would arrive in Indonesia soon.

He revealed that the Polish Government had also expressed, informally, willingness to train Indonesian youths in Poland to become merchant marine officers, marine technicians,

dockworkers and shipyard experts.

Besides, twenty scholarships for Indonesian youths for study at the Merchant Shipping Academy at Sepot had also been made available by the Polish authorities.

The Minister for Heavy Industry in Poland had offered to build shipyards in Indonesia by technicians and equipment from that country. This offer would be discussed further.

Finland

Finland had agreed only to sell one ship to Indonesia of the 2,200 tons dwt. class now under construction.

West Germany

Apart from getting deliveries of ships from West Germany, several private banks in that country had offered credits to Indonesia amounting to $40 million for developing her shipping industry. But this credit offer would have to be discussed by the Government before a final decision.

The banks had offered the credits under a 14-year repayment term, with a five per cent. interest. Two vessels had been bought from West Germany of the 2,300-ton dwt. class, for a total amount of DM 6.5 million. The two ships were expected to arrive in Indonesia in 1960. They would be used for cattle transport.

Italy

From Italy, Indonesia had purchased four ships each of the 950-ton dwt. class for the total amount of $400,800 to be paid under the C-credit system.

Italy also had offered to sell secondhand vessels, demanding 40 per cent. payment of their value immediately after the agreement on their purchase had been signed, the remainder being payable within eight years.

(From "Indonesia", Dec., 1958)

PEARLING

THE Australian Minister for Primary Industry, Mr. W. McMahon, last month announced that a Japanese pearling fleet of 15 luggers and one inspection ship would begin operations off the northern coast of Australia.

He said this was in accordance with arrangements made between the Australian and Japanese Governments.

The Japanese will be prohibited from operating within 10 miles of the Australian mainland or inhabited islands and will be restricted to pearling in certain areas.

• • • •

PAKISTAN

The destroyer "Crispin," one of our first all-welded destroyers, was transferred to the Pakistan Navy at Southhampton on 18th March and renamed "Jahangir."

Her refit and modernisation has been carried out by Thornycrofts.

For Sea Cadets

PRESENTATION OF A SEA CADET COLOUR TO THE TASMANIAN DIVISION

IN a colourful ceremony at a parade held in H.M.A.S. Huon on January 17, 1959, the Sea Cadet Colour was presented to the Tasmanian Division, this year held by the Hobart Unit.

The parade, which consisted of Cadets from Hobart, Burnie and Ulverstone Units, was under the command of Sea Cadet Lieut. A. Gates of the Hobart Unit. The parade was drawn up in a hollow square, the Colour Guard in the centre with the Colour Party in the middle and on either side the remainder of the Cadets unarmed.

His Excellency Sir Stanley Burbury, the Administrator, arrived at 1430 hours and was greeted by a royal salute from the Guard under the command of Sea Cadet Sub-Lieut. M. Ashton of the Ulverstone Unit.

His Excellency was met by the R.N.O. Commander A. W. Salisbury. The Senior Officer Tasmanian Division, Commander G. E. W. W. Bayly and the Commanding Officer Hobart Unit, Sea Cadet Lieut. J. Hamilton Smith.

The Guard Commander invited His Excellency to inspect the Guard. On completion His Excellency returned to the table on which the Colour was resting. The Commanding Officer then requested the Chaplain, the Rev. A. Cloudsdale, to consecrate the Colour.

After the General Blessing, the Colour Party under the command of Sea Cadet Sub-Lieut. J. Heath, advanced to the table where His Excellency presented the Colour, after which the Colour Party in Slow March resumed post.

His Excellency congratulated the Hobart Unit on their success and gave a short address stressing the value and importance of sea training, not only at present but in later years.

On conclusion of the address the Colour Guard and Colour Party marched off and the parade dismissed.

Members of the Sea Cadet Divisional Committee and their wives witnessed the ceremony and later were entertained to tea in the R.A.N.R. mess.

AN ACTIVE UNIT

AFTER a most successful camp held at the Flinders Naval depot in August, 1958, the ship's company of T.S. "Avalon" went into camp again on their home ground at the Geelong Grammar School.

This enabled the instructional staff to put into use equipment that for the lack of time had not been used before. The whaler was sailed each day and the cadets were put through each section of the course, which consisted of boatwork, work on the rifle range, knots and splices, signalling, construction of boats, ship lights, anchors and cables.

This term the annual inspection was combined with our celebration of Trafalgar Day, on October 23rd. Captain C. G. Tancred, Director of Naval Reserves, came down to inspect the unit. After colours at 16.00 Captain Tancred inspected the guard and the unit and also the School band, which once again helped the parade and added greatly to it. Owing to rain, which began to fall rather steadily, the march-past had to be called off. The Director gave the unit a talk, and then went to the miniature range, where members of the unit competed for the Inter-Dominion Shooting Cup. As a result of the annual inspection, T.S. "Avalon" has, for the third time, won the Sea Cadet Colour for the best unit in Victoria.

After the annual inspection the guard commander and second-in-command, L/S Henderson, and L/S Gunnerson, were promoted to Petty-Officers, and to fill their places A.B. Ripper and A.B. Stanger were promoted to Leading Seamen.

This year the prize for naval efficiency was won by Petty Officer Henderson and the Consadine Cup for the best first-year cadet was won by A.B. Bowen.

(The "Corian", Dec., 1958)

IF SILENCE IS GOLDEN, THEN THE SEA CADETS MUST BE ON A GOOD THING.

THE EDITOR HAS SPACE FOR NEWS.

LIFE IN A SPECIAL BOAT SECTION

By Captain P. G. DAVIS, D.S.C., R.N.

GENERALLY a man states a preference for a particular type of service when he joins the Royal Marines and if it is for a SBS, his name is noted early in his career. On completion of his recruit training, he will probably do eighteen months or so serving at sea or with the Commandos With this little bit of experience behind him, he may return to England and find himself starting the selective course and training tests to become a "Swimmer Canoeist". It is essential to become qualified as a Swimmer Canoeist (SC) before a man can join a SBS.

Initially he undergoes a series of tests which are specially designed to determine whether he has the right temperament and the stamina required of every member of a SBS. He must be a strong swimmer, not afraid to go deep nor to jump into water from heights. He must show ability to read a map and understand elementary chart work. He must be physically capable of long cross-country marches carrying heavy equipment. He must be skilled in fielderaft and camouflage. Above all, he must be capable of looking after himself under trying conditions and have a stout heart and a will to win.

The Course for initial qualification as SC 3 (Swimmer Canoeist 3rd class) lasts ten weeks. It is split up as follows, but not necessarily in this order:

(a) 3 weeks: Swimming, underwater swimming and training in the use of breathing sets and equipment.

(b) 4 weeks: Canoeing, navigation, boat handling and negotiation of difficult water, e.g. surf.

(c) 2 weeks: Tactical training, incorporating fielderaft, camouflage, demolitions, and escape and evasion.

The last week of the Course is spent on an exercise which, besides being an arduous climax, is the final test incorporating everything that has been taught during the Course. On successful completion of this stiff ten weeks' training, the next step is to qualify in parachuting, which is carried out at an R.A.F. Parachute Training School. After their previous tests and courses, it is hardly surprising that the Royal Marines rank high amongst the star parachutists trained.

After some months of strenuous training, there must be some reward for the effort and energy expended, for the knowledge and fitness gained. Indeed, the reward is twofold; first, the Marine is appointed to the unit which has been his goal—a Special Boats Section, and second, he is entitled to draw the extra pay of a Swimmer Canoeist with his diving and parachuting qualifications. He can be the highest paid of any of his friends, be he in the Royal Marines or in one of the other services.

Employment in a Special Boats Section

In spite of all this arduous training, the SC 3 is only just beginning to learn his job. In a section he now becomes part of a highly specialised and efficient team. He puts into practice the basic lessons he has learnt. He starts on advanced training and participates in large scale exercises with land and sea forces. He works with submarines and coastal craft. He works with the R.A.F. in continuing his parachute training.

In his canoe, he paddles through the day and night. He learns how to make rendezvous at night with submarines; he learns how to get his canoe in and out of a submarine quickly and quietly; he learns how to make a correct landfall on an enemy coastline at night.

In swimming, he exercises in all weathers by day and night. He learns how to approach enemy shipping and place his charges; he learns to understand the mysteries of the silent depths and eerie fantasies of the underwater world.

On land, he must combine the stealth of a poacher with the endurance of his brothers in the R.M. Commandos; he must see and not be seen; he must know how to destroy with the minimum of noise and equipment, and with the maximum of effect. He must know how to live off the land; he must be able to memorise and later report any information that he has gained on reconnaissance.

In the air he flies with the R.A.F., and slips quietly out of the aircraft to drop with his equipment and stores into the sea or on to the land; he must reorientate himself rapidly to his more normal elements—the sea or land. He must stand by to be picked up by helicopter or return home by difficult cross-country march.

As he gains more knowledge and experience in a SBS, so will he become a greater asset to his operational unit—a man of many capabilities, unselfish and self-confident. Eventually, he will return to the training unit and qualify as SC 2; finally, he can become a sergeant-instructor or SC 1. In these Courses he can add to his fund of knowledge by learning how to interpret aerial photographs, how to produce beach gradients and data forms. He will gain experience by supervising and taking charge of diving and raiding operations. He will learn the construction of ships, bridges and installations so that he will know how to cause maximum damage with a minimum of explosive.

Life in a SBS is not all work as portrayed here, with the grim duty of preparing for operational tasks of war. The units play all games wholeheartedly and have achieved outstanding success in national and regional canoe races and competitions, in swimming and water polo, in judo and in pentathlon competitions.

Life in a SBS is fun and hard work. Men who want to get as much fun out of the service as they can and have the ambition to mould themselves into fit and intelligent men with the ability to think and act for themselves, can start on the road to success by trying to qualify as a member of a Special Boat Section in the Royal Marines.

(From "The Sea Cadet")

THE ROYAL NAVY AT THE BOAT SHOW

AT this year's National Boat Show at Olympia in London the theme of the Royal Navy's stand is the opportunities for recreational boat-work and sailing afforded by the Service. Shipwright Artificer Apprentices from H.M.S. "Caledonia" are building a 14 foot Naval Sailing Dinghy.

In addition, a mixed party of Junior Ratings of the Seamen, Naval Airmen, Engineering and Electrical Branches from the New Entry Training Establishments, H.M.S. "Ganges", "St. Vincent" and "Raleigh", are building a two-man canoe such as are built by many establishments for week-end excursions and "Outward Bound" training. Also on view is the canoe in which the Royal Marines won the 1958 Devizes-Westminster race.

The walls are hung with panels of photographs depicting many types of boats used in the Navy. They include a bathing picnic in the Mediterranean, sailing in tropical waters, Fleet Air Arm pilots "sailing" a land yacht along the runways of a Naval Air Station and water ski-ing behind a helicopter and a motor boat.

Alongside the Careers desk is a cinema projector showing "Gateway to Adventure"—a film of the career of a young Naval Cadet—and a recreational film recently completed by H.M.S. "Bulwark" in the Mediterranean. The excellent shots of water ski-ing behind a helicopter in this film are thought to be unique.

JANE'S FIGHTING SHIPS 1958-59

"Jane's Fighting Ships." Edited by R. V. B. Blackman. (Sampson Low Marston & Co.).

THE comment "best ever" occurs frequently in reviews of "Jane," nevertheless it can be said that this edition is the best that the present Editor has yet produced. After the turmoil of a jubilee edition in new format last year it has been possible to devote much more time to amending and expanding data and illustrations and the result amply justifies the labour and expense involved. This edition of "Jane" is certainly value for money and a necessity for those who follow naval affairs.

While a brave face is put on the British section the Editor is forced to make much of little for there is a scarcity of new construction and the "recent disposals" notes are both frequent and large. "Victorious" and the new frigate programme are well illustrated, as are the new submarines of the "Porpoise" class. The welcome news of repeat submarines of this class is made public in this edition as are some details and names of the new General Purpose frigates.

In the Commonwealth fleets, Canada again maintains her pre-eminent position, illustrating the new ships of the "Restigouche" class and with news of successors to them. Incidentally, these former ships sport the first British-designed 3in. gun and turret to put to sea. Our own "Victorious" uses guns and mountings of U.S. pattern!

India, with photographs of "Brahmaputra" and "Kukri," gives promise of a new generation of ships for her naval service. It will be interesting to watch the effect on Pakistan of this accretion of strength.

Abroad, it is of course America and Russia that attract immediate attention. Despite a drastic pruning of the Russian pages by the Editor and the deletion of much ancient material there still remains the most formidable peacetime threat to Britain since the days of the Imperial High Seas Fleet. The comment in the foreword that "there has been a considerable increase in Russian naval activity on the high seas" makes chill reading when taken into account with the many fine vessels illustrated.

The United States section is, as usual, staggering in its immensity. The cold statement that "... it is intended that in 1960/70 there will be 150 nuclear-powered ships . . . a fleet of 75 nuclear-powered submarines . . . " gives the best possible comment on this Service. A study of this section brings several points forcibly to mind—the rapid construction of immense attack carriers and nuclear submarines and the apparent absolute dependence on them, the enormous missile capacity of the projected fleet both in the ballistic and guided fields, and the imminent obsolescence of a large portion of the U.S.N. It is a sobering thought that the U.S.A. can devote nearly one-third of the total British Naval Estimates to the construction of one ship. "Enterprise," the first nuclear-powdered carrier, is estimated to cost over £100,000,000.

Amongst the smaller navies, France continues to produce some very fine-looking ships. This edition portrays "Colbert" and promises the new carrier

shortly. Holland completes her refit of "Karel Doorman" and produces a new angle, literally, on light fleet carriers that is at least original. What its effect will be on already fast rolling ships remains to be seen. Italy, always one for striking appearances, shows designs for guided missile ships both new and converted that will at least be of interest. She also, in common with the two other ex-Axis countries, has returned to the field of submarine construction. Designs by navies formerly preeminent in this field will be interesting after so long an absence. In South America, much that is new or recent appears. Argentina and Brazil now sport new carriers. Colombia has acquired two striking destroyers from Swedish yards to counteract the Venezuelan flotilla, and Chile is awaiting delivery of new destroyers from British yards. These may well be of interest as the last true destroyer designs to emanate from the country of their birth.

EXCITEMENT OF WAR AT SEA

"Force Ten." By George Martelli. (Cape).

THE hero of this war book is a retired naval officer, named Selly, who, having married a neurotic woman, welcomes the outbreak of war because it allows him to escape from her and from his unsatisfactory life as a farmer. Unhappily for himself, his war duties are as tedious as his peacetime chores. He is given a shore job, in fact, training pilots to land their aircraft within a small area. Not even life in an aircraft carrier seems to offer much excitement.

In 1944, however, the hero takes on a more adventurous task, set, at first, in the Amphibious Operations Base. Thereafter he has to tow a fleet of landing craft to the Far East. The voyage is not auspicious. The ratings quarrel among themselves, and the hero quarrels with the Admiralty—as well as with the perils of the deep and the devices of the enemy. The book takes its title from the storm which overtakes the fleet. Now since Conrad wrote "Typhoon," any novelist who tries to copy him must expect to be judged by a high standard, whether that seems fair or not.

This book comes nowhere near Conrad's masterpiece, but it does evoke an accurate picture of the frustrations and excitement that together make up a large part of war at sea.

NO GRAVITY HERE

"Not Entirely Serious." By Tom Girtin. (Hutchinson).

AMMUNITION for the ancient naval pastime of ribbing the "Brown Jobs," alias the Army, is amply provided in this hilariously funny account of the exploits of a wartime soldier whose literal interpretation of the instruction to use his initiative results in farcical situations worthy of Voltaire at his peak of satire. Adroitly mixed with the custard-pie comedy

situations is a souffle of wit and irony which maintains the tempo of a chuckle a page and a real good laugh a chapter.

Few intelligent readers will fail to penetrate the identity of the symbolic soldier masquerading under the name of T. Harbinger as being closely allied to the real-life story of Tom Girtin, whose second book this is. Indeed, it is the abiding misfortune of the Navy that he went (albeit reluctantly) to the Army: as the Press Gang Law has never been repealed. Tom Girtin should at once be placed on board an aircraft carrier and ordered to write in his inimitable way.

Connoisseurs of Service humour will be well advised to rush off and acquire "Not Entirely Serious" for here is a new writer whose works may soon become a cult. He is unique, and he is brilliant, as he describes "the sort of civilian soldier that Regular generals prefer to forget," and the sentry who gave a visiting Major "a storm of obscene invective inviting him to perform the anatomically impossible."

• • •

DUTCH SEIZE SHIP

The Dutch destroyer Drenthe this month seized a Dutch inter-island vessel manned by Indonesians in the Macassar Strait, between Borneo and Celebes.

The Dutch Admiralty, announcing this in The Hague, said the Indonesians opened fire when the destroyer stopped the vessel, the 2,180-ton Kasimbar.

The Indonesians were disarmed, and the ship, owned by K.P.M., the Royal Dutch Steam Packet Company, was taken to Manokwari, in Dutch New Guinea.

The Kasimbar was flying the Dutch flag and had a Dutch certificate of registry.

Authoritative sources in The Hague said there were 14 Indonesians aboard the Kasimbar.

EXPLOSION AT SEA

About 50 people were killed when the British freighter Seistan, carrying gelignite, blew up and sank at Manamah, Bahrein, on February 19.

During the night the boats picked up 18 survivors, including the wife and small son of the first officer.

The Seistan, of 7,440 tons, carried a crew of 16 Britons and 50 Indians.

Half the gelignite cargo of 160 tons had been unloaded as a precaution when unloading stopped for the night. The crew were fighting the fire when the explosion occurred.

The blast threw flames 300 feet into the air and shook houses five miles away.

A fleet of small rescue boats put out, and some of them took the seriously injured survivors to the Government hospital.

The dead include the ship's master, Captain W. A. Chappell.

only genuine

is truly
✓ ROT PROOF
✓ WATERPROOF
✓ COLOUR FAST

Genuine WARDEN proof duck is the sturdiest, most reliable of all canvases. The wartime development of genuine WARDEN paid particular attention to salt water protection. That's why you'll find tarpaulins and hatch covers, spray hoods and boat covers made of genuine WARDEN give many years' longer life at the mooring.

WARDEN duck is made in three weights for every possible canvas requirement —truck or utility covers, tent covers, ground sheets, gun cases, marquees, tarpaulins, haversacks, etc.

Absolutely waterproof, rot proof and colourfast. WARDEN duck is Australian made for Australian conditions. It lasts and keeps its "as new" qualities years longer than ordinary canvases.

WARDEN
DUCK

made in Australia by Bradford Cotton Mills Ltd., 39-67 Parramatta Road, Camperdown, N.S.W. Phone LA 0477. 414 Collins Street, Melbourne, Victoria. Phone MU 9083.

Printed by Shipping Newspapers Ltd., 16 Bond Street, Sydney