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THE NAVY

Vol. 24

NOVEMBER, 1961

No. 10

The Official Organ of the Navy League of Australia

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THE NAVY

Garden Island

What was formerly an almost barren island in Port Jackson is to-day one of the most modern Naval bases in the world. From supplying vegetables to the men of the First Fleet, it now can, and does, supply and maintain some of the most modern machinery and equipment in H.M.A. ships.

IT is recorded in the log of H.M.S. SIRIUS, one of the units of the first fleet, on February 11, 1788, 16 days after the settlement of the colony, that a party of men was sent to "Garden Island" to clear it for the purpose of planting a vegetable garden for the use of the ship's complement.

The carvings on a rock at the northern end of the island, FM 1788 and IR 1788, presumably made by members of one of these gardening parties, are probably the first carvings made by white men on the eastern shore of the continent.

The topography of the Island then consisted of two rocky hummocks with a saddle, where the gardens were cultivated, in between. The northern hummock still remains, but the southern one was levelled to provide a site for buildings.

The gardens must have been successful, for after H.M.A.S. SIRIUS was lost on a reef at Norfolk Island, other ships, including H.M.S. LADY NELSON, the first ship to make the passage through Bass Strait and to hoist the new Union Jack in the Colony, are recorded as having obtained supplies from the Island.

This association between the Navy and the Island was broken, however, in September, 1811, when Governor Macquarie, by proclamation, appropriated the Island to His Excellency's Establishment and excluded H.M. Ships from using it.

Reference to the Island for many years after this appro-

priation are few, but it is recorded that the remains of Mr. Ellis-Bent, Judge Advocate, were placed in a vault on the Island after they were removed from the George Street Cemetery (the present site of the Town Hall) when this graveyard fell into disuse.

His remains, together with those of his friend, Major John Owens, which had also been placed in the vault, and those of Commodore Goodenough and others which had been interred on Garden Island, were removed to St. Thomas' Cemetery, North Sydney, in 1885 or 1886. In 1856, the Colonial Government offered and Captain Fremantle, on behalf of the Admiralty, accepted, the Island for the use of H.M. Ships in Australian waters.

The formal notice of the dedication did not appear in the Government Gazette, however, until January 10, 1865, for the southern portion and June 5, 1866, for the remainder.

Differences of opinion as to the merits of Garden Island, compared with such places as Dawes Point, Fort Macquarie, Goat Island, Cockatoo Island, and Potts Point, as a Naval Depot held up work until May 31, 1866, when a start was made on the Rigging Shed and Sail Loft, which building was completed in 1887. The establishment by 1896, when it was taken over by the Admiralty, comprised buildings known as the Barracks, Boathouse, Spar Shed, Engine and Boiler Room, Anchor and Chain Store, Sawmill, Blacksmith Shop, Naval

Stores and Main Office, either in being or in the course of construction.

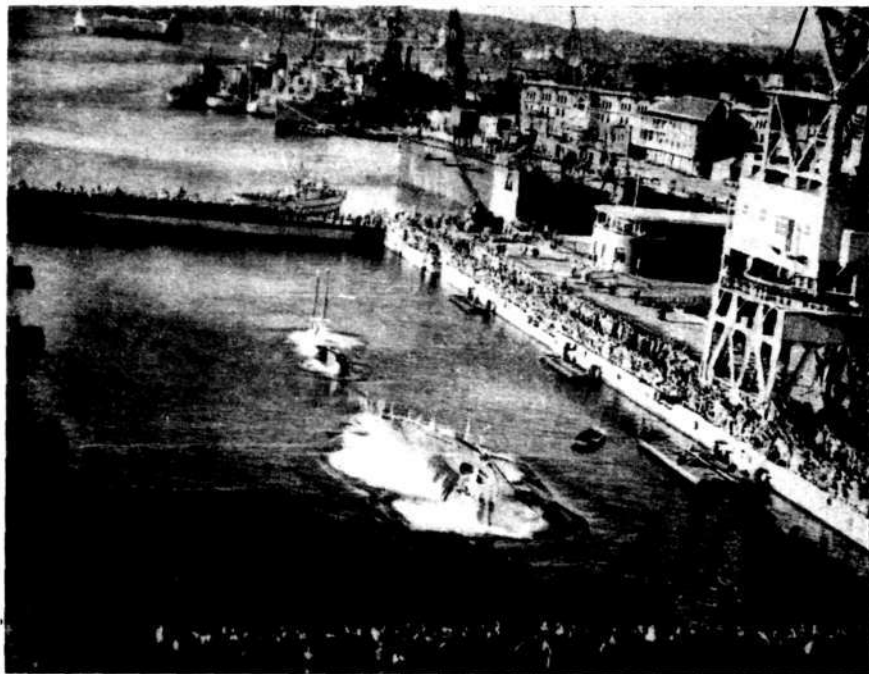
Admiralty House "Kirribilli" was acquired at a later date, as a residence for the Naval Officer Commanding the Australian Naval Station, but when the Governor-General (Lord Denman) was evicted from Government House, Sydney, as a result of the Government of N.S.W. not considering itself to be responsible for providing an official residence for Commonwealth purposes, Admiralty House was taken over as the Governor-General's official residence.

With Federation came a strong feeling that Australia should maintain its own Navy, but it was not until several years later that it was definitely decided that it should be found. Once the decision was made, events moved rapidly, and in 1913, the Royal Naval Squadron was relieved by the Royal Australian Naval Squadron, with the transfer of the station the control of Naval Establishments passed to the Commonwealth with effect from July 1, 1913.

During the intervening years many alterations and additions have been made to the engineering establishments on Garden Island in order to keep abreast of modern Naval engineering.

The growth of the engineering side of the Navy has made it necessary to move many of the Naval Stores to other parts of the city and, in addition, to construct other subsidiary

November, 1961



Submarine diving in Captain Cook Dock.

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establishments. To-day in Sydney the Navy has H.M.A.S. PENGUIN, Balmoral Naval Depot, at which is located the Atomic, Biological, Chemical Defence School; H.M.A.S. WATSON, Torpedo, Anti-submarine and Navigation Direction (Radar) Schools; H.M.A.S. NIRIMBA, Apprentices' Training School and H.M.A.S. RUSHCUTTER, Royal Australian Naval Reserve and Diving School. In addition, there is the Torpedo Factory at North Sydney, several Armament establishments and the Royal Edward Victualling Yard at Pyrmont.

With the construction of Captain Cook Dock it can be claimed that Garden Island is one of the best equipped Naval bases in the Southern hemisphere, if not the world.

THE NAVY

Captain Cook Dock

THE building of a Capital Ship Graving Dock in Australia was proposed in 1938, and the present site was recommended in January, 1940, by Sir Leopold Saville of Sir Alexander Gibb & Partners, who later supervised the construction to the requirements of the British Admiralty. Preliminary work was commenced in July, 1940, and by the end of that year construction work was in hand.

To conform with the design of the dock, an area of 33 acres between Garden Island and the mainland at Potts Point was reclaimed. 170,000 feet of sheet piling and approximately 800,000 cubic yards of stone and core filling were used for the purpose of forming a huge cofferdam from which the water was pumped leaving a large basin in which the dock was built. This work was completed in February, 1942, after which construction of the dock proper was commenced.

Most of the permanent machinery and plant required was manufactured in the United Kingdom and imported without loss despite the then existing sea hazards.

The project was proclaimed an absolute priority and the demands on Australian manpower were very severe in order to progress the work as expeditiously as possible. Concrete was poured at the rate of 2,000 cubic yards per day, and in all, over 330,000 cubic yards were used in the construction of the dock and its associate galleries for pipes, electric cable runs, culverts, alters and valves.

The dock floor which is built of rows of reinforced concrete

blocks 22 ft. square, varies in thickness in accordance with the nature of the original Harbour bed.

The two floating type caissons were built within the cofferdam concurrently with the dock construction in a position adjacent to the dock ready to be floated to their designed positions when the dock itself was completed.

The caissons are fitted with controlled ballast tanks and tidal chambers to enable them to be sunk into position or raised as required in the sealing grooves provided. In light condition each caisson is a ship of approximately 3,000 tons displacement.

The dock was ready for initial flooding in September, 1944, and the construction was sufficiently advanced to allow of the emergency docking of H.M.S. ILLUSTRIOUS on 2nd March, 1945, three weeks prior to the official opening ceremony.

From that day onward, while construction work was in progress the Captain Cook Dock was continually in use for essential servicing of major units of the British Pacific Fleet and subsequent refits of units of the Royal Australian Navy. During that time 15 units of the B.P.F., which included Capital Ships and Carriers, were docked.

The Captain Cook Dock was opened by H.R.H. The Duke of Gloucester on March 29, 1945. This ceremony marked an important stage in the completion of the greatest civil engineering project ever undertaken in Australia, and at a time when the resources of the

country were strained to the limit.

The dock is large enough to accommodate any ship afloat or at present contemplated. It has been designed in two sections so that medium sized ships can be docked simultaneously with smaller ships in the other section.

U.S.N. 70,000 ton Carrier could be docked.

The docking of one of the United States Navy's new 70,000 ton carriers would be very interesting should it ever be necessary. The hull of the carrier could easily be fitted into the dock but the angled deck of the carrier would extend over the side of the dock. This would not interfere with the docking of the carrier but would prevent one of the fifty ton cranes on the side of the dock, moving up and down as it does at present.

Special facilities such as shoring towers are provided in order that smaller ships can be docked safely in a dock of this size, as it is so large that it is not convenient or economical to dock single ships of ordinary size.

In all a light Fleet carrier such as H.M.A.S. MELBOURNE can be docked simultaneously in the inner section of the dock and two frigates in the outer section.

Primarily the Captain Cook Dock must be regarded as a very important defence asset which should be kept in the highest state of efficiency and readiness for use. Its main use in peacetime will be the docking of Naval vessels especially

November, 1961

DIMENSIONS OF THE CAPTAIN COOK DOCK

Length: 1,139 ft. 5 ins.
Inner Dock: 706 ft. 5 ins.
Outer Dock: 393 ft. 10 ins.
Breadth: 147 ft. 7½ ins.
Draught of water on sill at spring tide: 45 ft.
Maximum Pumping Rate: 360 tons per min. per pump.
The whole dock can be emptied in approximately 4 hours.

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It will enable the work of refits to proceed without excessive disruption or the necessity for sending Garden Island men to work on ships at other dockyards. Its use for this purpose also relieves the pressure on other docks and enables more commercial dockings to be undertaken in Sydney.

Dock used for Merchant Ships.

The Captain Cook Dock has also been made available for the docking of merchant ships when because of their size or for other reasons they cannot be accommodated in a commercial dock. Two of the most notable ships to have used the dock were the liners GEORGIC and HIMALAYA.

Alongside the Dock is a large Engineering Workshop, a heavy frame shop and a boiler shop which houses machinery, including one lathe with a distance of 108 feet between surfaces, capable of carrying out any work required on a ship. The machinery has also been used for civilian purposes—one of the most interesting jobs was the machining of over 1,000 tons of steel in slabs of up to thirty tons for the magnet which is to be used in the nuclear plant in Canberra.

Whilst the Electric Power is supplied by the City County Council the dock is self reliant in this direction in the event of a blackout, as an emergency power house is incorporated within the area which can supply all the power requirements for Garden Island and Dock Area. There are also three compressors constantly in use for all air supplies.

THE NAVY

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NAVY LEAGUE SEMINARS

As a contribution to the Royal Australian Navy's Jubilee, the Navy League of Australia organised a series of seminars throughout Australia.

With the assistance of the R.A.N. the public were given a much closer idea of the latest trends in modern Naval warfare.

In Sydney the seminar was held at H.M.A.S. WATSON, the home of the Torpedo-Anti-Submarine School and the Navigation Direction School.

Senior Officers from the Schools told the visitors of modern methods of detecting and destroying submarines and then gave demonstrations on the equipment in the Schools to illustrate their talks.

Commander P. R. Wood, of the 4th Submarine Squadron, which is based in Sydney, told visitors of some of the advancements that have been made in the submarine field in the last few years. He said that he believed that the conventional submarine was still a very potent weapon although the nuclear submarine was of course an outstanding contribution to the submarine field.

"Russia," he said, "was today drafting some of her best Officers and men to the submarine service of the U.S.S.R. Navy."

Photograph shows, from left to right: Rear Admiral H. A. Showers, R.A.N., Retd., President of the Navy League, Mrs. Showers, Mrs. Oldham and Rear Admiral G. C. Oldham, Flag Officer in Charge, East Australian Area, at the seminar at H.M.A.S. WATSON.

THE NAVY

H.M.A. Dockyard Church, Garden Island

The Dockyard Church is one of the most interesting churches in Australia. It is unusual in that it is situated upstairs yet still has an outside entrance.



Junior Legatees Charmaine Dymon, aged 11 years (left), and Dawn McIntyre, 10 years (right), are two of the young girls who helped in the decoration of the Garden Island Dockyard Chapel for the Annual Service which opened Legacy Week in Sydney.

THE late Rev. V. H. Thompson (formerly Chaplain, R.A.N.), in his short history of Garden Island, writes these words:

"The Dockyard Church was originally situated in a part of the Joiners' Loft, over the Torpedo Stores. When the Establishment grew and this space became too small, the northern end of the Sail Loft was partitioned off to form the present Church, in which there is accommodation for about 400 persons. The date of the occupation of the present Church is a matter of doubt, but I have learned from one informant, who is a pretty reliable authority, that as far as his memory serves him the first Service held in the present Church was a Thanksgiving Service for peace on the termination of the South African War. That would make the date about 1902. The gelatine representations of stained-glass windows were installed in 1904 and 1905 by attendants at the Church, I believe by subscription. One incident connected with the Church—which I trust will give no offence—in which some may see a little humour, I note. Accidentally, among some old papers I came across the record of a wedding that took place there. It was a beautifully executed Order of Service, done in the usual silver type. For the opening hymn, however, the compiler had chosen . . .

'Lead us, heavenly Father, lead us
O'er the world's tempestuous sea';
I make no comment."

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1958 brought several changes to this old Church. The old canvas wall separating the Church from the Sail Loft was taken down and renewed with a stronger wall of masonry.

The gallery in the Church used to be known incorrectly as "the prisoners' gallery". It was so called because for many years, defaulting Seamen were marched from the Fire Station-end of the Sail Loft to attend Church; there existed at that time, a staircase from the Sail-makers' Loft into this Gallery in the Church. These defaulting Seamen were under the jurisdiction of the Master-at-Arms, and they sat in this "prisoners' gallery", with a Leading Patrolman by their side to prevent their escape.

Furthermore, there was a wire netting placed around the "prison Gallery" to prevent any defaulter from throwing his book at the Admiral, who sat just below the Altar end of the gallery. In July, 1958, this gallery was closed off from the Sailmakers' Loft and a firm wooden staircase to the gallery was placed in the Church; and the old so-called "prisoners' seats" were removed. This gallery is now called "the Choir Gallery" and has seating capacity for a Choir of 50 souls.

In November, 1958, the Dean of Sydney, the Very Rev. E. A. Pitt, M.A., dedicated new Church doors which replaced the original "sliding doors". These doors were modelled on church doors to be found at St. John's Church, Darlinghurst.

The Stained Glass Window commemorates the Australian Submarines A.E.1 and A.E.2, both of which were lost in the First World War.

The Church has many unique Navy features—the pulpit is in the form of a ship's prow. It was presented to the Church in memory of the late Rear Admiral H. J. Feakes.

New Chief of Naval Staff for Royal Australian Navy

Rear-Admiral W. H. Harrington, C.B.E., D.S.O., has been appointed First Naval Member of the Australian Commonwealth Naval Board and Chief of the Naval Staff to date 24th February, 1962.

Rear-Admiral Harrington was born in Queensland in 1906 and entered the Royal Australian Naval College in 1920.

He had a distinguished war service and was awarded the D.S.O. when, as Captain of H.M.A.S. YARRA, he took part in operations in the Persian Gulf. He was also twice Mentioned in Despatches.

During the battle of the Coral Sea, he was the Execu-

tive Officer of H.M.A.S. AUSTRALIA and later commanded the QUIBERON. After the war he was appointed to the Department of Defence and later served as Director of Manning. He completed the Imperial Defence College Course in 1952 and later served for two years with the Admiralty.

On his return to Australia, he was appointed Captain H.M.A.S. Sydney and on

promotion to Rear-Admiral on the 10th March, 1957, he assumed the appointment of Flag Officer in Charge, East Australian Area. He served as Second Naval Member from January, 1958, until he took over his present appointment of Flag Officer Commanding Australian Fleet in December, 1959.

He was awarded the C.B.E., in the Queen's Birthday Honours in 1957.

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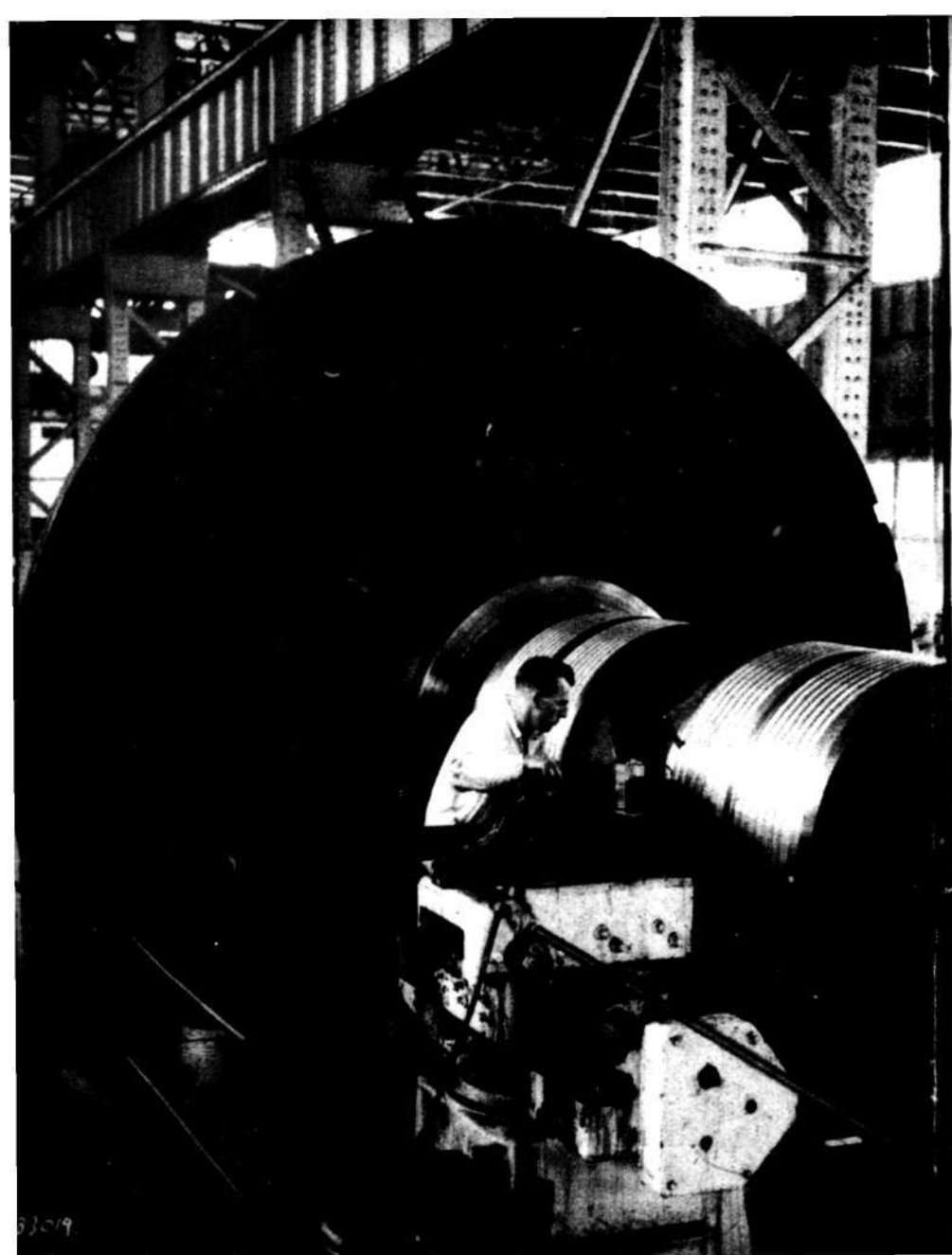
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Senator J. G. Gorton, Minister for the Navy, with Mrs. Freestone, who presented a Park, at Carlingford, Sydney, as a memorial to her husband and to all Commonwealth Submarines. It is the only memorial outside the United Kingdom.

The late Mr. Freestone was serving in the Submarine K.13 when she was lost during builder's trials but escaped through a hole cut in the hull. He came to Australia with the J. Class submarines and remained here, when he was discharged from the R.N. in 1926.

The memorial features the letters K.13 rising out of a pool and as can be seen from the photograph on the opposite page, which shows the Guard at the opening, occupies one of the highest points between the Harbour and the Blue Mountains.





Navy Week in New South Wales

THIS year, to commemorate its 50th Birthday, the Australian Navy took a much greater part in the annual Waratah Festival.

In addition to having open days at WATSON, ALBATROSS and Garden Island the Service had three floats in the Waratah Procession. The floats

representing — the Past, the Present, and the Future drew many handclaps from the 700,000 spectators who watched the cavalcade pass. The theme of the Festival this year was Red, White and Blue.

The Massed Band of the R.A.N. led the procession, followed by a Guard from

H.M.A.S. WATSON, then came a group of apprentices from H.M.A.S. NIRIMBA followed by 50 members of the W.R.A.N.S.

The "Open Days" at ALBATROSS and WATSON were held on the Holiday Monday, 2nd October.

The Minister for the Navy, Senator J. G. Gorton, who opened the Air Display at ALBATROSS told the crowd, of over 10,000 people who visited the Station, that this would possibly be the last "show" of the fixed wing aircraft at present based there. "In a few years these aircraft will be replaced by Anti-submarine helicopters," he said, "but I personally believe that fixed wing aircraft will again return to the forces when V.T.O.L. aircraft go into service."

A low cloud base, 2,500 feet, curtailed to some extent the aerobatics of the Sea Venoms but the team were able to carry out sufficient manoeuvres to give the crowd an idea of how Navy Pilots can handle their aircraft. Gannets, Sea Furies and Fireflies also showed their prowess but undoubtedly the biggest attraction was the helicopters.

These aircraft not only impressed with their versatility in carrying out Sea Air rescue Drill but provided many laughs by the ingenuity of their "Comic" turns.

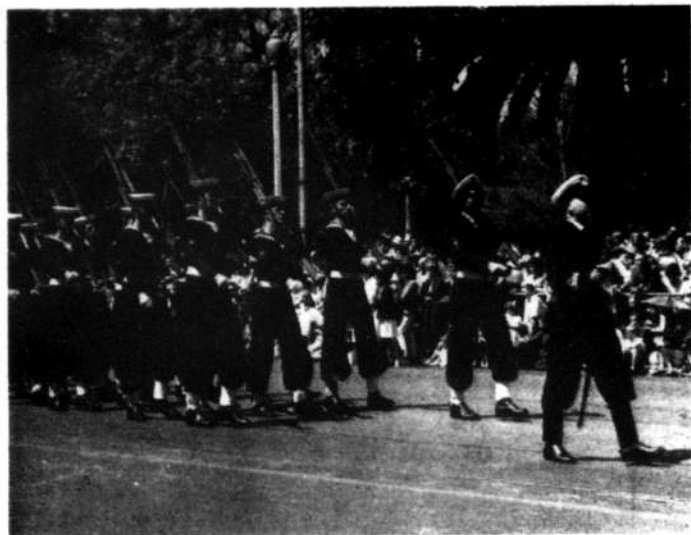
During the "Week" the Massed Band of the Navy gave recitals in Hyde Park and there were two fly pasts over Sydney by aircraft from ALBATROSS.

Over 40,000 people visited Garden Island on Saturday, 7th October, to witness the final event of the programme. Highlight of the display was H.M. Submarine TRUMP diving in one section of the Captain Cook Dock.

OPPOSITE is one of the huge lathes in the machine shop.



November, 1961

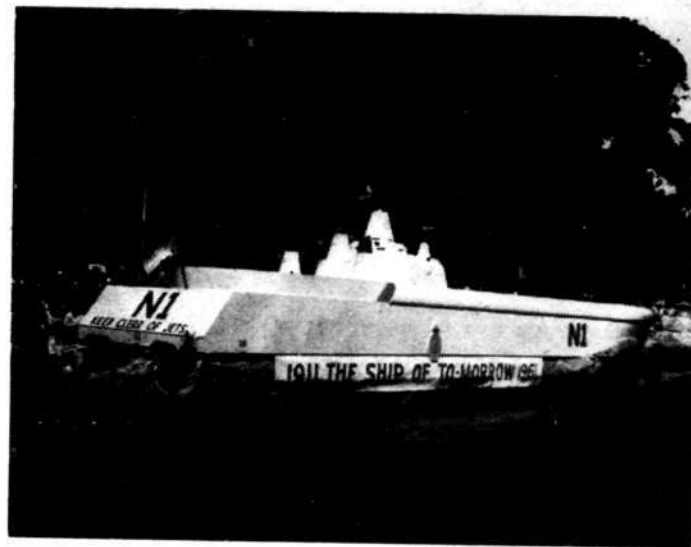


Top left: Naval Guard from H.M.A.S. WATSON headed the Naval contingent. All of the Naval personnel were warmly applauded by the crowd which lined the streets.

Bottom right: A model of H.M.A.S. PARRAMATTA which was built at H.M.A.S. ALBATROSS was a replica of the recently commissioned Frigate.



NAVAL PARTICIPATION IN WARATAH PROCESSION



Top right: The ship of the future — what the Naval apprentices from H.M.A.S. NIRIMBA, who built the float, believe that the ship of the future will look like. Rockets which were concealed in the hull of the ship, came into view every two or three minutes.

Bottom left: To honour the 50th Anniversary of the Royal Australian Navy many firms and organisations adopted a Naval theme for their floats.



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A WITCH, broomstick and all, was one of the comic turns at the open day at H.M.A.S. ALBATROSS.

NAVAL SURVEYORS

It is fitting that, to-day on Garden Island, almost on the exact spot where sailors from the First Fleet dug the gardens from which the Island gets its name, stands the R.A.N. Hydrographic Office. It is from here that modern charts go to the Fleet to enable them to sail in safety the waters of this Island continent.

The chart is as necessary to-day as it was in the days of the first ships to visit Australia.

Work is to begin this year on a new ship that will enable the Royal Australian Navy to intensify its campaign against one of its major targets — the Australian coastline.

The new ship is a specially designed survey vessel that will greatly increase the speed and efficiency of putting Australia on modern navigational maps.

Preparing revised charts of Australia's 12-thousand mile coastline is the responsibility of the Royal Australian Navy, and is one of the Navy's tangible contributions to the peacetime development of Australia. The Royal Australian Navy inherited the task from the Royal Navy, whose ships had carried out the first detailed explorations of the Australian coastline.

Large sections of the Australian coast have never been surveyed, and in other areas the original charts of the explorer-surveyors are still the only maps available. These early charts are largely drawings of the coastline itself, rather than an accurate record of sea depths and other vital information required for safe navigation.

The formidable charting assignment is made more difficult by the type of coastline, the environment and the weather. The northern half of the continent is fringed with coral reef formations, while in the south there are off-lying dangers in the shape of reefs and shoals. Many of the areas that remain unsurveyed are in difficult and sometimes stormy

regions, far from settlement and with no facilities to assist rapid surveys.

New Equipment

The new survey ship, to be built by the Newcastle State Dockyard, will be an invaluable addition to the Navy's Hydrographic Service. It will be the Royal Australian Navy's first ship designed specially for surveying. Previously, warships have been converted for hydrographic duties, and while they have made an important contribution to surveying, they lack the potential of a ship designed specifically for the job.

A survey vessel needs long range to avoid time-wasting trips to port for fuel. Also, because the nature of its work necessitates long periods at sea, the ship needs to offer a high standard of amenities for the crew.

The Royal Australian Navy's new survey ship will incorporate these features, and will rank among the best vessels of her kind in the world. She will have a helicopter, small auxiliary boats fitted with echo sounders, and many other advanced fittings. The electronic equipment will include the Lambda position-fixing system, which has been one of the most significant single advances in surveying techniques.

An essential element of sea surveying is to maintain relationship with the land so that the information obtained is accurately charted in rela-

tion to the coastline. Previously, this depended on the actual sighting of special beacons erected ashore or anchored in the sea. They were often obscured by bad visibility, and in addition the floating beacons were frequently shifted or sank in bad weather.

Lambda eliminates this difficulty, and with the electronic equipment a survey ship could actually work in the dark. The basis of the system is two portable transmitters erected at the limits of an area to be surveyed. Signals from the transmitters enable the survey ship to pinpoint its exact position in relation to the shore.

Early Surveys

Electronic devices that ensure accurate and speedy surveying are in marked contrast to the methods available to the early explorers and surveyors of the Australian coastline. Their technique was to go ashore, make a visual observation of the coastline, and then sail slowly along noting features as they went. Their charts provided little information on underwater hazards, and their only equipment for checking depths was a lead line lowered into the sea.

Such was the equipment and techniques of the men who made the first charts of Australia — charts which are still in use today. Surveys by the Royal Navy navigators Cook, Bass, Grant and Flinders had completed a general picture of

the entire Australian coastline early in the nineteenth century. Matthew Flinders in *INVESTIGATOR*, the first ship sent to Australia specifically for surveying, circumnavigated the continent starting in 1801.

The Royal Navy continued to take the whole responsibility for surveying until the mid-nineteenth century, when the

Colonial governments gave assistance by providing the ships and the finance.

The Royal Australian Navy began its own hydrographic service in 1921, ten years after the R.A.N. was created. The First World War had broken out shortly after the young Navy had received its first ships, and so surveying had to wait until after the war.

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CRABT 11

In 1921 the sloop, H.M.A.S. *GERANIUM*, was commissioned as a survey vessel. It was four years later before the Survey Service became firmly established with the arrival of H.M.A.S. *MORESBY*. *MORESBY* was under the command of Captain John Edgell, R.N., who was later to become Vice-Admiral Sir John Edgell and the Admiralty's Hydrographer. During two years in Australia he instructed Australian officers in the science of hydrographic surveying.

Between the wars, the economic difficulties of the times limited the work of the Survey Service. However, surveys were conducted in the Great Barrier Reef and in the Northern Territory, and various harbour surveys were carried out from small boats.

The Challenge of War

The Second World War proved the testing time for the R.A.N.'s Survey Service, and it came through with flying colours. Many of the operational areas in the Pacific were uncharted, and so the hydrographers, in their small ships, had the unenviable job of "blazing the trail." Before the offensive could be launched in New Guinea, the Navy hydrographers had to chart the coastline. Again, they were in the forefront of the Allied advances in the Philippines and other areas. Their hazardous existence is reflected in the fact that the comparatively small band of surveyors won a total of more than thirty awards for gallantry. In 1945, the Survey Service was using thirteen vessels. During the war, the Navy's hydrographic office in Sydney printed almost one-and-a-half-million charts for allied forces in the South West Pacific.

After the war, arrangements were made for a twenty-five year programme to complete the modern charting of shipping routes in Australian waters. Shortage of manpower caused deviation from this plan, but nevertheless surveying has been pushed ahead in all States of the Commonwealth and in New Guinea.

Peacetime Progress

In 1956, the R.A.N. began the first of a proposed series of comprehensive five-year mapping programmes. This approach proved highly successful, and a second five-year programme will begin next year. The programmes are designed on a priority basis following consultations with representatives of Federal and State Governments and shipping interests.

The Navy at present has four survey vessels—*WARREGO*, *BARCOO*, *PALUMA* and *BASS*. *WARREGO* and *BARCOO* have borne the brunt of post-war surveying and *WARREGO* has steamed a total of nearly 400-thousand miles, mostly on hydrographic work. After twenty years she has reached the end of her economical life, and will be retired when the new survey ship is commissioned. Both *BARCOO* and *WARREGO* have been fitted with the Lambda point-fixing equipment, but *PALUMA* and *BASS*, which are small general purpose vessels, rely on visual sightings for their surveys.

PALUMA has been given the job of carrying out the biggest peacetime survey of New Guinea. She began the task in January, and will be working in the area for some years.

Charting in Victoria and New South Wales is now well advanced, and the new five-year programme will concen-

trate on Tasmania, South Australia, Western Australia and Queensland.

Since the end of the Second World War, the Hydrographic Service has printed nearly 130-thousand charts. This has included copies of 101 new charts, 50 new editions and 249 reprints.

The magnitude of the task of surveying a complex, twelve-thousand mile coastline is highlighted by the United Kingdom's charting programme. To maintain modern charts of the British Isles, the Royal Navy has been employing three survey ships for 150 years!

Sea Route Project

The biggest single post-war project tackled by the Royal Australian Navy Survey Service was the charting of safe routes across the continental shelf north of Australia in 1958. An increasing number of deep draught ships were using the northern route to the eastern States, including Australian warships on their regular tours of duty in South East Asia. The waters over the continental shelf had never been surveyed, and the irregular nature of the sea bed was a persistent danger.

In a concentrated three-month effort, one survey ship assisted by three warships charted three safe routes for deep-draught shipping, eliminating the dangers of lurking banks and shoals.

The frustrating complications of surveying in Australia are illustrated by an incident off the coast of New South Wales. A survey ship was unable to find a shoal reported off Sandon Bluff. An old fisherman was discovered who was able to provide some additional information, but even then the asdies and other devices failed to find the shoal. There was, however, a

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tell-tale slick on the surface, and a boat with its anchor down eventually drifted over the rock and caught hold. An examination by divers showed that the rock was only four feet wide at the top.

Dedicated Sailors

Pimpemel Rock is now on the charts, and is just another navigational hazard revealed by the men of the R.A.N.'s Hydrographic Service. They

are dedicated men, ranging from the ratings on the survey ships to the skilled hydrographers. Survey ratings have to be "jacks of all trades." Their work involves establishing base camps in rugged terrain, blazing trails through jungle country, erecting beacons under all kinds of conditions, cliff climbing, hazardous missions in small boats and survey diving.

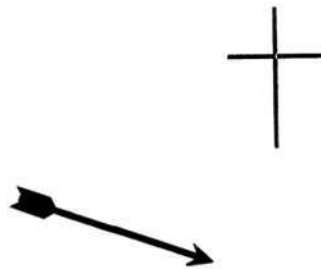
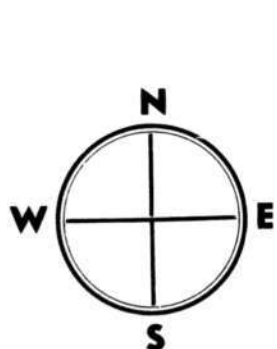
They need to be independent individuals who would think

nothing of being put ashore on a remote island and spending a month making recordings of tide movements. In addition, survey ships spend more time at sea and less in port than any other types of vessel, but despite these discomforts there is never any shortage of volunteers.

Their efforts have not been in vain. Australia is now recognised as one of the foremost hydrographic authorities in the world's best. As a result of its contribution in this field, the R.A.N. has been admitted to membership of the International Hydrographic Bureau, which is the world hydrographic organisation.

As long as ships are sailing on or under the sea, the Royal Australian Navy's Hydrographic Service will be striving to ensure safety of navigation in Australian waters.

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THE NAVY



Captain H. Morgan Giles, Commanding Officer of H.M.S. BELFAST, greets his family when the cruiser recently arrived in Sydney on a goodwill visit, after exercises in the Tasman.



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SEA CADET NEWS

Sea Cadets have recently been in the public eye.

NEW COLOURS

At the open day at Garden Island on October 7, Rear Admiral H. A. Showers, R.A.N. (Retd.), President of the Navy League, presented a new Colour to the Corps.

The ceremony was witnessed by many people, all of whom were impressed by the bearing of the Cadets taking part.

TRAFALGAR DAY

Over a hundred Cadets took part in a wreath-laying ceremony at the Sydney Cenotaph on Saturday, 21st October, to commemorate Trafalgar Day.

Wreaths were also laid by other representatives of other Maritime organisations.

The Sea Cadets again earned high praise for their bearing and in the words of one television commentator "carried out every manoeuvre with the precision of veterans."



Capt. W. B. M. Marks, Director of Naval Reserves, tries out some semaphore during a visit to a Sea Cadet Training Establishment in Sydney.



CAPTAIN A. M. CLIFT
General Manager, H.M.A. Naval
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- 27th**
- 1941 H.M.A.S. YARRA captures HILDA in Persian Gulf.
- 1944 Avignon captured.
- 28th**
- 1945 Ships enter Tokyo Bay. H.M.A.S. NAPIER and H.M.A.S. NIZAM join U.S. Task Force 384.
- 29th**
- 1944 Soissons captured after American Forces cross the Seine.
- 30th**
- 1944 Valence captured—Southern France.
- 1945 Ships enter Hong Kong Harbour. H.M.A.S.'s BATHURST, WAGGA, CASTLEMAINE, MILDURA, FREEMANTLE and BROOME present.
- 31st**
- 1944 C.G. Sixth Army terminated Noemfoor Operation.
C.G. Sixth Army terminated Sinsapor Operation.
- British capture Amiens after having crossed the Seine in strength. Northern France. Russian Forces in Bucharest.



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MONTHLY LIST OF INTERESTING HISTORICAL DATES

SEPTEMBER 1st

- 1939 Poland invaded by Germany.
- 1942 Japs repulsed at Milne Bay by 7th and 18th Austn. Bdes.
- 1944 Dieppe, Arras, Verdun captured.
- 1945 H.M.A.S. SHROPSHIRE, HOBART, BATAAN and WARRAMUNGA move into Tokyo Bay.
- 2nd to 7th**
- 1942 Japs repulsed at Milne Bay by 7th and 18th Austn. Bdes.
- 1944 C.G. Sixth Army terminated Wakde-Sarmi Operation.
- 1945 Japanese sign surrender in U.S.S. MISSOURI. H.M.A.S. SHROPSHIRE, HOBART, WARRAMUNGA, BATAAN, IPSWICH, CESSNOCK and BALLARAT among ships present in Tokyo Bay.

3rd

- 1939 British and French ultimatum to Germany expired. Declarations of War by Britain and France against Germany. Sinking of the ATHENIA off N.W. Ireland. Aust. and N.Z. declare war on Germany.
- 1943 British and Canadian troops of the Eighth Army commanded by General Montgomery and supported by Allied sea and air power attack across the Straits of Messina and land on the mainland of Italy in the area of Reggio di Calabria.
- A military Armistice between the United Nations and the Italian Government signed at Syracuse.

- 1944 Brussels liberated by British.

4th

- 1940 H.M.A.S. SYDNEY takes part in the bombardment of Scarpanto Is. airstrip.
- 1943 Landing at Lae. H.M.A.S. SHEPPARTON and BENALLA take part in naval bombardment and H.M.A.S. STELLA and POLARIS assist in preliminary surveys of area. Also M.L. 617. Amphibious landing Lae Area (9th Austn. Div.).

- 1944 Antwerp captured.

5th

- 1943 Nadzab parachute landing (503rd Pchmt. Inf. Regt.).

6th

- 1939 South Africa declares war on Germany.
- 1943 Transport A/C began to fly elements 7th Austn. Div. to Nadzab.
- 1945 Surrender at Rabaul signed in H.M.S. GLORY. H.M.A. Ships in that area included VENDETTA, TOWNSVILLE, KIAMA, DUBBO and LITHGOW.

8th

- 1940 Announced that large British and Australian reinforcements had arrived in Egypt.

9th

- 1942 Madagascar. NAPIER, NIZAM, NORMAN. Germans withdrew after attempted attack on El Alamein.
- 1943 General Mark Clark's Fifth Army, consisting of British and American forces, land in the area of Naples under the protection and air cover of the Royal and U.S. Navies. Heavy fighting to secure bridgehead lasts until 16th September.

- 1944 U.S. Troops liberate Luxembourg. 3rd Fleet struck a/m/s and shipping in Mindanao and Visayan Area.

- 1945 Surrender at Balikpapan. H.M.A.S. GASCOYNE, BURDEKIN and BUNDA-
BERG, KAPUNDA, BLACK SNAKE, RIVER SNAKE and M.L. 1343.

10th

- 1939 Canada declares war on Germany.

10th to 14th

- 1944 3rd Fleet struck a/m/s and shipping in Mindanao and Visayan area.

11th

- 1943 Surrender of the Italian Navy. Salamaua captured. Forces engaged in Salamaua operations were 17th and 15th Austn. Bdes. 162nd Inf. (41st Inf. Div.). Operations under 3rd Austn. Div. to 26th Aug. thereafter under 5th Div.

- 1944 Timor surrender, signed in H.M.A.S. MORESBY. Ships present in the area included H.M.A.S. WARENAMBOOL, HORSHAM, PARKES, KATOOMBA, BENALLA, ECHUCA, GLADSTONE, KANGAROO and BOMBO as well as M.L.'s 1324, 1322, 1329.

- 12th**
1944 Le Havre captured. Clearance of Channel Ports.
1945 Wewak surrender signed M.L. 805.

- 13th**
1945 H.M.A.S. DIAMANTINA escorted by M.L. 816 present at surrender of Nauru and Ocean Island.

- 14th to 25th**
1940 H.M.A.S. AUSTRALIA participates in British action off Dakar.

- 14th**
1943 Australians occupy Lae and Salamaua.
1944 U.S. Forces land on Peleliu in the Palau Islands.

- 15th**
1944 Assault landing by Allied troops Morotai. Force included H.M.A.S. AUSTRALIA, SHROPSHIRE, WARRAMUNGA, ARUNTA, KANIMBLA, MANOORA, Morotai Island landing (31st Inf. Div. and 126th RCT of 32nd Inf. Div. under command XI Corps.). Landing on Peleliu Island (Palau Group by 1st Mar. Div.).

- 16th**
1942 Japs land forces reach Iroibawa Ridge — 30 miles from Moresby.
1943 Lae captured by 25th Austn. Bde. (7th Div.).

- 17th**
1942 Farthest penetration of Japs toward Port Moresby (20 air line miles — Japs reached Imita Range).
1944 Landing on Angaur Island (Palau Group) by 81st Inf. Div. (323rd RCT).

- 19th**
1941 Germans occupy Kiev.
1943 Liberation of Sardinia.

- 20th**
1943 Kaiapit captured by elements 7th Austn. Div.

- 21st**
1944 3rd Fleet struck Luzon and Visayas.

- 22nd**
1943 Finschafen landing (20th Austn. Bde. later reinforced by remainder of 9th Div.).
1944 3rd Fleet struck Luzon and Visayas. Boulogne captured.

- 23rd**
1942 Attempt on Dakar by British and Free French Forces.
 H.M.A.S. VOYAGER lost at Timor while on guerrilla operations.

- 1944** 3rd Fleet struck Luzon and Visayas. Unopposed landings Ulithi Atoll by 323rd RCT of 81st Inf. Div.

- 24th**
1941 Allied Governments adhere to Atlantic Charter.
1944 3rd Fleet struck Luzon and Visayas.

- 26th**
1942 25th Austn. Bde. (7th Div.) began offensive to drive Japs back across Owen Stanleys.
1944 Survivors of British Airborne Division withdrawn across the Lower Lek.

- 27th**
1939 Fall of Warsaw
1943 Foggia captured by the Eighth Army.

- 28th**
1942 Loribawa Ridge recaptured by Aust.
1944 Liberation of Greece. Conference held at Allied H.Q. at which the two Greek guerrilla leaders agreed to place all Greek guerrilla forces under British command, and to co-operate in the final ejection of the Germans.

- 29th**
1939 Germany and U.S.S.R. settle a common frontier in Poland.
1940 H.M.A.S. STUART destroys Italian submarine off Alexandria. During this month H.M.A.S. STUART took part in the operation of reinforcements of Mediterranean Fleet until 28th.

- 30th**
1944 First heavy raid on Balikpapan, Borneo, Calais captured.

OCTOBER

- 1st**
1943 Fall of Naples.
1944 All Southern Palau Islands in U.S. hands.

- 2nd**
1940 H.M.A.S. SYDNEY bombards Port Maltesana, Stampalia.
1943 Finschafen captured by 20th Austn. Bde.
1944 Island of Kithera captured.

- 3rd**
1944 British airborne troops land in the Northern Peloponnesus.

- 4th**
1943 Liberation of Corsica.
1944 CG Sixth Army terminated Morotai Operation.

- 5th**
1943 Dumpu occupied by 21st Austn. Bde. (7th Div.).

- 6th**
1943 Naval battle off Vella Lavella.

- 7th**
1943 Naval battle off Vella Lavella.

- 10th**
1944 3rd Fleet struck Nansei Shoto, Formosa, Luzon and the Visayas.

- 11th**
1942 Naval battle off Cape Esperance.

- 11th**
1944 3rd Fleet struck Nansei Shoto, Formosa, Luzon and the Visayas.

- 12th**
1940 H.M.A.S. SYDNEY in action with 3rd Cruiser Squadron against three Italian "Fiume" Class Cruisers.

- 1943** Over 300 S.W.P.A. a/c struck Rabaul.

- 1944** 3rd Fleet struck Nansei Shoto, Formosa, Luzon and the Visayas.
 British airborne troops land near Athens. Town cleared of enemy by Greek partisans.

- 13th**
1943 Italy declares war upon Germany.

- 1944** 3rd Fleet struck Nansei Shoto, Formosa, Luzon and the Visayas.

- 14th**
1942 First elements 32nd Inf. Div. moved by air to N. Coast of New Guinea, landing at Wanigela.

- 1944** 3rd Fleet struck Nansei Shoto, Formosa, Luzon and the Visayas.

- 15th**
1943 All enemy resistance in New Georgia Groups having ceased Com. 3rd Fleet terminated the Operation.

- 1944** Mapia Islands cleared of Japs by elements 31st Inf. Div. (1st Operation directed by Eighth Army.).

- 16th**
1942 Australians recross Gap in Owen Stanleys following up retreat. Japs en route to Kokoda.

- 17th**
1944 6th Ranger Battalion landed Dinagat, Suluan and Homonhon Islands in entrance in Leyte Gulf.

- 18th**
1944 H.M.A.S. GEELONG lost in collision. 6th Ranger Battalion Dinagat.

- 19th**
1943 Moscow Conference between Foreign Secretaries of U.K., U.S. and U.S.S.R. meets to discuss future co-operation between the three countries.
 U.S. Forces land on Leyte Island in the Philippines.

- 20th**
1944 Allied assault landing and bombardment of Leyte. H.M.A. Ships included were AUSTRALIA, SHROPSHIRE, WARRAMUNGA, MANOORA, ARUNTA, KANIMBLA. H.M.A.S. AUSTRALIA suffered damage and casualties.

- Sixth Army invaded Leyte.
 X Corps (1st Cav. Div. and 24th Inf. Div.) landed San Ricardo — Palo area. XXIV Corps (96th and 7th Inf. Divs.) landed Dulagi area.
 Tacloban a/mc. seized by 1st Cav. Div. Aachen captured by U.S. First Army after a seven-day siege. 10,000 P.O.W. captured during the operation.

- 22nd to 26th**
1942 Landing and Operations Goodenough Island. (One Aust. Battalion).

- 23rd**
1944 Naval Battle of Leyte Gulf. Naval engagement between Japanese and American Fleets in Philippine waters.

- 24th**
1944 Naval Battle of Leyte Gulf. Elements of 1st Cav. Div. landed on Samar.
 Naval engagement between Japanese and American Fleets in Philippine waters.

- 26th**
1944 Naval Battle of Leyte Gulf.

- 27th**
1940 Bombing Port Maltesana — VAMPIRE, VOYAGER screening A/C Carriers.

- 1942** Naval Battle of Santa Cruz.
1943 Treasury Island landing (elements 3rd New Zealand Div.).

- 28th**
1940 Italy attacks Greece.
1943 Amphibious landing Choiseul Island. (2nd Mar. Preht. Bn.).

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NAVAL Reserves Train As Divers

Volunteers from the Royal Australian Naval Reserve have recently undergone a series of courses at the Royal Australian Navy's diving school at H.M.A.S. RUSHCUTTER in Sydney.

The courses are the result of a new scheme introduced by the Royal Australian and will, it is hoped, provide the means to rapidly increase the strength of the Navy's diving teams in the event of an emergency.

It is believed that the introduction of the scheme will also increase the number of men wishing to engage in the R.A.N.R. and who are at present interested in underwater work.

The men are being put through a basic course which will train them to a stage where they can immediately begin more advanced clearance diving training if they are needed in a hurry.

It is the same basic course as given to permanent members of the R.A.N. who volunteered for diving duties. The course teaches the techniques of compressed air diving, and at the end of three weeks the reserves qualify as divers.

Divers have an important role in modern naval warfare. They have an offensive task in clearing beach-heads of obstacles, and a defensive role in keeping ships clear of underwater explosive devices.

Right: A framed map of the Tobruk area is presented to Commander Guy Griffiths, Captain of H.M.A.S. PARRAMATTA, by The Rats of Tobruk Association to mark the part that the former ship of the name played in the siege.



Left: Wrens played their part in the Navy displays during the Waratah Festival — here some of them inspect one of the paintings that was displayed in Hyde Park.

AT RIGHT:

The two new Frigates, PAR-RAMATTA and YARRA joined H.M.A. Fleet on the 1st November. The Ships with other units of the Fleet and the visiting New Zealand Ships ROYALIST and OTAGO will late in November take part in exercises in the Tasman.

R.N. to get H-bombers

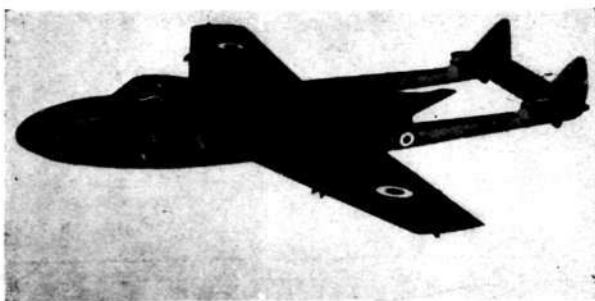
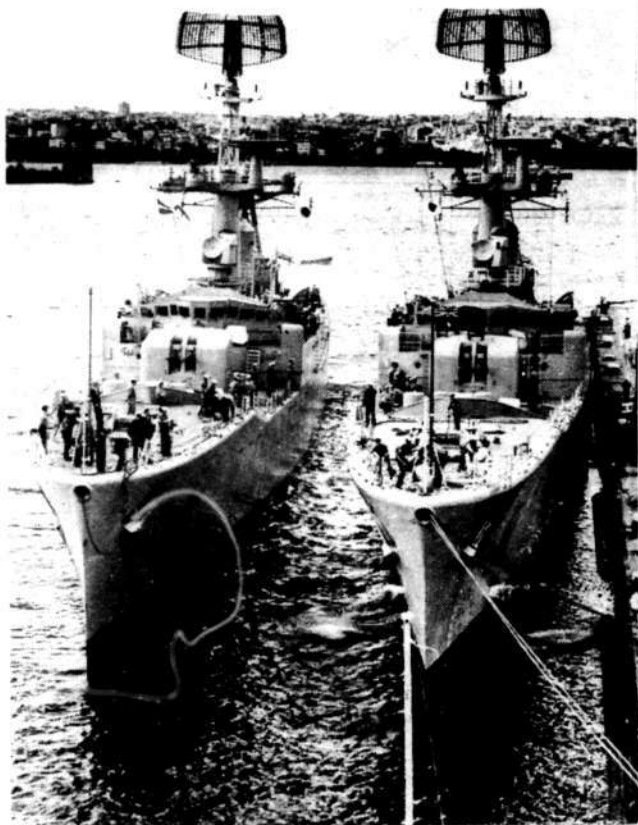
A London Press report says that the Royal Navy would get its first two squadrons of bombers fitted to carry hydrogen bombs early next year, an Admiralty spokesman said recently.

The aircraft would be Blackburn Buccaneer low-level strike bombers.

The two squadrons would be formed next March at the Royal Naval Air Station in Lossiemouth (Scotland).

One of the squadrons would be drafted to the ARK ROYAL, the aircraft-carrier at present serving with the Mediterranean fleet.

The other would possibly be shore-based for a time to take part in anti-submarine training exercises.



SEA VENOM

Sea Venoms took part in fly past during Navy Week in Sydney.

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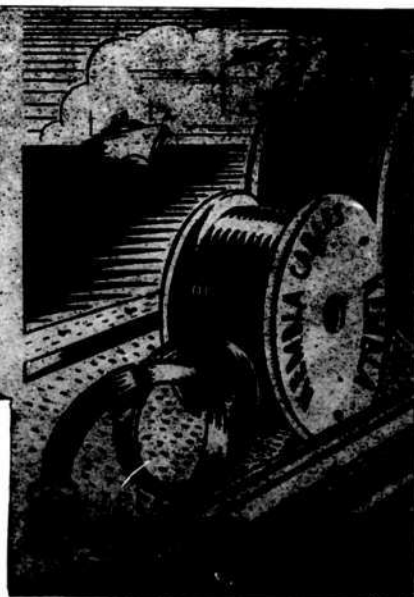
Adelaide, Brisbane, Melbourne

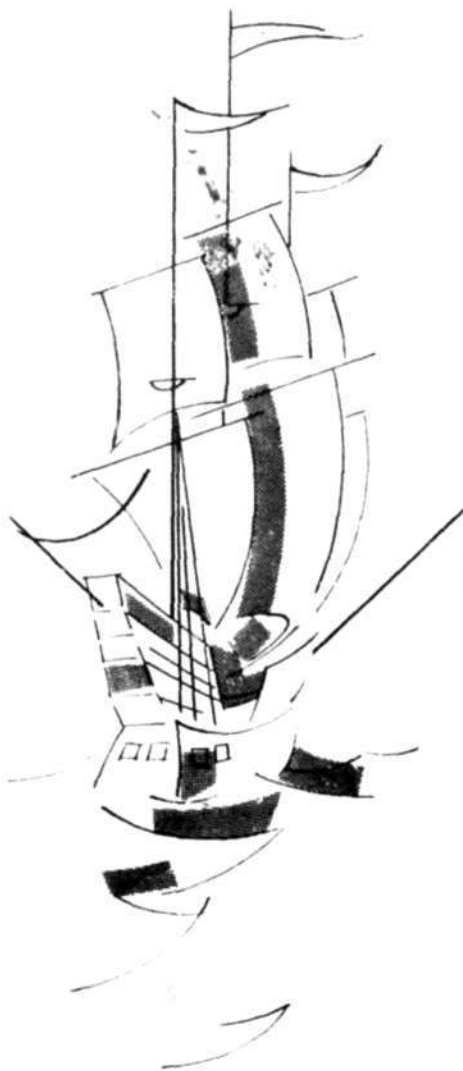
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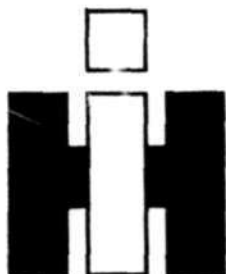
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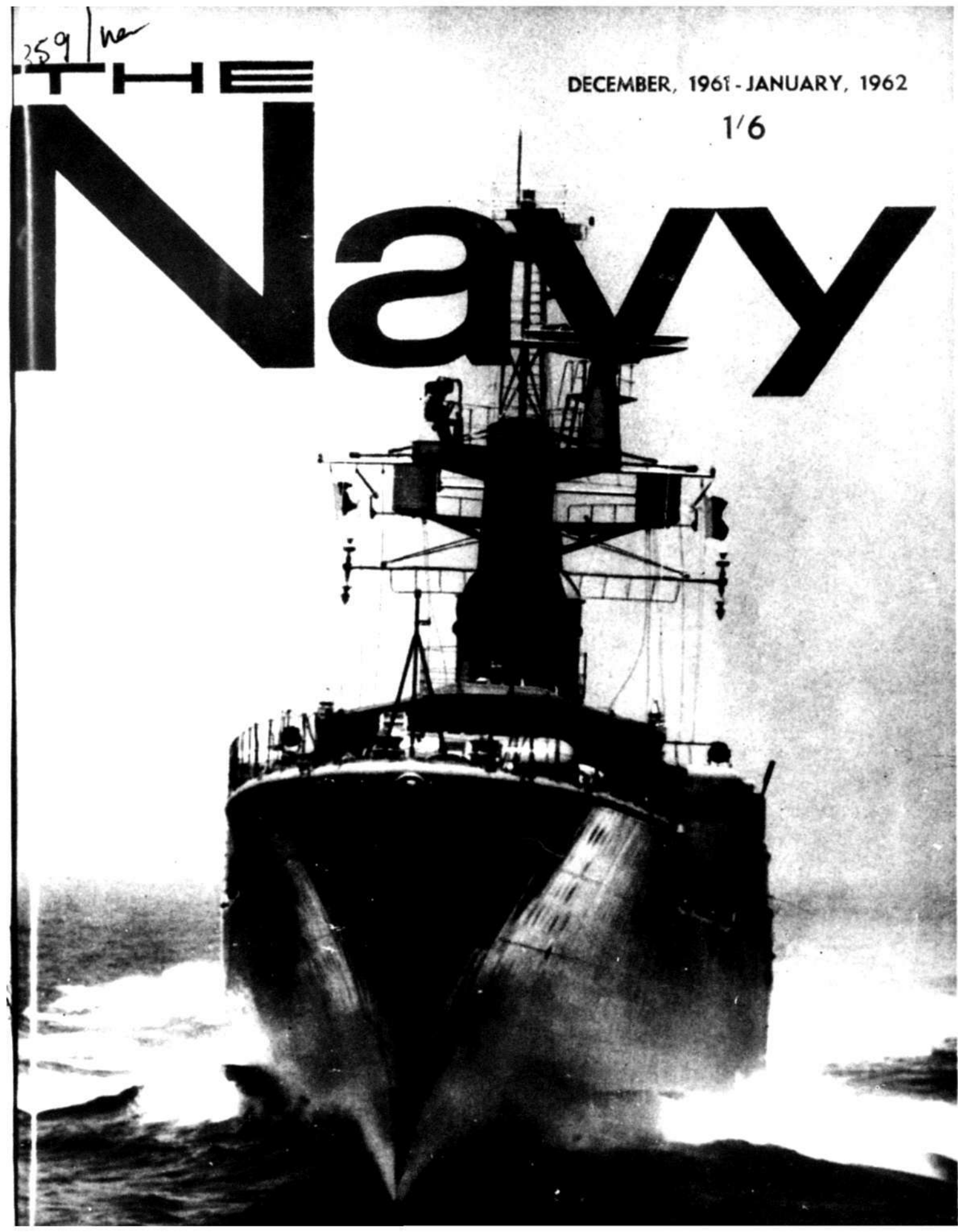
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DECEMBER, 1961 - JANUARY, 1962

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THE Navy



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THE NAVY

Vol. 24

DECEMBER, 1961-JANUARY, 1962

No. 11

The Official Organ of the Navy League of Australia

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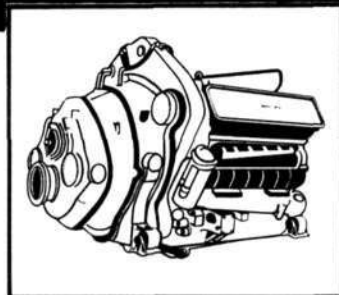
December, 1961-January, 1962

NAPIER "DELTIC" ENGINES TO POWER R.A.N. SHIPS



Napier "Deltic" diesel engines have been ordered by the Royal Australian Navy as replacement power plants for six of their "TON" Class minesweepers. The ships are to be re-engined with "Deltics" as part of a modernisation programme starting mid-1961. They will be ready to be sailed back to Australia by R.A.N. crews by the summer of 1962.

This R.A.N. order brings the total number of "Deltics" ordered to nearly 500, and there are already more than 400 of these 9 and 18-cylinder diesels in service in marine, rail traction and industrial installations in many parts of the world.



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THE ROYAL EDWARD VICTUALLING YARD OF THE R.A.N.

The Royal Edward Victualling Yard is the only Royal Victualling Yard in the Southern Hemisphere and was granted the title at its inception in 1907. The authorisation reads:

THE stores and services necessary to keep a navy at sea are many, varied and some of a very complex nature and consequently many branches have been found necessary to ensure that the shore organisations are efficient and able to meet the needs of H.M.A. Ships and Naval Establishments.

The feeding and clothing of Naval personnel is a matter of supreme importance to the contentment of the Fleet and history records many mutinies due as Samuel Pepys says, "Englishmen, and particularly seamen, love their bellies above everything else and to make any abatement from them in the quantity or agreeableness of their victuals is to discourage and provoke them."

The word "victualling" is not normally encountered in commercial life (excluding, of course, our "licensed victuallers") and people travelling abroad in modern merchant ships would be really surprised to hear their food referred to as "victuals" because food for the crew and passengers is usually handled on shore by providers and the word "victualling" is rarely heard outside Naval circles.

The words "Victual," "Victualler" and "Victualling" are fully explained in "Websters" and a perusal of this dictionary leaves no doubt that victualling means primarily "an office supplying stores and provisions to the Navy."

The Victualling Branch of the Royal Australian Navy,

M.D.W.12127
No. 19

Sir,

In continuation of Admiralty Order D.W.12127/06, of the 14th ultimo, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that his Majesty the King has been pleased to approve the title "Royal Edward" being given to the new Victualling Yard at Sydney.

The official designation of the Yard in future will therefore be "Royal Edward Victualling Yard, Sydney."

I am,
Sir,

Your obedient Servant,
(Sgd.) Evan Macgregor

The Commander in Chief
H.M. Ships and Vessels
Australia

with its Royal Edward Victualling Yard located at Sydney, is concerned with all matters affecting requirements of:

1. Provisions:

Fresh, Frozen, Deep Frozen, Tinned, Dehydrated, Powdered, Flour, Cereals, etc.

2. Clothing:

Articles and materials necessary to provide uniforms and kits for R.A.N. personnel which includes W.R.A.N.S., Naval Dockyard Police, Cadet Midshipmen, Naval Apprentices, Naval Reservists, Sea Cadets and Flying Clothing.

3. Mess Gear:

A number of items for use in the galley, in the preparation of food and all the necessary table appointments for its consumption.

4. Miscellaneous:

Library books, etc.

It is of interest to note that when the construction of the Yard was authorised it was by an arrangement entered into by the Imperial authorities and New South Wales Government whereby the land and buildings should not be transferred to the Commonwealth nor be made available for Defence Forces of the Commonwealth, the State Government declining to consent to its being regarded as transferred property.

Thus in 1904 the Government of New South Wales provided the land and buildings in order that requirements of H.M. Ships on the Australian Station might be satisfactorily met also adequately providing requirements of Victualling Yards at Hong Kong, Bombay and The Cape during periods of hostilities.

One of the main purposes of the establishment of the Victualling Yard is to ensure that

many items not normally readily available from commercial sources are procured in economical quantities and can be available to ships as and when required.

In cases where items are readily available from normal commercial sources, purchases are effected through the Department of Supply which has a Contract Board in each State and as the basic requirement is to purchase by the tender system it ensures the elimination of the "percentage pest" and that each and every tender is considered on its merits.

It will therefore be apparent that where seasonal items are concerned it is necessary for the requirements of the Service departments to be co-ordinated

and thus ensure adequate stocks are procured during each normal seasonal production run and held in stock for issue.

Where ships require service outside Sydney the victualling branch ensures that contracts are arranged accordingly and generally the branch is responsible for originating all action to provide, through the Department of Supply, period contracts for victualling stores.

The Navy is not conducted like a large Departmental Store or a Ships' Provider where the main concern is the making of profit and if a particular line is sold out it is just generally accepted as the customers' misfortune. It is to avoid a situation of this type

that the Victualling Yard is so important because every care is taken to provide the where-withal to meet every reasonable request, as once a ship sails it is extremely difficult to get supplies to her under normal circumstances.

From 1907 to 1913 the Royal Edward Yard was staffed by Admiralty officials, the majority of whom transferred to the Royal Australian Navy when it took over from the R.N. in 1913.

Victualling stores of all types, whether food, clothing or mess gear, are purchased to a very rigid specification and are subject to strict examination on delivery. During the course of examination the technical services of the Commonwealth

and States are utilised where appropriate, e.g., Customs Laboratory, inspectors of Department of Primary Industry, the Commonwealth Defence Research Laboratories, Department of Agriculture, Bread Research Institute, Standards Association, and all accredited bodies of a similar high standard.

To the landlubber accustomed to selecting his requirements personally at the "corner store" the omission of a mere gherkin from a jar of pickles may not be noticed, but to a rating in a sick bay with an increasing hunger for that one thing it can (and has had) much frustration. This is not to say the rating of today is less tough than his predecessor, although the unthinking might consider him so—simply that he has been encouraged to expect as his right everyday fare as distinct from the hard tack of other days, and he is "human."

It can also be understood that although inferiority of dyeing of materials can provide sympathetic amusement to bystanders, it can cause much discomfort to a Guard of Honour required to acquit himself with dignity in pouring rain.

For the purposes of procurement, sealed samples and patterns of all items utilised in the Victualling Branch of the Royal Australian Navy are maintained in the Yard Pattern Room and are the foundation of all action for the procurement of bulk supplies. These sealed samples are generally obtained from the Admiralty.

To-day practically 90 per cent. of Victualling Stores are produced in Australia, whereas when the Yard was opened by the R.N. it was in complete reverse.

In order that stores may reach their destination in a serviceable condition it is impera-

tive that efficient packaging be employed and, consequently, a study of modern packaging methods throughout the world is constantly examined and wherever practicable and economical those considered most suitable for use are employed. Although, generally speaking, commercial packages are acceptable to about 60 per cent., it is in respect of the balance that special requirements must be met because the varying sizes of hatches, gangways, alleyways and other important accessways to the store rooms in a ship of war are of supreme importance.

Where, however, shipment in commercial vessels is employed, there is normally no need to have special packaging other than to conform to the requirements of the Shipping Company.

If, as has happened, Naval Supply Ships are involved, then a totally different approach to the handling problem is required, because the normal set-up in these ships is such that the ships become in effect a large grocery store capable of providing the needs for small ships and larger vessels the size of H.M.A.S. MELBOURNE.

During the last war it was found simple to locate Victualling packages because they were all branded with two inch green stripe and the head "Boong" had only to be shown the marking and all the natives were immediately on the job of sorting and stacking.

SPECIAL ITEMS OF INTEREST

What might be regarded as a recent introduction so far as the Navy is concerned are the numerous varieties of deep frozen items. These have many attributes, chief among which are: ease of handling, no need for preparation for cooking, they are economical to pur-

chase, and to store and can be kept for very long periods in suitable cold storage. It is interesting to note that when H.M.A.S. MELBOURNE last put to sea for a cruise she requisitioned and drew the following quantities of deep frozen articles:

Item	Quantity
Beans	3,000 lb.
Broccoli	900 "
Brussel sprouts	1,800 "
Cauliflower	2,500 "
Peas	3,500 "

In addition, H.M.A.S. WARREGO, which undertakes surveying duties, was recently supplied with the following pre-cooked meals per head to provide small parties with a hot meal ashore:

Curried steak	1b.
Curried mince	5
Curried cocktail sausages ..	5
Fricassee of chicken	10
Veal ragout	10
Fricassee of lamb chops ..	14
Braised steak	14
Sausages and gravy	14
Hamburgers and gravy ..	14
Mashed potatoes	70
Fried chips	100

The quantities of the various items of fresh fruit, vegetables, bacon, butter, cheese, etc., are rather large when compared with the quantities normally carried home in the string bag of our housewife.

Here are the quantities purchased in Sydney for the Navy during the past twelve months:

	Tons
Meat, fresh and frozen	700
Bacon	40
Butter	80
Cheese	12
Potatoes	700
Onions	100
Vegetables	400
Vegetables, quick frozen	110
Fish	30
Eggs	Dozen
	131,000
Fruit	Cases
	7,500
Requirements of fresh and	

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(Photograph by courtesy of the "Launceston Examiner.")

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frozen meats, bread and milk are normally supplied direct to H.M.A. Ships and Establishments by commercial firms, the Victualling Yard arranges period contracts to meet these needs at Sydney and through-out the various ports of call.

The number of items stocked at the Victualling Yard would at least equal that of some of the large clothing and grocery warehouses. The total number of items involved in this would be roughly 9,000):

- (a) Provisions—fresh and dry.
- (b) Clothing.
- (c) Mess gear.

The Victualling Yard arranged supplies to the Australian Antarctic Research Expedition and also in special assignments such as the Monte Bello, Christmas Island, Coos Island.

Lime Juice

In 1792, lime juice was added to the ration instead of lemons introduced after Captain Cook's

voyage, and procurement necessitated the addition of white spirit and supply of wooden casks to ships. It can be imagined the amount of work involved under this system which has now been superseded with lemon powder in 33 oz. tins.

Naval Cookery

The fundamental property of cookery is the preparation of food before it is cooked and, with the introduction of schools such as the William Angliss School of Cookery, much improvement has been achieved in this regard. In addition to the cooks, butchers, stewards, etc., various courses are provided for the Supply Officers, all of which has tended to bring the standard of catering up to its present high level.

Practically every State has a stake in the Navy; for instance, serges have been supplied from Albany Woollen

Mills, shoes from Fremantle, earthenware from Fremantle, tinned tomatoes and dehydrated products from Perth and fresh tomatoes air freighted from Geraldton to the Sydney markets in times of shortage. Queensland provides the great proportion of beef offals, etc., but it has also supplied large quantities of shirts, footwear and dairy produce. However, the major quantities are normally obtained from contractors in New South Wales, Victoria, Hobart, and South Australia.

The Victualling Yard acts as the Admiralty agent for supplies required from Australia and huge quantities of beef, mutton, lamb, pork and offals are procured and shipped according to their availability in the various States. The items must be supplied as space becomes available because it is of the utmost im-

portance that supplies arrive at Singapore and in Malta to replenish the freezers as stocks become depleted at these places.

The amount both quantitative and financial involved in this operation is considerable and represents quite an appreciable contribution to Australia's exports.

Rum is not supplied in the Australian Navy, but stocks are obtained from the Royal Naval Base at Singapore to meet the needs of the R.N. personnel serving in the Submarines attached to the Australian station.

H.M.A.S. TARANGAU is in the category of an export requirement and supplies are procured and shipped at regular intervals from Sydney. In addition, the Victualling Yard handles the canteen stores for this locality and undertakes all work involved in Customs requirements and special packag-

ing. For the various families now resident at Manus Island, special cuts of meat are purchased, specially packed for shipment by the contractors.

When the Victualling Yard was opened, large vats were installed for the storage and blending of rum and, as this was imported duty free, it came under the control of the Customs, who created the Victualling Yard a Customs bond. It was also necessary for items being sent from England under Customs control to be supervised until transfer to H.M. Ships could be arranged upon their return to Sydney. Upon the transfer of the Victualling Yard to the R.A.N., this requirement still existed and in consequence the Victualling Yard has handled all types of stores for the Service where a Customs requirement existed.

The Authority for creation of the bond reads:

COMMONWEALTH OF AUSTRALIA

Customs & Excise Office
Customs House, Sydney
1st June, 1907

Sir,

In reply to your letter of the 30th ultimo requesting that your new storehouses at the Royal Edward Victualling Yard, Darling Island, may be regarded as bond in the same manner as those formerly at Garden Island, I beg to inform you that your request has been approved.

I have the honour to be,

Sir,

Your obedient Servant,
(Sgd.) J. Baxter,

Acting Collector of Customs

Compliments of the Season

from

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Distribution of the stores is effected mainly by road or water transport and with the linking of Garden Island to the mainland during the last war the former has become most prevalent. While the foregoing deals with the procurement, inspection, storage and distribution of the stores, the Victualling Yard function is only the first of two major phases. The second obviously is the receipt and use by the ultimate consumers, H.M.A. Ships and Establishments. In these a Supply Officer has the responsibility of ensuring that the ship or establishment has sufficient stores to provide for the ship's company at all times. This includes the provision of all mess gear and galley gear, all types of clothing and food.

The receipt of stores on board a ship when a major storing is being undertaken is a highly organised operation. Obviously not only victualling stores are taken and it will be appreciated that a lot of planning must go into the storing programme to ensure a smooth

operation. In the actual stowing care must be taken to ensure that the stores are readily accessible and that "first in, first out" can be observed.

No doubt all the ship's company regard the catering function as the most important of the Supply Officers many responsibilities. It is most important that menus provide for a varied and well balanced diet and they are planned with much detail. As is well known and earlier references bear out, food plays a most important part in the well being and morale of a service. While it is essential to keep the sailors contented it is also important to ensure that economy is practised and waste kept to a minimum. A monetary allowance system operates which provides that the foregoing objectives are achieved.

The Navy has two schools of cookery at which it trains its cooks. Every phase of cooking and baking is covered in the Naval course, and the ease and rapidity with which the cooks

are absorbed into their trade in civilian life after leaving the service are sufficient proof of the high standard achieved. This standard is expected in both ships and establishments under all conditions.

Galleys in ships are perforce considerably restricted in size and to an untrained person would present a problem in themselves. While the equipment is modern and of a high standard, and a comprehensive range is available, the relatively small area of a ship's galley makes the task of the cook more difficult. Nowadays, stainless steel is well to the fore, just as in the kitchens of large commercial undertakings. Because of the restricted area, the layout of a galley must be carefully planned and it is recognised represents in itself a study of time and motion. Cleanliness is a byword in all Naval galleys and is in evidence in the cooks, their clothing and equipment.

Most ships companies are served on the cafeteria system where the men as they are served by the cooks, pass by the galley in a continuous line. In this way it is possible for a company of 800 men to be served a three course meal (with choice of dishes) in 25 minutes. They then proceed to their dining room or mess deck where continuous efforts are made to improve appearance and comfort. Various colours have been introduced in the painted areas. Much of the furniture is aluminium, this being both presentable and light. Coloured crockery and table ware are now used and generally enhance the appearance.

Harking back to the food, probably the easiest way of covering the way the sailor eats is to present a typical menu taken at random from one of H.M.A. Ships:

A Typical Menu in Any of H.M.A. Ships

H.M.A.S. MELBOURNE Christmas Day, 1961

Menu

Breakfast

Cereals	Iced Tomato Juice	Grapefruit
Fried or Poached Eggs	Chilled Peaches	Grilled Bacon
Marmalade	Toast	Coffee

Dinner

Roast Seasoned Turkey	Cream of Chicken Soup	Cranberry Sauce
Baked Seasoned Ham	Baked Potatoes	Espagnole Sauce
Cauliflower Au Gratin	Boiled New Potatoes	Baked Onions
Steamed Plum Pudding and Brandy Sauce	Garden Peas	Green Beans
Fruit Salad and Cream	Glazed Fruits	Pineapple
Peaches	Cherries	Coffee
Nuts	Grapes	
	Ale	

Tea

Christmas Cake Tea or Coffee

Supper

Cream of Tomato Soup	Garden Salads
Cold Roast Chicken and Pork	Wine Trifle and Cream
Buttered New Potatoes	
Chilled Pineapple	

A Merry Christmas To All



*what more
could a
man want?*

Nothing, he has it all! And coming up? That touch of leisure perfection — an ice-cold glass of Victoria Bitter! Or did he order Foster's Lager? Never mind. Both great beers. Vic. . . smooth, mellow, light, exhilarating. Foster's . . . full of the flavour no other beer can match. Indeed the world's best beers. Enjoy them.

TASTE A
BEER THAT'S
REALLY BEER

VICTORIA BITTER
FOSTER'S LAGER

DRAUGHT • BOTTLED • CANNED

CRS 12

THE NAVY

December, 1961-January, 1962



H.M.A.S. QUICKMATCH SAILS FOR FAR EAST

The Minister for the Navy, Senator Gorton, said when QUICKMATCH left on her fifth tour of duty with the British Commonwealth Strategic Reserve:

"This is a record for Australian destroyers and frigates, equalled only by the flagship, H.M.A.S. MELBOURNE."

In Singapore, QUICKMATCH relieved H.M.A.S. QUIBERON, which is completing her third tour of duty with the Reserve.

Before leaving for the south, QUIBERON took part in exercises with the British commando ship, H.M.S. BULWARK.

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As your giant liner speeds smoothly through the golden tropic evenings, you form new friendships and make valuable contacts. This floating world of magic will provide weeks of delighted release from the daily tyrannies of life ashore. ★ In such glamorous "cities afloat" you may lunch beside a sparkling pool, dine in a glittering sea-going cafe. Dance your way around the world, if you like!



P & O - ORIENT LINES WORLD-WIDE SERVICES VIA SUEZ AND VIA PACIFIC

THE HISTORY OF VICTUALLING IN THE NAVY

The following are some of the landmarks in the early history of the Victualling of the Navy from its beginning up to the present day:

1327-77.—In the reign of Edward III, a Clerk was borne in large vessels; all stores and provisions appear to have been in his charge, and sometimes to have been provided by him. The expression "Bursar" from which "Purser" is derived, is found on one occasion.

1439.—A Seaman was allowed 1s. 2d. (approximate present value 4s. 8d.) per week for victualling, and presumably found for himself.

1512.—First indication of any uniform found in references to certain costs of green and white cloth (the Tudor colours) for issue to mariners.

1550.—General Surveyor of Victuals of the Sea appointed by Letters Patent. Provisions were obtained by exercising the Crown prerogative of purveyance; prior to this commissions to supply provisions were given to persons attached to the Household, or to high officials with sufficient influence to obtain them.

1565.—Victualling by contract introduced. The General Surveyor received a fee and also a fixed rate per man per day, from which he had to provide the "necessaries"—money for fuel, candles, lanterns, mess and cooerage utensils, etc., and also the following rations:—

Sunday: 1 lb. biseuit.
Monday: 1 gal. beer.
Tuesday: 2 lb. salt.
Wednesday: 1 lb. biseuit.
Thursday: beef.
Friday: 1 gal. beer.
Saturday: 1 stock fish, 1 lb. cheese, 2 ozs. butter.

The rates were at first 4½d. a day in harbour and 5d. at sea, gradually increased to 7½d. and 8½d. in 1637 (the present equivalents would be about 7d. and 7½d. and 8d. and 9d.).

1597.—Hammocks introduced; sold at cost price.

1628.—Instructions issued for certain articles of clothing to be obtained by the Navy Office and sold to the men at cost price plus commission of 1s. 6d. in the £, which was divided equally between the Paymaster of the Navy, the Purser and the Navy Office clerk who was in general charge of the clothing until issued to ships. The reason for this development was "to avoide nastie beastliness by contynuall wearinge of one suite of clothes, and thereby boddilie diseases and unwhole-some ill smells in every ship."

The Navy Office control was actually nominal, and very soon contractors were dealing direct with Purser, and the seaman were deprived of any protection which control might have afforded.

1629.—Extract from official report—"foul winter weather, naked backs, and empty bellies—the King's service worse than Galley slavery."

1637-49.—Friday's food ration had been reduced to a half, but was restored on the grounds that the observance of Fridays was begotten by the covetous desires of the contractors, though coloured with a specious pretence of abstinence and religion.

1653.—Extract from official report—"unwholesome and stinking victuals whereby many of the seamen are become sick and unserviceable and many are dead."

1655.—The rapacity of those supplying and handling clothing was such as to defeat the Admiralty's intention of issuing at cost price. On the food side speculation, embezzlement, and abuse of position were rife.

Under the Parliamentary administration action was taken to improve quality and do away with abuses in connection with both food and clothing, and in this year victualling (i.e., food) was constituted a Department under the immediate care of the Commissioners, with a Captain in charge. "Purser's perquisites" (the withholding of one-eighth of every pound due for issue) dates from this period.

1657.—The Captain just mentioned died, and was succeeded by three of the Navy Commissioners, who were styled "Commissioners of the Navy and Victualling."

There were two great disadvantages as we see it now—the money allowance was not commensurate with the actual value of the provisions left behind, and purchased in lieu at the canteen or on shore, to provide variety, were almost invariably higher priced; and there was no machinery for purchasing Service provisions out of the money allowance—"on repayment," as it is now

(Continued on page 15)



NAVY IN SALVAGE OF WRECKED AIRCRAFT

A Viscount airliner crashed into Botany Bay and Navy ships and men assisted in the salvage.

Left: H.M.A.S. WALRUS with a crash boat at the scene of the crash.

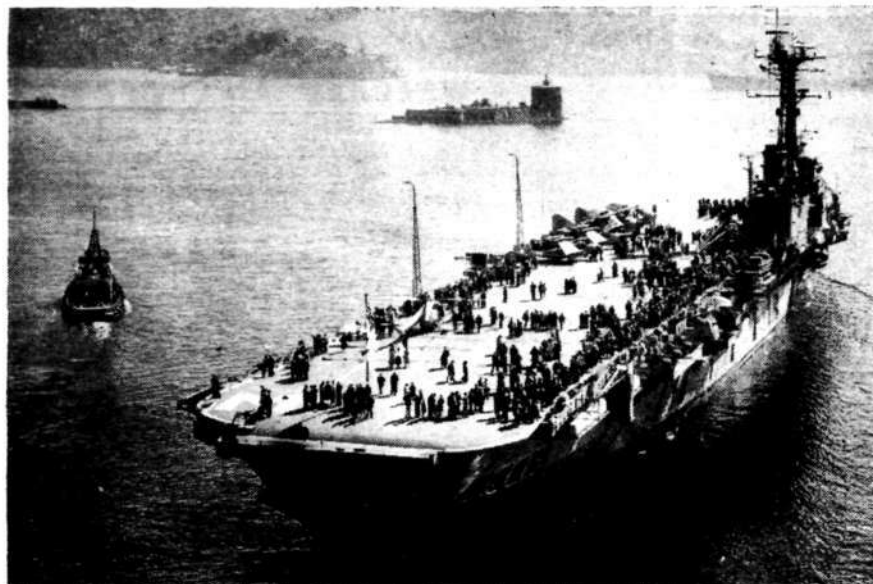
Centre: H.M.A.S. KIMBLA.



Lieutenant Commander Martin, Captain of H.M.A.S. KIMBLA, and airline and aviation authority officials examine some of the wreckage.



A Navy clearance diver reports to Dept. of Civil Aviation officials and Police after a preliminary inspection of the area in Botany Bay, where the airliner crashed.



FAMILY DAY IN FLAGSHIP

Over 1,000 guests were aboard the flagship of the Fleet, H.M.A.S. MELBOURNE, as she left Garden Island recently for "Family Day."

During the day's trip to sea, the flagship, H.M.A.S. ANZAC and H.M.A.S.

PARRAMATTA thrilled with displays of flying, mortar firing, a "jackstay" transfer between ships and other activities peculiar to the daily ritual of a ship at sea. It was a day of non-ending interest for the visitors.

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(Continued from page 11)
termed. This meant that a fresh meat issue could not be prepared as a pie or pudding without resort to shore or canteen purchases, since no flour was included in the ration on fresh

meat days, whatever cut of meat might be issued.

The new ration would have provided a menu of the following type:—

Breakfast: Cocoa, and bread or biscuit.

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The League consists of Fellows (Annual or Life) and Associates.

All British subjects who signify approval to the objects of the League are eligible.

MAY WE ASK YOU TO JOIN and swell our members so that the Navy League in Australia may be widely known and exercise an important influence in the life of the Australian Nation?

For particulars, contact The Secretary, 66 Clarence Street, Sydney, N.S.W.
or The Secretary, Room 8, 8th Floor, 528 Collins Street, Melbourne, C.I., Victoria

or one of the Hon. Secretaries at:

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- 726 Sandy Bay Rd., Lower Sandy Bay, Hobart
- P.O. Box 90, Darwin, N.T.

- 30 Pirie Street, Adelaide, S.A.
- 62 Blencowe St., West Leederville, W.A.
- 60 Limestone Ave., Ainslie, Canberra, A.C.T.

Dinner: Fresh meat and vegetables: or at sea, salt beef or preserved meat and plum duff, or salt pork and pease pudding.

Supper: Tea, and bread or biscuit.

The allowances of the principal articles were soft bread 1½ lb. or biscuit 1½ lb.: fresh or salt meat 1 lb. or preserved meat ¾ lb.

1832.—Supply of clothing taken over by the Admiralty. Civil Departments of the Admiralty were reorganised and both food and clothing placed in the hands of a Comptroller.

1852.—Pursers ceased to exist, and the present system of Accountant Officers was commenced.

1857.—Uniform clothing for men introduced.

1859.—Free uniform on first entry introduced.

1870.—An Admiralty Committee investigated the Savings system. It found itself unable to agree as to the general working of the system or as to any scheme that would be preferable to it. It recorded that the ships' cooks generally knew nothing about cooking in the proper acceptance of the term. (With its necessary accompaniment of "Household" Management) i.e., Recall the 1950's episode—Complaint re fatty chops which investigation showed were shortloin intended for frying, baking or grilling but were used instead for a stew.

1873.—School of Cookery established at Portsmouth.

1877 - 78.—Canteen became general on two systems—the Service system, where a ship's company committee, under officers, stocked and ran the Canteen; and the unofficial Tenant or Bumboat system, where a contractor ran it and paid rent to the Ship's Canteen

Committees on the basis of numbers borne.

(A story from the end of the XIXth century may be inserted here of a dying man in the Sick Bay who expressed his last wish that the Paymaster and Ship's Steward might be sent for. On their arrival he desired one to sit on each side of his cot, and composed himself to pass away. He recovered, however, and when later asked his reasons explained that he had felt that he could not do better than follow the example of Christ, who died between two thieves.)

1900.—The great extension of Canteen business for non-Service provisions, and the very large amount of Savings paid, became so pronounced that an Admiralty Committee was appointed; it was to go into the questions of rations, canteens, and meal hours, but strangely enough was forbidden to look at the questions of Savings or the abolition or placing under Government control of the Canteens.

The Committee had more or less to content itself with an effort to introduce more variety, and as a result such items as jam, coffee, condensed milk, and compressed vegetables were added, and the scale for other items was slightly increased. A specimen of the new menu would be as follows:

On turning out: Cocoa.

Breakfast: Coffee, bread or biscuit.

Dinner: Fresh meat and vegetables, or salt meat and accompaniments.

Tea: Tea, bread, or biscuit, jam.

Supper: Corned beef, bread or biscuit.

One sees here very definite steps towards the improvement

of sea rations, and the introduction of variety. But the two disadvantages already mentioned still remained. The Committee did recommend the official recognition of the Tenant Canteen system.

1902.—Introduction of Victualling Course, Part I (Provisions) for Accountant Officers. Cookery Schools established at Chatham and Devonport.

1904.—Committee on Naval Cookery. It pointed out that the fundamental principle of cookery is the proper preparation of food before it is cooked—it was precisely this function which was not entrusted to the trained cooks, but to inexperienced Mess Caterers. Although trained cooks were now becoming available, the mistrust and want of confidence bred by their predecessors persisted.

Two important results of this Committee were the provision of bakeries and refrigerators in battleships and the larger cruisers; and the Committee ventured to go beyond its terms of reference and call attention to the question of Savings.

1906.—As a result of the 1904 Committee's report, a further Committee was appointed in 1906 to investigate (1) Canteens generally, and (2) any possible simplification of the complicated Victualling and Savings system. The order in which the subjects were placed is noteworthy. The President was fortunately the same officer who presided over the 1904 Committee on Cookery.

This Committee produced what is still in force to this day in the smaller ships—Standard Ration plus Messing Allowance system; and it advocated the trial of what has since become the recognised system in larger ships—The General Messing System.

SENIOR VICTUALLING OFFICER RETIRES

MR. M. D. BRETHERTON RETIRES AFTER 47 YEARS IN THE DEPARTMENT OF NAVY

WHEN World War I occurred in 1914 I was in my final term at the Melbourne High School and the topic of my future was a matter of some importance and I had the choice of taking up teaching or accepting an appointment as a Naval Staff Clerk. A number of the family were already members of the teaching profession so I decided to become a clerk.

After preliminary talks with the Naval Secretary (Mr. G. L. Macandie) I was offered an appointment in Sydney at the Royal Edward Victualling Yard and had no conception that I was the first clerk to be permanently appointed to this Establishment after the Royal Navy handed over the various Establishments to the Royal Australian Navy.

With free tickets from Garden Island to the Quay and to Pyrmont I arrived at the tram terminus to discover that the Establishment was practically unheard of. It was only after an hour or two walking and inquiring that I was advised there was a red brick building down in the Darling Island Railway Yards that handled food stuffs and that it was probably the place I was seeking and so it was.

The commencing salary was £60 a year plus an allowance of £24 for living away from home. How well do I remember the struggle to save sufficient money to travel in the cheap excursion train to see my people in Melbourne. It was far different accommodation from the pleasant modern air conditioned standard.

As three of my brothers had already enlisted in the A.I.F. and another was completing his term at the Royal Military College, Duntroon, and being under 21, I was refused permission to enlist both parentally and Departmentally.

The next thing was to learn the job and in 1914 practically 95 per cent. of stores were imported direct from the Admiralty and the problems of examinations were minor compared to those experienced today and because of the change about 95 per cent. are now manufactured in Australia and the balance is imported.

The Victualling Branch is one of the most interesting in the Navy Department and if I had to choose again I would make the same choice.

To Service Personnel, Victualling is a common day-to-day operation but to others it is not so clear so I add that the Victualling Branch acts as wholesaler to H.M.A. Ships and Naval Establishments; and briefly the field of service covers clothing articles, raw material required for their manufacture, fresh fruit, vegetables, dairy produce, fresh and frozen meat and small goods, tinned goods, sugar, deep frozen products and other similar items.

All table appointments and a limited number of items of galley equipment are also the responsibility of the Yard. In addition to Naval Personnel in H.M.A. Ships service embraces W.R.A.N.S. Nursing Staff, Naval Apprentices, Naval Cadets at Jervis Bay, Flighter Air Arm, Naval Dock-

yard Police, Musicians and other requirements associated with the numerous activities of the R.A.N. The examination of items covers a wide sphere and to ensure full and efficient examinations the services of many Commonwealth, State and commercial bodies are utilised.

Since 1914 there have been many changes of great interest in victualling stores and I refer briefly to:

(A) Uniform. The change from the sennet hat to the white duck cap. (We are now utilising straw hats in the tropical areas and these are a very close approach to the sennet hat.)

The sun or pith helmet is no longer used.

The original band uniform in the R.A.N. had blue pipings, this was later changed to accord with that of the Royal Marine bands with the very bright red pipings. Recently the dress of R.A.N. ratings was changed to the blue jacket's rig.

The full front trousers have been discarded for a fly front article.

The hammock is being gradually replaced by a camp bed stretcher; Dunlopillo mattresses and pillows are being used instead of hair beds and pillows.

(B) Food. On the Food front we have experienced many developments, brought about mainly by industry itself.

i. The introduction of many varieties of deep frozen items.
ii. Boneless meat.

(Continued on page 18)

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iii. The introduction of lemon powder in place of lime juice which was supplied in casks.

iv. Polythene containers for vinegar which has, for many years, been supplied in wooden casks or wicker covered jars.

One of the latest interesting innovations is the supply of a machine for reconstituting milk in tropical areas and by ships with a large complement like the MELBOURNE.

The table appointments, for the Navy are keeping pace with modern commercial productions whereby bacon and bread slicing machines, knives, forks and other items of modern production are accepted. The adoption of coloured cups, saucers and plates is indicative of the Naval Board's desire to obtain contentment in Victualling personnel.

When the First World War broke out the Fleet escorted the Australian troops to the

Middle East and actually the work of the Victualling Yard then resolved mainly to supplying transports. A large number of these were later re-named and were apparently the beginning of the Commonwealth Shipping Line. Supplies to these vessels produced many problems and as "they were not of a Service" nature brought new problems of Victualling.

When the Second World War broke out somewhat similar conditions existed until the fall of Singapore necessitated a radical adjustment of Services particularly the Victualling Branch. I was instructed to open a Victualling Yard in Western Australia and this I operated until 1949. Of all the interesting assignments I have carried out, that in Western Australia was outstanding.

Because of the situation existing in Western Australia the R.A.N. acted as suppliers of fresh food to all allied Navies.

Of the many unusual things that did happen in Western Australia I would like to refer to three:

(1) The evacuation of Fremantle, when the Japs were reported heading south. It was a strange sight to see Fremantle Harbour devoid of vessels of any type, even the floating dock had been towed away. You may imagine the surprise when H.M.S. SUSSEX appeared late p.m. and when asked why the fruit and vegetables were on the wharf, I replied "You will need them" the reply was "Not on your life, we have been at sea for weeks and are looking forward to some Fremantle fresh fruit, vegetables, Swan lager and hospitality." I replied that you would be at the wharf only so long as it took to complete oiling and the Engineer Commander who was near by said that this could not be com-

pleted before 0600 next morning—I replied, at a minute past six you would be slipping the cable, and so they did. They were all amused because they opinioned there were no Japanese warships within hundreds of miles of Fremantle and they wanted shore leave.

(2) The arrival of the British Fleet with its Fleet train on its way to Sydney was an epic. Victualling Stores were supplied and inboard, so far ahead of schedule that the Admiral ordered the Fleet train in the same day instead of the following day as arranged. I personally had to visit the various hotels and seek the help of the staff because they had obtained the weekly, because that worked until 0200—and resumed at 0600 and were enjoying a few hours before turning in—not one let me down and we had the Fleet train serviced in record time.

(3) The arrival of H.M.S. MAIDSTONE at Fremantle with 425 R.N. ex-prisoners of War who needed amongst other things, complete uniforms. This was a responsibility of H.M.A.S. LEEUWIN and organised by Commander F. G. Crowther, R.A.N., in conjunction with the Victualling Yard. The ratings were kitted up in two hours, which covered medical inspection, despatch of telegrams, advance of pay, personal fitting of uniform by proficient tailors, sewing on of badges and finally the very nice welcome by a special band of lady volunteers who delivered cups of tea, etc., was a credit to the R.A.N. Each rating was supplied with a bearer to collect and carry his items of uniform.

On leaving Fremantle I returned to Melbourne as Deputy Director of Victualling and held the post of Director whilst the permanent occupant was abroad. I was later privileged

to have a period with the Admiralty and represented the Royal Australian Navy at the Commonwealth Conference on Clothing and General Stores held in London in 1950.

I was appointed to my present position in 1950 and again had the privilege of being one of the Navy representatives at the Commonwealth Conference on Clothing and General Stores held at Canberra and Melbourne in 1959.

Visiting Warships always appreciate advice on a personal level regarding purchase of special articles for their families, and although not part of the official duties of the staff it has contributed in no uncertain manner to the popularity of visits to Sydney. There are, however, few who do not wish to buy Koala Bears.

It may be of interest to quote one particular party of VIP's visiting Australia who when approached in the normal manner as to any personal purchase they might like advice on replied, Yes, a number of Australian Digger Hats complete with Rising Sun Badge and Chin Strap.

I am quite happy to retire and strangely enough it does not seem 48 years since I commenced duty. However, I intend to spend some of my retirement endeavouring to get near the "Jack." During my service I have received assistance from Commercial Firms and Government Departments at all levels and as Chairman of the District Contract Board for many years I have acquired a very deep appreciation of the many problems that concern Service Departments.

Naval Service has always been most co-operative and I would like to take this opportunity to thank each and everyone concerned and say "Good-bye, and God Bless."



Log Wran Pam Witton and Wran June McMillan admire a model of the Westland Wessex helicopter. These anti-submarine helicopters are expected to join H.M.A.S. MELBOURNE in 1963.



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January will be posted.

MONTHLY LIST OF INTERESTING HISTORICAL DATES

NOVEMBER

1st

1943 Bougainville Landing.
Naval Battle of Empress Augusta Bay.

2nd

1942 Allies capture Kokoda after advancing
over Owen Stanley Range.

1943 Naval Battle of Empress Augusta Bay.
Heavy S.W.P.A. Air Strike on Rabaul.

1844 Carigara captured by 24th Inf. and 1st
Cav. Divs.
Elements 7th Inf. Div. reached Baybay
on West Coast of Leyte.

3rd

1943 Marine parachute battalion withdraw
from Choiseul.

4th

1943 Marine parachute battalion withdrew
from Choiseul.

1944 A.I.F. landing at Jacquinot Bay, assisted
by H.M.A.S. SWAN, BARCOO and
VENDETTA.

5th

1940 H.M.A.S. JERVIS BAY sunk in
Atlantic.

1942 Hostilities cease—Madagascar.

1943 3rd Fleet Carrier strikes on Jap Naval
Forces, Rabaul.

6th

1944 Bombardment Wide Bay area by
H.M.A.S. SWAN, BARCOO and VEN-
DETTA.

7th

1940 H.M.A.S. VAMPIRE, WATERHEN and
SYDNEY take part in establishment of
base at Suda Bay.

8th

1940 American ship CITY OF RAYVILLE hit
mine and sank off Cape Otway.

1942 H.M.A.S. QUIBERON takes part in
North African Landings. Casablanca,
Oran and Algiers captured.

Allied Forces of the U.S. Army and the
British 1st Army under General Eisen-
hower land in North-West Africa.

1944 All Greek soil cleared of German troops.

9th

1943 Agreement creating United Nations
Relief and Rehabilitation Administra-
tion signed in Washington by 44 Allied
and Associated Nations.

11th

1940 H.M.A.S. SYDNEY joins Battlefleet of
7th Cruiser Squadron in raid in the
Straits of Otranto.

1942 Naval Battle of Guadalcanal.

1943 3rd Fleet Carrier strikes on Jap Naval
Forces, Rabaul.

12th

1940 H.M.A.S. SYDNEY attacks convoy
coming out of Valona Bay, Otranto
Straits.

Fleet Air Arm attacks Italian Naval
Units in Taranto Harbour.

1942 Naval Battle of Guadalcanal.
H.M.A.S. FAURO CHIEF (Ketch)
shelled at Misima Harbour.

13th

1940 American Forces landed in Iceland.

1942 Naval Battle of Guadalcanal.

British capture Tobruk.

14th

1942 Naval Battle of Guadalcanal.

15th

1942 Naval Battle of Guadalcanal.

1944 Mapia Islands cleared of Japs by
elements 31st Inf. Div.

16th

1942 British 1st Army under command of
General Anderson enters Tunisia.

1944 Mapia Islands cleared of Japs by
elements 31st Inf. Div.

17th

1944 Mapia Islands cleared of Japs by
elements 31st Inf. Div.

18th

1940 Valona Bombardment. SYDNEY par-
ticipation.

1944 Mapia Islands cleared of Japs by
elements 31st Inf. Div.

19th

1941 H.M.A.S. SYDNEY set on fire in action
with German Raider KORMORAN, off
the coast of Western Australia, pre-
sumed sunk.

1944 Asia Islands occupied by elements 31st
Inf. Div.

Bombardment Halmahera Island by
H.M.A.S. BURDEKIN.

20th

1939 Germany begins to use magnetic mines.
1940 H.M.A.S. GOORANGAI sunk in Port
Phillip Bay.

1942 British capture Benghazi.

1943 Gilbert Islands, U.S. Forces land at
Tarawa and Makin in the Gilbert
Islands.

1944 Asia Islands occupied by elements 31st
Inf. Div.

22nd

1943 Cairo conference between President
Roosevelt, Generalissimo Chiang and Mr.
Churchill.

December, 1961-January, 1962

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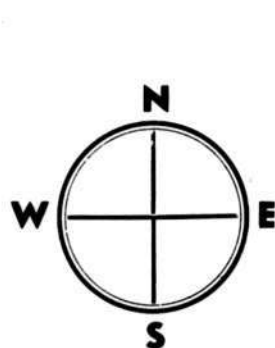
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- 24th**
1941 PARRAMATTA sunk with heavy loss of life on Tobruk run.
1943 Battle of Cape St. George.
1944 Limon captured by 32nd Inf. Div. First B 29 Raid on Japan from Saipan.
- 25th**
1943 Naval Battle off Bougainville. Sattelberg captured by 26th Australian Bde. (9th Div.). Australians capture Gona.
- 26th**
1944 First Landing of Jap Airborne troops East Coast of Leyte (San Pablo-Dulag Area).
- 28th**
1942 H.M.A.S. ADELAIDE intercepts German Supply Ship RAMSES in Indian Ocean.
1943 Teheran Conference between President Roosevelt, Marshall Stalin and Mr. Churchill.
- 29th**
1943 H.M.A.S. WARRAMUNGA and ARUNTA bombard Gasmate area, R.A.N. Ships involved: ARUNTA and WARRAMUNGA.
- 30th**
1942 Naval Battle of Tassafaronga. H.M.A.S. ARMIDALE sunk by aircraft attack south of Timor.

DECEMBER

1st

- 1942 QUIBERON, part of destroyer force which attacked and sunk three destroyers and four merchant vessels off Tunis.
H.M.A.S. ARMIDALE sunk by Japanese bombers in Timor Sea while on guerilla operation.

6th

- 1941 Japan launches air attacks on U.S. Naval, Military and Air Bases at Pearl Harbour. Other air attacks at Manila, Shanghai, Malaya, Siam and Hong Kong. Japanese Carrier Force struck Pearl Harbour.
1944 Second Enemy airborne attack on Leyte. 77th Inf. Div. landed S. of Ormoc in vicinity of Ipil.

8th

- 1941 Thailand surrendered. Japanese bombed Clark Field, Luzon. Britain and the Dominions declare war upon Japan.
U.S.A. declares war on Japan. China declares war on Italy, Germany and Japan.
Japanese troops land in Siam, near Malayan Frontier.

9th

- 1941 Malaya invaded.
1942 Gona captured by 21st Australian Bde. (7th Div.).

10th

- 1941 H.M.A.S. VAMPIRE in action in which H.M.S. PRINCE OF WALES and REPULSE lost, by Japanese air operations off Malayan coast. Japanese landed Vigan and Aparri, Luzon. Guam captured.
1944 Ormoc captured by 77th Inf. Div. Formation of the British Pacific Fleet and the British East Indies Fleet announced.

11th

- 1940 Sidi Barrani captured.
1941 Italy and Germany declare war on the United States.

12th

- 1941 Task Force—South Pacific constituted at sea.

13th

- 1939 Battle of the River Plate. German pocket battleship ADMIRAL GRAF SPEE damaged by H.M. Cruisers AJAX, ACHILLES and EXETER.

- 1942 Landings at Buna, Sanananda. H.M.A.S. COLAC, BROOME, BALLARAT and WHYALLA assist in troop movements in New Guinea Area.
H.M.A. Ships COLAC, BROOME and BALLARAT landed 9th and 10th Battalions, 2nd A.I.F., at Oro Bay for attack on Buna.

14th

- 1941 Burma invaded.
1942 Buna village captured by 127th Inf. (32nd Inf. Div.).
H.M.A. Ships COLAC, BROOME and BALLARAT landed 9th and 10th Battalions, 2nd A.I.F., at Oro Bay for attack on Buna.
1944 3rd Fleet strikes on Luzon. H.M.A.S. NAPIER and NEPAL bombard Burma Coast to cover troop movements.

15th

- 1942 H.M.A.S. CASTLEMAINE attacked by aircraft in convoy off Cape Wessel, N.T. British capture El Agheila.
1943 U.S. Landing at Cape Gloucester. H.M.A.S. AUSTRALIA, ARUNTA, WARRAMUNGA and SHROPSHIRE take part in operations.
1943 BISMARCK'S Campaign. 15th Dec. '43 — 27th Nov. '44.
U.S. Landings at Arawe: R.A.N. Ships involved: H.M.A.S.'s AUSTRALIA, SHROPSHIRE, WARRAMUNGA, ARUNTA and WESTRALIA.
1944 3rd Fleet strikes on Luzon. Mindoro Landing.

16th

- 1944 3rd Fleet strikes on Luzon.

17th

- 1939 Scuttling of the GRAF SPEE. First contingent of Canadian troops landed in Britain.
1941 British capture Benghazi.

18th

- 1942 Madang and Wewak occupied.

18th

- 1941 Penang occupied.

20th

- 1942 Madang and Wewak occupied.

20th

- 1941 Landing at Davao, Mindanao.

22nd

- 1941 First U.S. Expeditionary Forces landed Australia (Brisbane). Task Force—South Pacific became U.S.F.I.A. upon debarkation.
Japanese launch major attack on the Philippines.

- 1944 Highway 2 cleared from Limom to Ormoc as 1st Cav. Div. and 32nd Inf.

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and best wishes for a
healthy & prosperous
future*

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LAVENDER BAY

Div, overcame final Japanese resistance
in Loney-Cananga area.

23rd

1941 Wake Island surrendered.
First U.S. Expeditionary Forces landed
Australia (Brisbane). Task Force—
South Pacific became U.S.F.I.A. upon
debarkation.

24th

1941 First Japanese landings in Luzon,
Manila raided.

25th

1941 Hong Kong surrendered.
1944 CG Sixth Army terminated Leyte Cam-
paign.
GASCOYNE rescues 1,000 passengers
and crew from blazing Merchant Ship.

26th

1941 Manila declared open city (bombed
following day).

1943 Cape Gloucester landings (1st Mar.
Div.).

U.S. Landings at Cape Gloucester;
R.A.N. Ships involved: H.M.A. Ships
AUSTRALIA, SHROPSHIRE, WARRA-
MUNGA and ARUNTA.

30th

1943 Cape Gloucester air strips captured by
1st Mac. Div.



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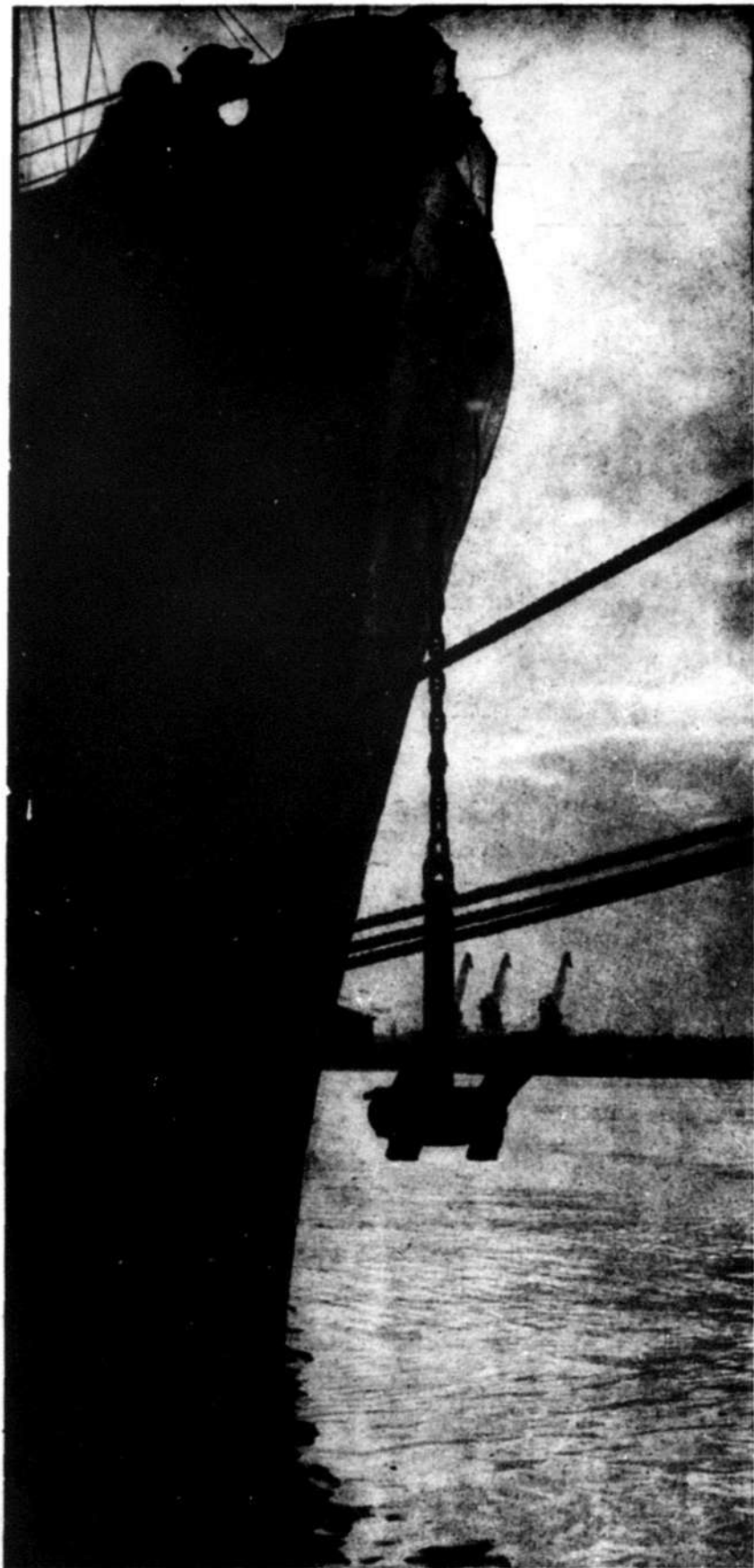
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