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Vol. 27

JANUARY-FEBRUARY, 1965

No. 2

The Official Organ of the Navy League of Australia

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VALE:

SIR WINSTON CHURCHILL

It is with great regret that, as this issue goes to Press, The Navy learns of the death of that great Statesman—Sir Winston Churchill.

Because of his long and close Association with ships and the men that man them, I feel that to most of us in the Navy, the Merchant Navy and their Associated Services, his death has the sorrow of a personal bereavement.

Editorial—

Reduced Frequency of Issue of "The Navy"

As a trial, the number of appearances of 'The Navy' will be reduced in 1965 from 12 to 6.

The reduced frequency will not only ensure regular issuance at due dates but will enable the advertising of long-standing friends of the League who employ these columns to be spread effectively and planned for over the year in relation to today's high cost of production.

This will give consequent scope for general improvement of standard and, in turn, enhance prospects of increased circulation.

Consideration was given by the Navy League of Australia (N.S.W. Division) together with the Producer, who carries the whole financial burdens of this publication, to reduce to quarterly issues; but all concerned felt this would leave too long a gap and interfere with continuity.

The new schedule, which retains October as one of the months of issue, will enable us to cater if required (as for so many years past) for the special Trafalgar Day Souvenir Issue and thus serve the R.A.N. by provision for them of a programme for their special annual events at the time of the Navy Week Celebrations.

It has been customary for this October issue to be ordered in greater quantity by the R.A.N. for distribution for training, etc., purposes and the Publications Committee of Navy League (N.S.W. Division) will offer the R.A.N. special service in this regard under the magazine's new programme of issue. Also, plans are being made to increase the Sea Cadet content of 'The Navy' and for inclusion of more articles and items relating to Australian maritime affairs generally, including items of both current and historical interest.

THE NAVY

H.M.A.S. Nirimba

PASSING OUT REPORT

By CAPTAIN J. R. McMURRAY

BRIGADIER T. F. B.
MACADIE, D.S.O.

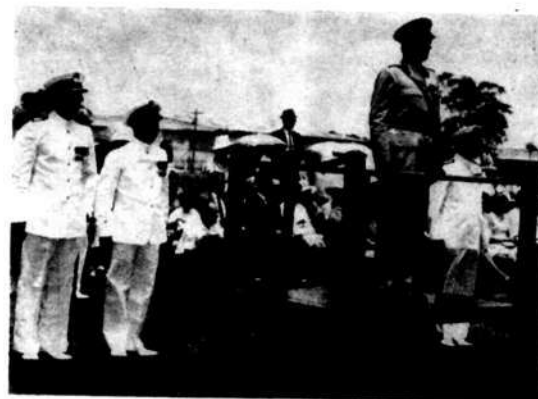
Sir:

On behalf of the Officers, Ship's Company, Staff and Apprentices of H.M.A.S. NIRIMBA, I bid you a very warm welcome to our Tenth Passing Out Ceremony.

It is a particular honour to welcome you Sir, because you are the first member of a Service other than our own to review the Parade and present the Prizes at this Ceremony. We hope that the precedent thus set will be repeated in the future, because not only is it an honour to welcome you but, as we are proud of our Establishment and its achievements, it is pleasing to us to be able to display it to members of other Services and let them see what we are doing and what we hope to achieve in the future.

I also extend a very cordial welcome to our official guests who represent a variety of organisations both Service and civil who year in and year out help us unstintingly in many ways.

Specially welcome are the parents and friends of those Apprentices who are Passing Out. We are very appreciative of the fact that many of you have travelled long distances to be here. To those who are present and to those who are unable to be here I would like to say thank you on behalf of all concerned with training for your support and encouragement during the time that your sons have



Brigadier T. F. B. Macadie, D.S.O., on the Saluting Dais.

spent at NIRIMBA. This is a great help to us in our task of training young men for the Naval Service.

The highlight of the term's activities was the Apprentice Inter Service Sports and this year we were very pleased to be hosts to Officers and Apprentices from the Army Apprentice School at Balcombe and the R.A.A.F. Apprentice School at Wagga. I might add too, Sir, that in sports in which we confidently expected to shine, Rugby Union and Australian Rules, we were convincingly beaten by the Army. However, as consolation, by dint of never being beaten in anything by both other Services Navy was able to record the greater number of points overall and win the Inter Service Trophy.

In the training field steps are being taken to reduce the time

spent at NIRIMBA for E.R.A's and Naval Shipwrights from 4 to 3½ years. This will, of course, mean rewriting syllabuses and re-arranging the training programme to a certain extent. However, we feel that by simply increasing the tempo of training the reduction in time can be readily achieved. The tempo perhaps is not at the moment great enough and it is of course not right that students such as ours should be lulled into a false sense of values when the required standard can be achieved by a small effort on the part of those lucky enough to be bright and adept at the allotted task.

Sir, with your permission I would now like to speak more generally. This unfortunately is the last time I will have the opportunity to speak to you all as a body. Farewell speeches are

never easy and, in this case the task is even more difficult for I say goodbye to an Establishment that has perhaps meant more to me than any other in which I have served in my years of service.

As Executive Officer and as Captain I am well aware of the vital importance of this Establishment and the men it trains to the Fleet and to the security of this country. The task has been carried out sometimes under great difficulties. Shortages of funds, shortages of staff, shortages of equipment and even shortages of living space have all existed. These problems however are being overcome, perhaps slowly at first but with increasing tempo, and I believe that within a short time in terms of buildings, equipment and so on the service will have an Establishment of which it is justly

BRIGADIER MacAdie pictured with Apprentice **O. A. Maskell** (right) winner of the Governor-General's Prize, and divisional shield winners at **NIRIMBA**.



proud. In terms of men, that is up to you and that of course means every one of you. The quality of the men who have passed out of this Establishment is I believe, with few exceptions,

unsurpassed. Very few who have taught or directed have failed to become imbued with enthusiasm for their jobs. Fortunately for the majority, the few can be forgotten and lost in the service

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which they perhaps think owes them a living. Lots, of course, have found that it in fact doesn't and one finds, as in all other walks in life, you will get out of it just about what you are prepared to put into it.

It is just 43 years since the first Passing Out Ceremony and perhaps the effects of the training here has not yet been fully felt throughout the service. It will not be long however before the **NIRIMBA** product will begin to leave its mark indelibly, and I know that one day a Commanding Officer will stand addressing you as I am who will be proud to say I am an old **NIRIMBA** boy. Many I know and you know have their foot on the first rung of the ladder

right now and there will be many more to follow them.

During the last two years this Establishment has expanded rapidly and its expansion is by no means ended. We are almost literally bursting at the seams. However the rebuilding has been approved and planning is well advanced for an Establishment the Naval Board directive for which reads in part if I may be permitted to quote them, "It is desired that the quality of design and construction of the Establishment should reflect the great importance that the Naval Board attach to Apprentice Training." I am assured by those responsible for the planning that this will indeed be the case.

To those of you who are Passing Out today I would say this: You have reached the end of a long and at times arduous road. You can look back with pride and you can also look forward with confidence. However, the road ahead is longer and one that is full of responsibility. You have been trained not only as technicians but as leaders. Leadership should not become a burden to you. Accept the responsibility of it with pride and never forget that the Navy relies greatly on the technical skill and on the leadership and example of her Petty Officers.

Good luck to you all, congratulations from us all. Good fortune in your careers and God bless you.



The Passing-Out Term of Apprentices pass the Saluting Base as they leave the Parade Ground.



Yeoman of the Guard, London

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MINESWEEPERS IN ACTION IN MALAYSIAN WATERS



H.M.A.S. TEAL, pictured above, captures SAMPAN.

In Canberra on December 14, the Minister for Defence, Senator Paltridge, announced that H.M.A.S. TEAL, a member of the Australian mine-sweeping group engaged on anti-infiltration patrol in Malaysian waters, had encountered two sampans a mile off Raffles Light, near Singapore at 2030 hours.

The vessels separated as TEAL approached.

One escaped into Indonesian waters; the other fired upon TEAL which retaliated.

In the engagement three of the seven crewmen in the sampan were killed, and the vessel surrendered to TEAL which was undamaged.

TEAL handed the sampan over to Singapore police.

TEAL, commanded by Lieutenant Keith Murray, R.A.N., has been on duty in Malaysian waters since September.

THE INSHORE FLOTILLA

Minesweeping was ever a chancy business — as many a sweeper has found to its cost in the past. It becomes even chancier when there is little time to practice. This is the case with the Inshore Flotilla, Far East.

In view of their role today, perhaps the better title would have been "Offshore Gunboat Squadron" as since December, 1962, the ships of the Flotilla have been hard at work off the Borneo coast.

The ships of the Flotilla have seen all "the others"—ALBION, BULWARK, VICTORIOUS, HARTLAND POINT — come and go, but in the meanwhile the sweepers go on doing the main work of patrolling the Borneo waters with the appearance of going on much longer.

Now the Flotilla has been called in to help the Malaysian

Government impose a control on the centuries old barter trade around the coasts of Singapore and Malaya, and patrols by the sweepers, with Naval helicopters from H.M.S. VICTORIOUS, are being mounted alongside ships of the Royal Malaysian Navy.

The eight coastal minesweepers of the 6th Minesweeping Squadron (H.M. Ships HOUGHTON, PUNCESTON, FISKERTON, MARYTON, WOOLASTON, WILKIESTON, DARTINGTON and CHAWTON), together with their forward support ship H.M.S. MANXMAN, have been joined by H.M.S. PENSTON, LANTON and DUFTON from Hong Kong, and H.M.A. Ships HAWK, GULL, SNIPE and CURLEW from the Australian 16th M.S.S.

This not inconsiderable force of 16 ships claim they are the

Navy in Borneo and look on "the others" as temporary guests. And back in Singapore there is always the Base support ship, H.M.S. MULL OF KINTYRE, lending her not inconsiderable size and expertise to keep her charges operating.

What do these small ships do? . . . Firstly, and of greatest importance, they provide seaward barrier patrols off the coast at Kuching in Sarawak and Tawau in Sabah (formerly British North Borneo). Their job is to hunt, stop and search small boat traffic in these waters. H.M.S. PUNCHESTON stopped a kumpit, leading to the discovery of a huge quantity of arms and ammunition intended for clandestine subversion in Sarawak. The patrols mean many days at sea (usually four to five weeks in the patrol area with perhaps an occasional three or four days off in a local port). Sometimes the weather is marvellous and the job is pleasant.

At other times the North-east Monsoon blows a "hooligan" (and these ships roll on a flannel, it is said). Certainly they are very uncomfortable. And at these times they are presented with a lee shore and its attendant dangers.

One of the problems of the Borneo operations has been that virtually no roads exist in the vast jungle areas and the only means of communication—apart from the air—is water.

The uncharted and dangerous jungle rivers of Sarawak and Sabah have been negotiated as far as is navigable by all the C.M.S.'s without serious mishap, notwithstanding the ever-present dangers of half-submerged logs of enormous size, and uncharted shoals. Bent screws are commonplace after a Borneo patrol.

One irate minesweeper officer said recently: "We sometimes think the Army imagine that we exist to transport them. I suppose from a soldier's outlook this is understandable and they are quite right in thinking we are the only really safe, effective and fast means of moving sizeable bodies of troops operationally in Borneo!"

A minesweeper in Borneo can—and does—move some 200 troops at a time but only those who have been moved in such a way can actually vouch for the fact that they do all get in the ship while it is still afloat.

However, despite their prolonged "gunboat" duty in Borneo, the minesweepers do keep their hand in during regular mine counter measure exercises and Captain I.F. has been heartened to see how well the ships can still do their proper job!

The work of the Inshore Flotilla in the Far East takes toll of men and material. The maintenance and repair programme has been exceptionally heavy. This has meant a heavy load on the

resources of MULL OF KINTYRE; she has borne it all wherever and whenever needed. Repair and maintenance parties are sent all over the Far East Station to look after the sorely tried sweepers. Places as far apart as Hong Kong and Tawau have seen parties from the MULL cheerfully disembowelling minesweepers and making them go again. On the other hand, of course, Hong Kong does have its compensations.

The MANXMAN (Captain I.F.) has not been so much in support as she should have been but has been engaged in "hoeing her own row". She has now overtaken ALBION in the time spent off the Borneo coast, especially at the Eastern Sabah port of Tawau, where she was often joined by one of the sweepers from Hong Kong and was of valuable assistance to the Royal Malaysian Naval craft based there. Many of the smaller ships have had reason to be grateful for her fresh water, provisions, stores and technical facilities.

Fortunately, it has not been all work and no play—the Flotilla can produce a formidable hockey, and good soccer and rugby teams. It also won the small arms ships' cup at the Fleet Rifle Meeting this year.

The lucky ships have managed to slip away for a quick visit to Hong Kong and Penang and while up at Hong Kong, H.M.S. MANXMAN again proved her versatility by giving the drought-stricken Colony three-quarters-of-a-million gallons of fresh water.

All these ships are on a Local Foreign Service so it means a great deal to the men—and their families—having to spend so much of their time away from the Base (upwards of 60 per cent), but it has been cheerfully accepted.

H.M.A.S. MORESBY'S SURVEY SEASON

AUGUST-DECEMBER, 1964

H.M.A.S. MORESBY, the Royal Australian Navy's latest survey ship has just completed her first survey in tropical waters. Built at Newcastle State Dockyard and commissioned in March, 1964, MORESBY carried out a small survey in Tasmanian waters "to put her through her paces" before departing for the Barrier Reef and Torres Strait Areas last August for a 4½ month survey season.

Sailing from Sydney on 10th August, MORESBY proceeded to Townsville where she left one of her 34 foot motor survey boats to chart Cleveland Bay. While the motor boat Fantome was charting Cleveland Bay, MORESBY worked in Rockingham Bay, the approaches to the sugar port of Lucinda Point (Ingham, Queensland). After a month in this area she proceeded to Cairns which was to become her base for operations in Torres Strait.

During the remainder of the season we returned to Cairns on three occasions at four week intervals. Whilst on the grounds a visit was paid to Port Moresby on October 17-20 and mail stops were frequently made at Thursday Island.

The surveys of Rockingham Bay and Cleveland Bay were part of a plan to modernise the charts of the Queensland coast and more important to provide information for the shipment of sugar from the sugar terminal at Lucinda. The expansion at present occurring in the sugar industry was apparent to MORESBY as a bulk sugar terminal was

opened at Cairns during the ship's stay in these waters.

The present charts of these areas were compiled principally from information gained by Lieutenant Richards in 1865 whilst in H.M.S. PALUMA, and have been amended from time to time by later information.

In both Rockingham Bay and Cleveland Bay no major changes were observed from Lieutenant Richards' charts, but the chart which will be from MORESBY's observations will be made more detailed and provide for the requirements of the modern deep draught merchantman.

September 9 saw MORESBY in Torres Strait ready to commence her survey of that area. Torres Strait is the shortest route to the various eastern Australian ports from the eastern archipelago. The route has much tanker traffic as well as tramp merchantmen, however the main channel has only 30 feet of water in places at low water.

The requirement exists for a deeper channel for the modern day deep draught merchantmen who desire to utilise this shorter route.

Before the survey could commence, however, the area of Torres Strait had to be triangulated; known positions obtained from which a relative position of various sea depths and shoals can be obtained. This entailed many parties passing nights on tropical islands carrying out observations and measuring distances.

By the beginning of October sounding was commenced and

continued through until 5th December, 1964. This is the process of actually recording the depths but once again as in the Barrier Reef survey no major changes were found.

A reconnaissance of Endeavour Strait showed no likelihood of deeper water. Napoleon Passage which is to be surveyed by H.M.A.S. PALUMA, has approaches which are comparatively shallow and would preclude its use by deep draught ships.

This has been the ship's first major work since commissioning and it has been under tropical conditions. All who served in her have been more than satisfied with her performance and have found that living in a ship in the tropics can be comfortable.

NUCLEAR-PROPELLED SHIP LAUNCHED

Late last year the hull of the first West European nuclear powered ship was launched at Kiel. She has been named OTTO HAHN after the German physicist who was an early worker on nuclear power. She is to be completed as an ore carrier and will be powered by a Babcock and Wilcox reactor using enriched uranium. The ship is expected to cost about £4,750,000 of which £2,430,000 is for the reactor alone. The OTTO HAHN is expected to make her maiden voyage in 1967 and she will be employed on comparatively short runs in the European ore trade as an experimental ship. In the meantime, the American SAVANNAH visited Southampton and it has been announced that five transatlantic voyages are planned for her in the course of this year and next. Short passages from one European port to another and transatlantic passages are being offered to the public.





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TWO WEEKS IN AN AIRCRAFT CARRIER

By LEN BLEASEL

Having had the good fortune to be selected as Plumbing Apprentice of the Year, I had the further good luck to be one of three apprentices invited by the Royal Australian Navy to be its guests aboard the aircraft carrier H.M.A.S. MELBOURNE for a fortnight at sea. This fortnight was one of the greatest experiences of my life and something that I shall never forget.

We Were Treated as Officers

Together with Brian Marley, apprentice photo-engraver with the Sydney Morning Herald, and Brian Fowler, apprentice electrical fitter with St. George County Council, I boarded H.M.A.S. MELBOURNE last month and was soon at sea.

Like most people I had read sea stories and I looked forward eagerly to the days ahead.

One thing I discovered quickly the accounts of the Navy's hospitality had not been exaggerated; we were treated as officers and our quarters were with the officers of the Fleet Air Arm.

Each day we were allocated to a different department of the ship, where we were shown around by the sectional officer, who explained its operation and the part it played in running the ship.

This was of great interest to us, especially when we visited sections similar to those of our own trades.

Some parts of the ship contained Classified Matter, and we were unable to inspect these places without the escort of an officer.

Some sections were out of bounds altogether.

It was a fascinating experience to be shown over a ship of this size and to see all the complexity of activity that is needed to keep it functioning efficiently.



The Captain of H.M.A.S. MELBOURNE, Captain H. D. Stevenson, photographed with the three apprentices.

We found everyone most willing to help us and to explain each process in detail and it was easy to see that they were all very proud of their ship.

On our part, we were eager to see and learn all that we could, and to make the most of the time at our disposal.

One of the most interesting and complicated devices was that used to fire planes from the carrier—the steam catapult.

At one time, after receiving permission from the Flight Deck

Officer (and being escorted once again by an officer) we were allowed to take part in the actual launching of an aircraft from the flight deck and to see how the plane was connected by cable to the catapult and fired off the bow of the carrier.

It was a thrilling experience to see this, but not nearly as thrilling as when I was allowed to fly in one of the aircraft and be catapulted myself.

Before permission was granted for us to fly we had to have

(Continued on Page 22)



FRENCH VISITORS

Two French warships which visited Sydney from January 4-8 perpetuate the names of French patriots.

The vessels were the helicopter-carrier JEANNE D'ARC (pictured), and the destroyer VICTOR SCHOELCHER.

JEANNE D'ARC, 12,000 tons displacement, complement 790, and commanded by Captain A. J. Postec, is the first helicopter carrier in the French Navy. She was commissioned in 1963.

The VICTOR SCHOELCHER, displacement 2,000 tons, commissioned in 1960, is under the command of Captain de Bigault de Cazanove. The ships left Brest on November 5 on a training cruise which will end on April 8. Embarked in the ships were 138 midshipmen. While in Australia the ships exercised with the R.A.N.

As JEANNE D'ARC berthed some of her helicopters flew under Sydney Harbour Bridge.

South Africa's Merchant Navy

About 12,000 to 10,000 B.C., when Africa was joined to Europe by land bridges across the Straits of Gibraltar and through Italy, Sicily and Malta, there were great migrations on foot of people across these land bridges. To these were added further travellers in a later age, both by sea and land to form the complex admixture of peoples who finally made up the combinations of Bantus, Hamites, Semites, Sudanites and others speaking more than 1,000 languages on the African Continent.

Ships had been made by the Sumerians about 7,000 B.C. and the first pictorial representation of a ship dates from 3,900 B.C.

The Phoenicians by 2,000 B.C. were already becoming a great maritime power and grew in strength till in 840 B.C., when

Carthage, which is Tunis today, had at its zenith a population of 1,000,000 persons. Herodotus in 430 B.C. tells of a commission given by the Egyptian Necho to Phoenician traders about 604 B.C. to circumnavigate Africa and that the voyage was completed after three adventurous years. A great deal of the movement then, by sea and overland in North Africa was in quest of gold.

Before the Christian era, when North Africa was in the hands of the Romans, Arabian ships passing down the Red Sea are said to have reached as far south as Madagascar. By 25 B.C. the Red Sea route to the East was made safe by Augustus and in 47 A.D. systematic trade with the East by sea was made possible.

History tells of these adven-

turous souls who took to the sea centuries ago and in the most impossible vessels. It is extraordinary that in those earlier times so-called ships survived at all or that people continued to sail in them.

History of Navigation

The history of navigation is, in fact, a story of martyrdom which relates over the years how man defied the unpropitious gods and suffered the punishments to which they were condemned in torture chambers they called ships. Perhaps they were first called vessels from that time because the dictionary defines the word "vessel" as a hollow receptacle, and that is about all they were.

This may sound quite contrary to the usual concept of Jolly Jack Tar and a glorious life on the

bounding main, but nevertheless it is true. From the beginning of time, man has traversed water for one reason or another, on a log, a raft, a coracle, caravel, galleon, junk, kayak and sampan, right up to the present ship, which largely has developed to this stage from sail to steam, in our own living memories.

In those others a sailor's life was hell on earth, or, rather, on the water, because he was subjected to unending misery and danger as well as gruelling pain, hunger and thirst. There just had to be a certain degree of heavy indulgence on land in foreign countries to allow him to bring back those tales of wild orgies, women and drink. He probably embellished his stories because he would not have been believed if he said he had sailed voluntarily in such trying circumstances.

It was Samuel Johnson who said in 1759: "No man will be a sailor who has contrivance enough to get himself into jail; for being in a ship is being in jail, with the chance of being drowned. A man in jail has more room, better food and commonly better company."

Who can explain why one man calmly decides from the comfort of an armchair at home to volunteer an attempt at the icy wastes of Mount Everest and another to face the dangers of sailing the high seas in all weathers in a boat we would call a fishing smack today?

Since the turn of this century, there has been a greater advance in ships, speed and the comforts and security provided for sailors than there was in the previous thousand years. It is an interesting thought that the greaser and able-bodied seaman of today has better food, greater comforts and is infinitely safer at sea than the Emperors and Kings bound for the East in the days of the Cru-

saders because those wealthy and colourful gentlemen had none.

Yet, there would seem to be dangers at sea today, too. It is a matter of statistics that an astonishing number of ships are sunk at sea every year, proving perhaps that there still is considerable danger, even if material comfort has been improved. Most of them are wrecked, but others founder, burn, collide or are missing.

Slow to Start

Shipping in South Africa from a national point of view was slow to start and for most of the time since the Cape was first settled over 300 years ago this country's shipping needs have been served almost exclusively by the ships of overseas companies.

Towards the end of last century there was quite a prosperous coastwise shipping industry mainly owned in South Africa and this position still obtains today. Indeed, the fleet is growing and is of great importance to this country's coastal trade.

There was never any worthwhile attempt to provide trans-oceanic trading ships under South African ownership. Sea sense has been strangely lacking in a people descended from the maritime races of Britain, Holland, France and Germany but this possibly is because South Africa is a country of great distances inland and has only a few ports widely scattered round the 2,000 miles of coast. Also the distance of South Africa from international fields of battle and the fact that our shores until recently were protected by the British Navy, also affected the position.

However, since the Second World War Simonstown reverted to South Africa's care and a tidy little navy of our own is being built up.

Another factor to hinder local enthusiasm may have been the

large number of ships afloat and in competition with each other. Last November for instance, 275 ships of just over 1,750,000 tons gross were laid up through lack of employment. This, however, represents only 1 per cent. of the total world fleet. Also at that time, just six months ago, there were under construction at the shipyards of the world, no fewer than 1,363 ships of all kinds, totalling 9,173,034 tons gross, thus adding roughly 5 per cent. to the fleet. Japan, by the way, seems to have won the crown for largest total tonnage being built with just over 1,600,000 tons to build, against Britain's second place with 1,400,000 tons.

Safmarine

Several commercial shipping companies were formed in the post-war boom but only two have survived, namely, Safmarine, the most important, and S.A. Lines Ltd., which is under German control, although registered in Cape Town. The straightforward history of Safmarine is by now probably well known but if I may be excused some repetition, I will tell you some of the things about the company not perhaps so widely known.

Safmarine was formed in 1946 and active operations with three secondhand victory ships CON-STANTIA, MORGENSTER and VERGELEGEN, were started about a year later.

It is an interesting thought that these ships cost just over £1,000,000 for the trio, compared with a cost of about £1,500,000 to replace each one of them today.

Safmarine's share capital then was £800,000 owned 40 per cent by American interests and 60 per cent by South African investors. The first board of directors was of a scintillating character, including Dr. H. J. van der Bijl as chairman, Sir Arthur

ENJOY . . .

SHELLEY'S

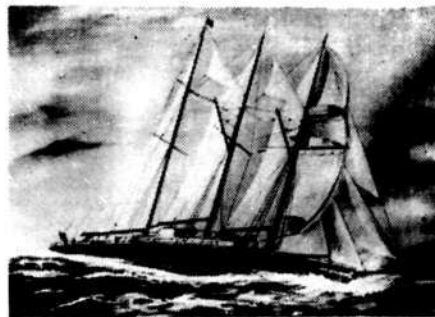
PASSIONFRUIT DELITE

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A SAILING SHIP WHICH FOR MANY CENTURIES PROVIDED MAN WITH HIS MAIN MEANS OF TRANSPORTATION ACROSS THE WATER

(Bomber) Harris and Sir Ernest Oppenheimer of Anglo American fame. You may be interested to know that Dr. van der Bijl had to ask permission of General Smuts, the then Prime Minister, to become chairman, as he was at that time also chairman of Iscor, Escom, Amcor and Vecor.

The arrangement to have a large percentage of the company owned by American ship-owning interests was, of course, a brilliant move by Dr. van der Bijl to ensure a working knowledge being available for the operation of our ships at sea. Few South Africans had any experience at the time. Although the head office was in Cape Town, the day to day scheduling and chartering was virtually controlled in New York.

Monthly Sailings

Safmarine started out with a monthly sailing to the U.S.A., subsequently increased to once

a fortnight. In 1950 we decided to enter the U.K. trade. Easier said than done. It is not generally known that neither Safmarine nor S.A. Lines, which was also formed about that time, were allowed to join the powerful conference of shipping lines that served South Africa, and which in fact, was contracted to the South African Government. We had to appeal to the Government and get it to take a hand in forcing the Conference Lines (under the Chairmanship, at that time, of Sir Vernon Thompson) to accept Safmarine and S.A. Lines on a once a month sailing basis to and from U.K. Mr. Eric Louw was then Minister of Economic Affairs and took on the job for us.

It took us another 10 years and many bitterly contested meetings before Safmarine was allowed by conference to increase its sailings from the West

Coast to 18 a year. Yet three years ago and virtually overnight we more than doubled our interests by taking over the Springbok Line from the British and Commonwealth Group. In doing so we gained the equivalent of fortnightly sailings to the East Coast of U.K. and the Continent and other valuable rights.

A series of misfortunes occurred to Safmarine, starting with Dr. van der Bijl's death in 1949 and followed a few months later by that of Mr. A. S. Hersov, who became chairman in his place. Sir Ernest Oppenheimer resigned from the board and Mr. S. G. Menell, who had taken the chair, also withdrew in October, 1951. As a result of an unsuccessful response to Safmarine's public offer of shares in 1947, both the Anglo and Anglo Transvaal had become possessed of large blocks of shares and these were now offered for sale.

South Africa had never been shipping minded and proved their consistency once again, so that our American partners added to their holdings to the extent of becoming 54 per cent. controllers of the company and the Clan Line in Britain obtained a fairly large slice of the available shares. This started their interest in Safmarine as a shareholder. My co-directors did me the honour of electing me chairman in October, 1951.

In 1955/56 Safmarine bought four ships, SOUTH AFRICAN MERCHANT, SOUTH AFRICAN PIONEER, SOUTH AFRICAN TRADER and SOUTH AFRICAN TRANSPORTER, of about 12,400 tons each, thus bringing its owned fleet to seven, but at that stage the company owed about £1,250,000 on the last of these purchases. Business was still brisk, the company was doing well, but events were leading up to the Suez crisis.

The Crack

The crack came soon after the Suez Canal was reopened and world-wide shipping has experienced a long five year over-tonnaging on the high seas and conditions bordering on a slump.

In May, 1959, the States Marine Corporation of New York decided to apply for an American subsidy and preliminary to that application had to relieve themselves of all foreign investments where a competitive element existed. They gave us two months' notice of their desire to sell out completely and sever all connection with Safmarine.

Safmarine was faced with the need to find a buyer for 54 per cent. of its shares and a sponsor to take over a ship's mortgage of about £1,250,000 all in 60 days.

That was when once again we appealed to the Government, Dr. Diederichs being the particular Minister, and the Industrial De-

velopment Corporation of S.A., Ltd., investigated and within the required time bought back for South Africa this controlling interest in the company. By this time the Clan Line, later British and Commonwealth, had gathered together some 28 per cent. of Safmarine shares.

These two major shareholders got together a year or so later and reached the agreement whereby Safmarine bought the Springbok Line, previously known as the Bullard King Line, increased its own capital from £800,000 to £3,200,000, expunged its previous debt of over £1,000,000, jumped from seven owned ships to 14 and rejoiced in the fact that £500,000 lay in the bank. Four of those ships, SOUTH AFRICAN FARMER, SOUTH AFRICAN FINANCIER, SOUTH AFRICAN SCIENTIST and SOUTH AFRICAN SCULPTOR, which were uneconomical to operate, were sold so that we now own 10 general cargo ships but operate about 20 to cover our various services which bring us into pretty tough world-wide competition, including the American subsidised lines on the U.S.A. route, the British companies on the U.K. Coasts and mainly the Dutch and Germans of the Continentals in Europe.

Two Tankers

Two further moves were initiated by Safmarine last year. One was signing of a contract with the African Metals Corporation and I.D.C. in conjunction with the Maersk Line of Denmark, whereby the last two companies would provide ships which Safmarine would manage, to convey for 10 years, 500,000 tons of pig iron a year from Durban to Japan. Two tankers have been bought and are being converted to bulk carriers which will start operations from Durban in July this year. They will be

named SAFDAN HELENE and SAFDEN YVONNE.

The second innovation was the decision to enter the refrigerated, or "reefer" trade, South Africa to Europe. This involved an interesting and detailed investigation into the best type of vessel to provide. After our close collaboration with the Perishable Products Export Control Board, a new ship was designed and successfully tested in experimental tanks in Europe.

One ship, m.v. LANGKLOOF, was built in Rotterdam and three m.v. LETABA, m.v. DRAKENSTEIN and m.v. TZANEEN to our order and specification in Greenock, Scotland.

Two of these ships are already in operation for us, the next will get to Cape Town soon and the fourth was launched in April. These ships, fully equipped and stored, will cost in the vicinity of £1,800,000 each, thus representing another investment of something over £7,000,000 payable for the most part over the next five to seven years. One has already been paid for in full and satisfactory arrangements have been concluded in regard to the operation and financing of the other three. These acquisitions have put Safmarine into the forefront as a transporter of cooled and frozen fruit because in a full season we would hope to move about 175,000 tons a year.

These several achievements, accomplished at a time when shipping was and relatively still is, at low ebb, indicate the deep-seated confidence of our major shareholders and the board of directors in South Africa's future. They exhibit also the intention of Safmarine within the realms of economic liability to take part wherever possible in major movements of cargo to or from South Africa. The considerable attention being displayed by all sectors of the South African business community in the



The object of the Navy League in Australia, like its older counterpart, the Navy League in Britain, is to insist by all means at its disposal upon the vital importance of Sea Power to the British Commonwealth of Nations. The League sponsors the Australian Sea Cadet Corps by giving technical sea

training to and instilling naval training in boys who intend to serve in Naval or Merchant services and also to those sea-minded boys who do not intend to follow a sea career, but who, given this knowledge will form a valuable Reserve for the Naval Service.

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:

- Box 376E, G.P.O., Brisbane, Queensland
- 11 Quorn Street, Sandy Bay, Hobart, Tasmania
- C/- H.M.A.S. "Melville", Darwin, N.T.

- 39 Pirie Street, Adelaide, S.A.
- 182 Coode Street, Como, W.A.
- 60 Limestone Ave., Ainslie, Canberra, A.C.T.

THE NAVY

JANUARY-FEBRUARY, 1965

development of this shipping activity appears to reveal that the interest in the shipping trade and cargoes was latent in South Africans rather than absent.

So far as Safmarine is concerned, we believe that our foreign earnings, our ship, the employment we give at sea to an increasing number of Whites and Cape Coloured, the purchases and repairs we make in this country and the contribution we make to the foreign business picture, all materially assist the economy of South Africa. The country's industries have built up enormously in the past 25 years and look like leaping ahead further in this active spell South Africa is now having.

Confident

Safmarine, and that includes everyone in the organisation, remain confident about South Africa's future, therefore we continue to investigate every opportunity to take part in all worthwhile sectors of the country's trade with overseas. The possession of a merchant marine is vital to any industrial country's economic outlook to say nothing of its importance in time of war. We fully acknowledge the debt owed by South Africa to those companies that have served South Africa well over the many years and we believe they should continue to receive support.

However, our merchant fleet is still small when compared with the vast tonnage afloat serving the sea routes of the world; we therefore also believe that we are on the right lines, and provided commerce and industry continue to support us, which means—directly and indirectly, every single South African—this lusty infant will develop through healthy adolescence to a maturity that will allow our national vessels to carry an appropriate share of South African trade.

CO-ORDINATOR OF NAVAL SAFETY

The Minister for the Navy, Mr. Chaney, has announced the appointment of a Co-ordinator of Naval Safety.

The Prime Minister referred to the establishment of a permanent Naval organisation for accident investigation in his statement to Parliament following the Royal Commissioner's Report on the MELBOURNE/VOYAGER collision.

The Co-ordinator of Naval Safety will be Commander David Nicholls, a former Naval Officer-in-Charge in South Australia, who has been serving at Navy Office as Director of Personal Services.

The primary function of the new position will be the development, promotion and co-ordination of all aspects of ship and aircraft safety in the R.A.N. The Co-ordinator will advise on measures for the prevention of accidents arising from operations and training. Also, accompanied by appropriate specialist advisers, he will personally and immediately investigate any ship or aircraft accidents. This procedure will operate in addition to the existing system of Boards of Inquiry.

Mr. Chaney also said that the special Ministerial committee which the Government established following the VOYAGER report had held a series of meetings and were giving consideration to a range of matters affecting Naval administration, including organisation, operational procedures and personnel policy.

A ROSEGROWER BY ANY OTHER NAME . . .

One of P & O - Orient's most colourful passengers arrived in Fremantle aboard the liner ORIANA on January 8.

He is Harry Wheatcroft—“England's Ambassador of roses”.

Harry travels all over the world searching for new roses and judging international flower shows.

The most famous rose Harry has introduced to England is ‘Peace’. A million bushes are now sold every year.

But the man is almost as famous as his blooms. He is tall, flamboyant, mutton-chop-whiskered and has been quoted as saying, “I dress for comfort, and I like colour in dress as in roses. . . . Men are too timid about the colours they wear.” (Last year he was awarded the George Bryan (Beau) Brummell plaque for “exemplary standards in the choice and wearing of clothes.”)

Harry began growing roses at the end of World War I. Now 65, he has accumulated so many awards that he has lost count.

Some of his roses are named after members of his family. There's a “Dorothy Wheatcroft” rose honouring his wife.

Mr. and Mrs. Wheatcroft are visiting their daughter Josephine (Harry's also named a rose after her) who is now Mrs. Roy Simmons, a doctor's wife in Perth.

They will rejoin ORIANA in Fremantle one trip later, arriving Sydney on April 6.

And if Australians ask Harry Wheatcroft his favourite rose, the stock answer will be: “My favourite rose is always the one I happen to be looking at . . .”

Footnote: Harry's father lived in Sydney as a young man and was one of the workmen who built the Town Hall.

THE NAVY

MISSILE LAUNCHING SUCCESSFUL

The R.A.N. frigate, H.M.A.S. PARRAMATTA, has successfully launched its first missiles at sea.

The launching of the SEACAT sea-to-air missiles was carried out in a Naval firing area off the coast of New South Wales recently.

The PARRAMATTA launched a series of missiles at Navy pilotless target aircraft, which are operated by remote control.

H.M.A.S. PARRAMATTA and H.M.A.S. YARRA were fitted with the SEACAT missile system during their recent refits. YARRA has yet to test its missile system.

Australia's newest warship, H.M.A.S. DERWENT, which is at present serving in South East Asia, was the first R.A.N. ship to be equipped with the missile system.

The “SEACAT” is a solid fuel, anti-aircraft missile. The missiles can be launched in rapid succession and are radio controlled onto their targets.

H.M.A.S. DUCHESS

Sails for Far East

H.M.A.S. DUCHESS, pictured below at a buoy, which is on loan from the R.N. to replace H.M.A.S. VOYAGER, sailed from Sydney early in January for the Far East.

H.M.A.S. DUCHESS will relieve H.M.A.S. VAMPIRE, which has been serving in the Strategic Reserve for the last nine months.

She is expected to return to Sydney on 12th February.



Commander I. BURNSIDE,
Captain of H.M.A.S. DUCHESS



JANUARY-FEBRUARY, 1965

BOOK REVIEW

"THE RUSSIAN CONVOYS",
by B. B. Schofield

(B. T. Batsford Ltd., London.)
Price in Aust., 46/-, Post and
Packing, 2/3. Our copy from:
Technical Book and Magazine
Co., Pty. Ltd., 295-299 Swan-
ston Street, Melbourne, Vic.

After France fell to Germany
in World War II, Hitler's decision
to invade Russia started a
three and a half years struggle
in the freezing seas north of
Norway. The safe delivery of
Allied war material to Russia
was vital to her survival. She
could not have halted the Ger-
man advance without this aid.
Both sides recognised this fact,
and the Allied convoys had to
battle against, not only a deter-
mined and wily foe, but against
the frozen spray, the ice and
cold, the continuous darkness of
winter, and the absence of dark-
ness in summer.

The excellent map on pages
12-13 shows the winter and
summer routes of the convoys,
and makes an interesting study.
In fact, all the maps and dia-
grams are very clear and infor-
mative. After Japan entered the
war, American aid increased the
supplies to be convoyed to Rus-
sia, and the problem of trans-
portation became acute.

Mr. Schofield gives us a very
detailed history of the Arctic
convoys and what appears to be
a balanced assessment of their
value. He feels that the strategy
which kept the convoys going
for so long was unsound, and
that efforts should have been
made to develop the supply route
through the Persian Gulf and
Iran. He has nothing but un-
stinted praise for the spirit and
courage of the men who manned
the ships, and concedes the
value of the convoys, though he

SUBMARINE ERA DRAWS TO A CLOSE

In six years 19 new diesel
and battery-driven submarines
have been commissioned for
service in the Royal Navy. All
these vessels have been devel-
oped from the prototype, H.M.S.
PORPOISE, and represent the
progress made with the Porpoise
and Oberon Classes—the last
type of non-nuclear submarines
expected to be built for the
Navy.

The end of an era in sub-
marine construction drew near-
er to its close when H.M.S.
OPOSSUM, the eleventh of the
Oberon Class, was accepted
from Messrs. Cammell Laird, at
Birkenhead, by her commanding
officer, Lieutenant-Commander
W. L. Owen, R.N., on 5th June.
There are now only two more
Oberons to be completed and,
after this, construction will be
concentrated on nuclear-powered
submarines, unless there is a
change of policy.

This increases the importance
of the nuclear hunter-killer
programme, of which H.M.S.
DREADNOUGHT is the fore-
runner, but there are at present
only two others of her type be-
ing built; the VALIANT, laun-

points out that the price paid
was heavy. The Russians do not
appear to have been as co-
operative as they might have
been, as was neatly summed up
by A. P. Herbert, in "Less Non-
sense," 1944.

"We might have said 'Our ship-
ping's on the stretch

You shall have all the tanks that
you can fetch'

But that is not the way we fight
this war

We give them tanks and take
them to the door."

ched in December, 1963, and
H.M.S. WARSPITE, laid down
in the same month. The nuclear
hunter-killer programme is being
hampered by the Polaris project.
The effect of this is now clear
to see. It will be a long time be-
fore the Navy's hunter-killer
strength is again numerically
increased to any significant de-
gree.

The 19 new submarines rep-
resent an important replacement
effort, for the quality and capa-
bilities of the Porpoise and
Oberon boats are widely recog-
nised. They can remain sub-
merged for weeks, needing only
to hoist their 'snorts' to recharge
batteries. The OPOSSUM, like
her predecessors, has advanced
sonar equipment which will en-
able her to detect targets at great
distances, and she will be able
to dive silently to intercept at
underwater speeds in excess of
15 knots.

A feature is her joystick con-
trol gear. Sitting at a console
which resembles the flight deck
control panel of a large jet air-
craft, one man can control the
submarine's course and depth,
and when desirable an automatic
steering and depth control device
can be switched on. The com-
plement of six officers and 57
ratings would, in fact, be larger
without this measure of auto-
mation.

Developments in the tactics
of setting a submarine to catch
a submarine are, however, so
swift that these diesel and bat-
tery-powered submarines, valu-
able though they are, can never
be as effective as the 'true nu-
clear submersible'. The need for
nuclear hunter-killer submarines
may, therefore, be expected to
increase more rapidly than pre-
sent planning appears to cater
for.

SEA CADET NOTES

T.S. ALBATROSS PRIZEGIVING

Growth of Navy Boon to Careers

Rapid expansion of the Navy
would increase opportunities for
young men joining the service.
Commander D. C. Johns told sea
cadets and their parents.

Commander Johns, of the
Naval air station, H.M.A.S. Al-
batross, presented prizes to
members of the Wollongong sea
cadet unit during the unit's
presentation ceremony and
Christmas party.

About 150 people attended
the function in the sea cadet
depot, T.S. Albatross.

Commander Johns said the
Navy, like the other armed ser-
vices, was now expanding rap-
idly.

"And in an expanding service
there are more opportunities for
everyone," he said.

"If any of you want to join
in the next couple of years, I
would say that with a little ef-
fort and a little thought you must
succeed," he said.

The commanding officer of
T.S. Albatross, Lieutenant D.
Lindsay, said four cadets from
the Wollongong unit would begin
duties with the R.A.N. in 1965.

One of these would join the
Navy apprentice school, H.M.-
A.S. NIRIMBA, and the others
would join the junior recruit
school, H.M.A.S. LEEUWIN, in
Western Australia.

For Hong Kong

A fifth cadet, joining the Mer-
chant Marine, left for Hong
Kong on December 28.

Lieutenant Lindsay said the
Wollongong unit now had a

strength of 56 senior cadets and
10 junior cadets.

Cadets who received awards
were:

Senior

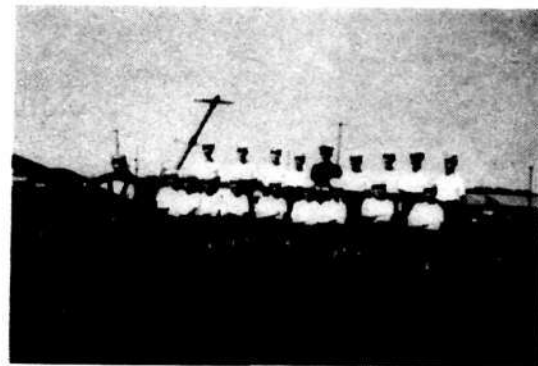
Parade attendance, work party
attendance, best notebook, most
efficient cadet, S. Shepherd;
sport, H. Pease; marksman, J.
Varndell; highest money raiser,
R. Rutton; special parade atten-

dance, D. Pease, W. Delia, S.
Shepherd, J. Needham, G.
Childs, L. Barker, W. Hoernig.

Junior

Work party attendance, sports,
marksman, S. Seabrook; parade
attendance, N. Needham; best
notebook, H. Stevenson; most
efficient cadet, J. Dunne; highest
money raisers, G. Roberts; spe-
cial parades, N. Needham.

Tasmanian Cadets' Field Gun Crew



The Launceston Division of
the Australian Sea Cadet Corps,
T.S. TAMAR, has raised a
Cadet Naval Field Gun Crew
using the traditional 12 pounder
Naval Field Gun of 1903 vintage.

This field piece has already
given displays on television and
has given a very creditable dis-
play at the Launceston National
Show in October, 1964.

It would be of interest to know
whether any other Sea Cadet
Unit in the Commonwealth has
such a gun crew operating in
their unit.

The drill carried out with this
weapon covers all phases of the
drill laid down in the Field Gun
Handbook, including interchange
of wheels from gun carriage and
limber, plus the actual firing of
the gun using a fixed firing me-
chanism with .303 blank car-
tridge and a flash powder to
simulate actual firing.

The average age of the Cadets
in this gun crew is 16 years.

The crew itself has been
trained from the outset by Sea
Cadet Petty Officer Instructor
R. T. Bell of T.S. TAMAR.

a medical examination and sign papers clearing the Navy from responsibility for any injuries that might occur during the flight.

The other two apprentices were not passed as medically fit, so I was the only one to take part.

During the morning of the day I was to fly, I had to attend instructions on Sea Air Rescue (S.A.R.) where I was instructed in the correct procedure of leaving the aircraft or bailing out in case of some accident.

I was also instructed in how to use my Mae West and one-man dinghy, and the most essential item—the parachute.

I was issued with a flying suit, inner and outer helmet, throat and face microphone, and other flying extras.

I was very fortunate, for on this day they were to practice firing rockets with three planes each firing four rockets.

Off—In An Aircraft

It was a strange sensation being catapulted.

In less than two seconds the plane had covered 100 feet and was moving at 110 knots, with a pressure of nearly four "Gs" exerted on our bodies.

After recovering from the launching, we travelled approximately ten miles from the ship and fired a smoke flare into the sea for our target—with yours truly doing the firing.

We then climbed to an altitude of some 5,000 feet and dived at an angle of thirty degrees with a speed of 300 knots down to 1,500 feet, where we fired one of the rockets, immediately pulling out and climbing back at the same steep angle.

This put a pressure on the body similar to that of being catapulted from the carrier, and it lasted for five or six seconds.

The procedure was repeated

for three further runs, until all the rockets had been fired.

We then practiced some formation flying, and returned and landed back on the carrier.

This was the part of our little flying jaunt that perturbed me most, as for the past few days I had been watching the pilots do their touch and go practice and had seen how accurate they must be.

Fortunately, it all turned out well and we made a perfect landing and stopped safely.

Dropped in Dinghy

The next great experience was during that night.

Just before dusk we were flown into Jervis Bay by helicopter to the Navy Training School airstrip and taken by truck to the wharf, where we made a trip out to sea in a small boat.

After dark I was lowered over the side in a one-man dinghy and left there to be picked up—some twenty minutes later—by the helicopter.

There I was, floating all alone some miles from the shore with only two very small lights—one on my Mae West and one on the dinghy.

It was the helicopter pilot's job to find me and pick me out of the water and return me to the carrier.

This was done by hovering about thirty feet above the dinghy and lowering a man down on a cable with a strop which he put around me under the arms, after which they wound me up into the helicopter.

This was practice in case the helicopter might have to pick up a pilot who had been forced to ditch his plane at night.

I am pleased to be able to report that they were most efficient, both in finding me and in rescuing me.

My other flying experience consisted of stand by duty, with

the helicopter hovering a hundred yards or so away from the ship when the planes were taking off or landing, so that it could immediately pick up any pilot whose plane might land in the sea.

These helicopters carry radar equipment for tracking submarines, and one of our exercises was to locate and destroy an "enemy" submarine by tracking him on our radar and dropping a homing torpedo close by, which homed on the submarine and "sank" it.

All in all, I had about six hours' flying, an experience I shall always remember.

Never a Dull Moment

When the planes were not flying, the ship was undergoing other exercises—for example, a gas attack where everyone had to use his gas mask and certain parts of the ship were locked and sealed off.

What with "atomic attacks", "fire", "flooding" and so on, there was something on all the time, and there was never a dull moment.

After a few days at sea, we were joined by ANZAC, the escort destroyer, which took over the role of stand by or Sea Air Rescue for night flying.

One day we had gunnery practice.

A plane towing a target about six hundred yards behind it flew over the ship, and gunnery crews tried to destroy the target.

ANZAC also took part in this exercise.

The fortnight flew by all too quickly, and soon we were back to resume our civilian life.

Naturally, I am most grateful to the Navy for the experience, but the feeling that comes uppermost to my mind is respect—respect for the smooth efficiency that characterised every operation I saw.

VOLUNTEERS FOR NAVY'S EMERGENCY RESERVE

Officers and men in the Citizen Naval Forces who have the necessary qualifications are being invited to volunteer for the Navy's new Emergency Reserve.

The Minister for the Navy, Mr. Chaney, said recently that the invitation was contained in letters being sent to members of the C.N.F. throughout Australia. Details of the scheme were also being announced on a local level by the various Naval Reserve Training Establishments in all States.

Retiring members of the Permanent Naval Forces were also being invited to join the Emergency Reserve.

Mr. Chaney said the volunteers for the Emergency Reserve had to be capable of filling an immediate job in the Navy if they were called up. This meant that only trained men could be accepted for the new Force. The age limit for entry was 48.

Invitations were going to members of the Royal Australian Fleet Reserve, officers on the Emergency List, and selected members of the R.A.N.R. and R.A.N.V.R.

The Royal Australian Fleet Reserve consists of former ratings of the Permanent Naval Forces, while the Emergency List comprises former officers. Only those ratings who have left the Navy in the last five years

are eligible to join the Emergency Force.

A total strength of about 2,000 volunteers is planned for the R.A.N. Emergency Reserve. This will be a third Force, quite separate from the Permanent Naval Forces on the one hand, and the Citizen Naval Forces on the other.

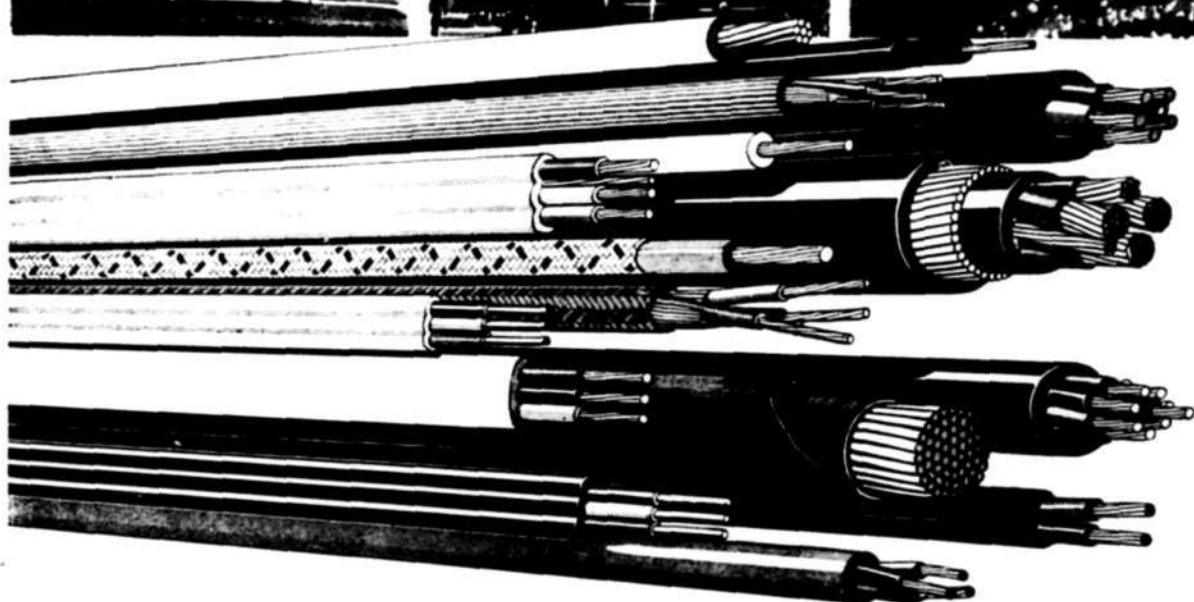
Members of the Emergency Reserve will undertake thirteen days paid training each year. They will receive a bounty of £100 in the first year, and further annual payments rising to a maximum yearly bounty of £175 after four years. Whenever they were called up for continuous service, the members of the Emergency Reserve would receive a gratuity of £55.



H.M.A.S. VENDETTA, who recently returned from the Far East and is at present refitting. It is anticipated she will join the Fleet next month.

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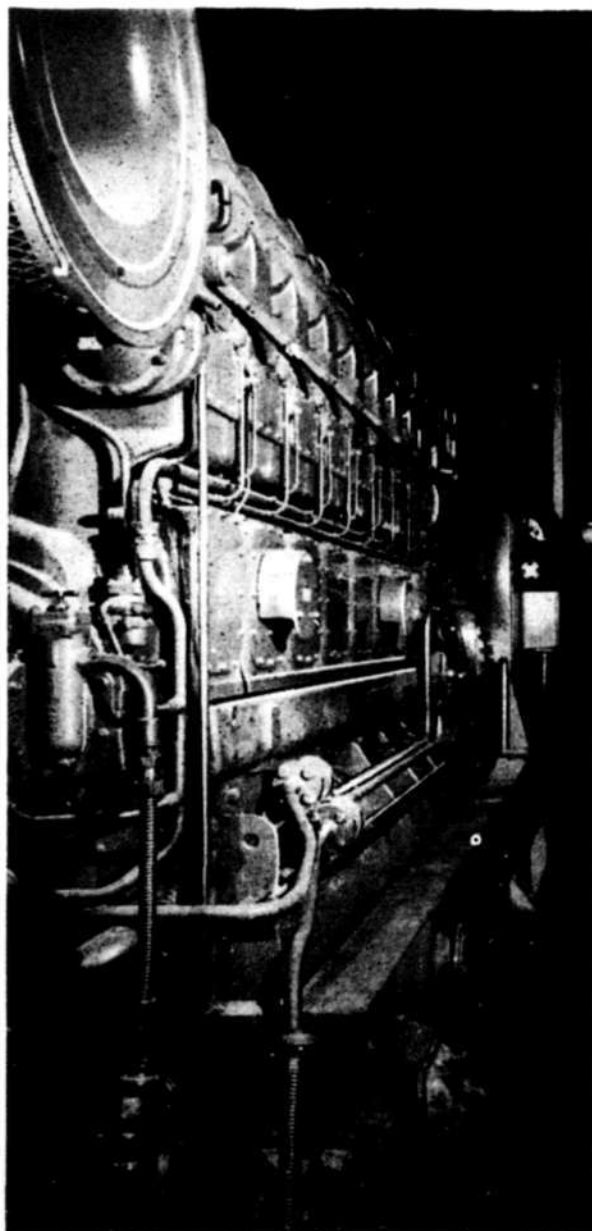
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NAMES SELECTED FOR NEW FRIGATES

The names selected for two new Australian warships will provide an association with two State capitals, and with the early history of the Royal Australian Navy.

It was announced recently that the two new anti-submarine frigates currently being built in Australia would be named TORRENS and SWAN.

In continuing the policy of naming frigates after Australian rivers, the R.A.N. has established new links with Adelaide and Perth. Also, the names perpetuated the memory of the torpedo boat destroyers built for the R.A.N.'s first fleet half a century ago.

The new H.M.A.S. TORRENS will be the second ship of her name; the first was a torpedo boat destroyer, commissioned in 1916. The new H.M.A.S. SWAN will be the third ship named after Perth's famous river. The first SWAN was one of the early torpedo boat destroyers, while the second SWAN was a World War Two sloop which continued in service until 1962 as a cadet training ship.

Mr. Chaney, the Minister for the Navy, said he was particularly pleased that one of the new frigates would have a close association with Adelaide. His colleague, the Minister for the Army, Dr. Forbes, who had served a term as Navy Minister, had been anxious to have a South Australian name back in the Australian Combat Fleet.

Mr. Chaney said that to enable the name of Adelaide's river to be given to the new frigate, it had been necessary to change the official ship name of the Navy shore establishment in Port Adelaide. This had been known as H.M.A.S. TORRENS since

SEA CADET UNIT HONOURS FORMER NAVAL OFFICER

A new Sea Cadet Unit being officially established at Geraldton, in Western Australia, will perpetuate the name of a distinguished officer of the Royal Australian Navy.

The Minister for the Navy, Mr. Chaney, said recently that the Naval Board had approved the formation of the new unit. It would be named Training Ship MORROW.

The late Commodore J. C. "Copper" Morrow had an outstanding record as a destroyer captain in the Second World War, being awarded the D.S.O. and the D.S.C. In the post-war years, he won wide popularity in Western Australia during nearly three years as Naval Officer-in-Charge (1956-59). He travelled extensively in Western Australia in the performance of his Naval duties. Commodore Morrow retired from the R.A.N. in 1960 after a career of 41 years. He died in 1963.

Mr. Chaney said that as a West Australian, he warmly welcomed this gesture to the late Commodore Morrow. It was the first time that a former Naval officer had been honoured in this way.

The Geraldton Unit has been given "Corvette" status, with a strength of between 30-60 cadets. It is the 6th Sea Cadet Unit in Western Australia, and brings the total number of units in Australia to 39.

The Australian Sea Cadet Corps is run jointly by the Navy League and the R.A.N.

1940, but as from the 1st March would be called H.M.A.S. ENCOUNTER. The new name was taken from South Australia's Encounter Bay.

Value of the . . .

Australian Sea Cadet Corps

By Captain I. K. PURVIS, R.A.N., Director of Naval Reserves

I have been asked to write an article on the value of Sea Cadets. No limits are set to the length or scope of the article so, to begin, I fall back on the tattered dictionary which adorns the bookshelves of the office of the Director of Naval Reserves, who incidentally has an overall responsibility for administering the Sea Cadets on the Naval side.

Value (Val'-U (L.) value, be worth) worth; the property or properties of a thing which render it useful; utility; price; amount obtainable in exchange for a thing; equivalent; importance, etc. — so runs the dictionary.

Selecting one of these meanings at random, I take "price". Everybody talks of cost effectiveness these days; that is to say, everybody who has a finger on the public purse and it has not escaped attention that the Navy spends something like £40,000 a year on the Australian Sea Cadet Corps. This brings us to another of the meanings quoted—"the amount obtainable in exchange for a thing". People do ask what the Navy gets in return and in the case of the A.S.C.C. the usual currency for measuring this facet of value is the number of Sea Cadets who join the R.A.N. Expressed as a percentage of the total numbers of Sea Cadets who are eligible by age for all or any of the avenues of entry to the Navy we get a figure of around 10%. In terms of the Navy's total recruit intake, the A.S.C.C. supplies about 4%.

The numbers who join each year vary considerably among the 39 units which exist at the time of writing. There are six units in W.A., one in Darwin, two in South Australia, six in Tasmania, eight in Victoria, eight in N.S.W., seven in Queensland and one in the A.C.T. There is a total of about 2,000 sea cadets in the country, supervised by 300 officers and instructors.

The Navy League and the Navy share the responsibility for the A.S.C.C. The Navy provides uniform, boats, stores and controls training. It approves selection of officers and instructors as well as paying them an annual allowance. The Navy League is responsible for the social and moral welfare of the corps, the formation of new Units with the Naval Board's approval, and the provision of accommodation and buildings except when the Navy can assist by providing headquarters and training facilities in naval establishments.

This is a very brief review of what goes on behind the scenes in the administrative side and the dry facts of value for money. What of the more human side of the coin?

A very human side is the fine contribution made by the parents, friends and civic authorities, who take an active interest in the Sea Cadets. By their personal efforts they raise money to provide headquarters buildings, extra boats and gear, and not least, meals and snacks for hungry sea cadets. A thought here

for devoted mothers who mend and press their sons' uniforms so that they shall look smart on parade. I venture to suggest that these kind people who support their local sea cadet unit receive good value in return for their efforts.

But, reverting to the value of the A.S.C.C. and its members: Back to the dictionary again and we find "the property or properties of a thing which render it useful." It is necessary to visit a Sea Cadet Unit to investigate this. Go to a unit's headquarters on their weekly drill night and see them on parade, perhaps being drilled by an ex-R.A.N. instructor who with firm competence instils the best of naval smartness and discipline into this group of say, 50 lads. See them pick up their feet and move at the double to execute an order, or observe the alert manner with which they answer some question during instruction on the rules of the road at sea. Better still, stand on a jetty and watch them take away a whaler under sail.

In these activities one sees the real value of the Sea Cadet Corps movement. It is good for the country as a youth movement, it is good for the Navy in terms of future seamen, petty officers and officers and it is certainly good for the lads themselves.

So I say, with a final glance at my dictionary, here is value, here is worth. It is to be found in the Australian Sea Cadet Corps.



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At 12,036 gross tons, the "Empress" is the largest passenger ship ever built in Australia, and restores a direct link between Sydney and Tasmania for the first time in 25 years.

She is fully air-conditioned, fitted with stabilisers and has a closed circuit television system for entertainment.

She has a dance floor, indoor games room, dining saloon, lounges and bars, sports and sun-baking decks, a special children's nursery, milk bar and shop, and reading, writing, card and smoke rooms.

She is without doubt one of the most successful and important ventures in Australia's maritime history.

Public interest in the "Empress" was evident as thousands of Sydney-siders farewelled her at the maiden voyage on 16th January, 1965.

Public comment about the service and civility of the stewards and the standard of excellence of the food has all been favourable.

In spite of the fact that the demands for cargo space have

kept the "Empress" working to capacity, it has proved possible for passengers' cars to be disembarked just over one hour after docking.

The "Empress" makes three round trips every two weeks between Sydney and Tasmania and her sailings are integrated with those of the "Princess of Tasmania" which sails five times a week between Melbourne and Devonport.

"Empress" was designed by the Australian Shipbuilding Board and built at Cockatoo Island Dockyard in Sydney to the requirements of the Government-owned Australian National Line.

The public rooms on the "Empress" are outstanding for decor and comfort. The largest public room is the 56 ft. by 60 ft. smoke room which has a central dance floor, surrounded by red leather upholstered arm chairs and blue window seats and benches.

The smoke room has full bar facilities and steward service and its concealed lighting and natural timber finish give the room a club-like atmosphere.

In contrast, the main passengers' lounges have a softer and more feminine finish. Carpets, curtains and leather chairs are all in lighter tones and semi-transparent drapes may be combined with sliding glass doors to divide the lounge into three sections.

The main section is decorated by an Australian motif mural, hand-painted on special tiles by artist Byram Mansell. The main lounge is flanked on the port side by a smaller room contain-

ing a piano and TV set, while on the starboard side a similar lounge has been designed as a quiet reading and writing room.

The dining saloon of the "Empress" is the equivalent of a high-class restaurant, with a rich blue carpet offset by drapes of blue and gold. Natural timber finishes have been widely used, with ceilings and walls panelled of Tasmanian Blackwood and Queensland Silver Ash.

The "Empress" is a one-class ship and has 124 cabins—four-berth, two-berth or singles. Some of the two and four berth accommodation has been enlarged into deluxe suites and these have every modern facility, including attached bathrooms, ships telephone and steward service.

Every cabin on the ship has its own individual air-conditioning control.

Other murals depicting Sydney and Tasmania "past and present", Australian wild flowers, and aboriginal themes are located adjacent to the main staircase and the shop.

Fares on the "Empress" vary from £A17 to £A24 for a single passage, plus additional rates for cars depending on size. Special concessions are offered to persons making the three-state round tour using both the "Empress" and the "Princess".

The "Empress" incorporates many features which would be of value if the need ever arose for her to be used as a troop and tank-carrying ship. She carries "de-gassing" equipment, and her vehicle deck is able to withstand the loading of modern tanks.



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H.M.A. Submarine A.E.2 loss in Dardanelles

On the 16th of December, 1914 the situation in the Pacific having so far improved that a single submarine was of little use, the Commonwealth Government offered the A.E.2 for service in European waters: the offer was promptly accepted, and she was sent with the Second Convoy (which left Albany on the 31st of December) in tow of the BERRIMA — now merely a transport. As in the case of the A.E.1, rather less than half the submarine's crew consisted of men born in Australia.

Then she disappeared from public view until the 12th of May, when a press cable from London announced that she had been sunk in the Sea of Marmora, and her crew taken prisoners by the Turks. An urgent enquiry elicited from the Admiralty that this report was based on a Turkish official communiqué, otherwise unconfirmed; but on the 19th came more definite news:

No communications having been received from submarine A.E.2 since 26th April, her loss must be presumed. . . . It would appear that three officers and seventeen men were taken prisoners.

In April, 1916, it was further ascertained (from a letter written by Admiral de Robeck) that "A.E.2 was the first submarine to make the passage of the Dardanelles into the Sea of Marmora". But for the full account of her achievements Australia had to wait until the Armistice released her commander—Lieutenant-Commander Stoker—from a long and frequently brutal confinement in Turkish prisons.

Then for the first time it was learned that she had been attached, on arrival in the Mediterranean, to the British squadron engaged in the Gallipoli op-

erations. Up to the 25th of April, 1915 (Anzac Day), her part in the fighting was quite uneventful; but on that day Admiral de Robeck, commanding the Eastern Mediterranean Fleet, gave Stoker written orders to attempt the passage of the straits, and added verbally that, when the Sea of Marmora was safely reached, he might take what measures he chose to block enemy traffic between the Bosphorus and the Dardanelles. Keyes, de Robeck's chief-of-staff, suggested further that, should the A.E.2 get even as far as Chanak in the straits, she should endeavour to sink any minedropping vessels she could see, and should "run amok generally".

Two previous attempts to get through the Dardanelles had completely failed; the obstructions, both natural (e.g., the strength of the outward current) and artificial, were known to be great; submarines diving even at the entrance to the strait had frequently been swept ashore. As an example of difficult and audacious submarine work, Stoker's achievement ranks high, and it may therefore be told more fittingly in his own words than in any paraphrase or summary.

"Having proceeded from the anchorage off Tenedos, I lay at entrance to Dardanelles until the moon set, and about 2.30 a.m. on April 25 entered the straits at about 8 knots. Searchlights from White Cliffs, Kephex Point, and Chanak were sweeping the straits. Weather calm and clear. As the order to run amok in the Narrows precluded all possibility of making the passage unseen, I decided to hold on the surface as far as possible. As I proceeded, the searchlights at White Cliffs, sweeping the lower reaches of the strait, forced me

to edge towards the northern shore. At about 4.30 a.m., being then not quite abreast of Swandere River, a gun opened fire at about 1½ miles range from the northern shore. I immediately dived, and at a depth of 70 to 80 feet proceeded through the minefield. During the ensuing half-hour or so the scraping of wires against the vessel's sides was almost continuous, and on two occasions something caught up forward and continued to knock for some considerable time before breaking loose and scraping away aft. Having risen twice for observation in the minefield (which I considered necessary, as E.15 had run ashore in this vicinity), on arising the third time I found the vessel in good position, rather over to the northern side of the straits, and approaching the Narrows, some two miles distant. The time was then about 6 a.m. In order to take stock of the situation I remained at 20 feet with periscope up.

"The sea being a flat calm, the periscope was immediately sighted, and a heavy fire was opened from forts on both sides of the Narrows; the accuracy of this fire made observation through the periscope difficult. I observed a hulk anchored off Chanak on starboard side of Narrows, and several destroyers and some small craft moving in higher reaches. As the hulk might be dropping mines, I decided to attack it, and edged over to starboard with that purpose. A small cruiser, judged to be Peik e Shetrek type, previously unseen, now emerged from behind the hulk. Believing this to be more likely to carry mines, I considered it would be better to attack it. At a range of three to four hundred yards I fired the bow torpedo, at the same moment ordering 70 feet in order

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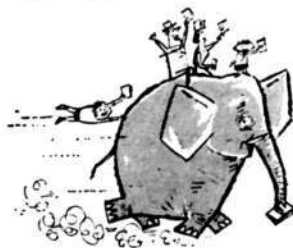
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THE NAVY

to avoid a destroyer which was attempting to ram on the port side. As the vessel descended, the destroyer passed overhead close, and the torpedo was heard to hit.

"As the cruiser, dead ahead, might be expected to sink almost immediately, I altered course a point to starboard to avoid becoming entangled with her. At the time I believed the vessel to be in the centre of the straits. About four minutes later I altered back to the original course, and ordered 20 feet. As the vessel was rising, she hit bottom and slid up on the bank to a depth of 10 feet, at which depth a considerable portion of the conning tower was above water. Through the periscope I observed that the position was immediately under Fort Anatoli Medjidieh. As I looked, one of the guns fired, and the flash of the gun almost reached the top of the periscope, which I immediately lowered. For four minutes the sound of shells falling round the boat was continuous, and then, the efforts to refloat her proving successful, she slid down the bank to a depth of 70 feet, with head pointing down the straits.

"I proceeded at 90 feet on port motor, with helm hard aport to turn up straits. When two points off correct course, with head swinging rapidly, I went ahead on starboard motor. Vessel immediately struck bottom on Gallipoli shore, and slid up the bank to a depth of 8 feet. Through the periscope I judged the position to be immediately under Fort Derina Burnu, and further observed two destroyers, a gunboat, and several small craft standing close off in straits firing heavily, and a cluster of small boats, which I judged to be picking up survivors of the cruiser. In this position we remained for five minutes.

"As vessel was lying with inclination down by the bows, I went full speed ahead. Shortly afterwards she commenced to move down the bank, gave a slight bump, gathered way and then bumped heavily. She, however, continued to descend, and at 80 feet I dived off the bank. The last bump was calculated to have considerably injured the vessel, and probably impaired her fighting efficiency; but, as I considered my chief duty was to prove the passage through the straits to be possible, I decided to continue on course.

"In connection with these two groundings, I have to report that the behaviour of the crew was exemplary. In these two highly dangerous situations it was only their cool and intelligent performance of their duties which enabled the vessel to be refloated.

"On rising to 20 feet shortly afterwards, I observed the vessel to be in good position approaching Nagara Point, with the destroyers, gunboat and numerous other pursuing craft surrounding us on every side. At this, as on all other appearances of the periscope, the destroyers attempted to ram, and I dived to 70 feet. Considering the dangers of rising to take observations in the midst of so many pursuing craft, and the danger of grounding on Nagara Point when near the surface, I decided to attempt to round the point without further observation, and proceeded to 90 feet for that purpose. Having made the requisite alterations in course, on rising to 20 feet some time later I found the vessel in good position in centre of strait, heading for Sea of Marmora with Nagara Point abaft the beam, and observed the pursuing craft carrying out tactics below the point; but owing to the calm water the periscope was immediately sighted

by the enemy, fire re-opened and the chase resumed. I then dived to 90 feet, and remained at that depth for half-an-hour.

"On rising to 20 feet to observe, I found the pursuing craft in close attendance on every side, and just ahead (one on either bow) two tugs with a wire stretching between them. I immediately dived to 90 feet. Considering the situation, it seemed possible that our position was marked through catching in a drift-net, or by some other means, and I decided to run in on Asiatic shore and await developments, as battery power then remaining was not sufficient to get far out into Sea of Marmora, and thereby gain a fair chance of shaking off pursuit. I therefore altered course 8 points to starboard, and ran aground about 8.30 a.m., lying at a depth of 80 feet.

"About 9 a.m. a vessel passed overhead, and something she was towing hit boat's side and jumped over. From this on vessels continued to pass overhead at frequent intervals. As we were far out of the track of shipping passing up and down straits, I decided they must be searching for us, and about 11 a.m. considered it advisable to move to another place. The leaks occasioned by the last bump had caused a quantity of water to collect in motor bilges, etc., which water it was impossible to pump out, as oil mixed with it would immediately give away our exact position. The water was therefore carried forward, and emptied into beam-tube well, etc. Consequently, on attempting to move off, I found trim had been lost, and all efforts to regain it without coming to the surface proved futile; so we remained in the same position throughout the day, while vessels continued to pass and re-pass overhead until 7 p.m. At

MARCH-APRIL, 1965



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9 p.m., I rose to the surface, found no ships in sight, and commenced to charge batteries. No ships passed in straits during the night.

"About 4 a.m. on April 26 I proceeded on surface up straits; just before dawn sighted ships ahead, and dived to attack. As soon as light permitted, I observed through periscope two ships approaching — probably small ship leading, and larger ship astern—both men o'war. Sea was glassy calm, and I approached with periscope down. On hoisting periscope (trained on port beam) I observed ship on line of sight of port tube. I immediately fired, and ship altered course and torpedo missed. I then discovered I had fired at leading ship and found it impossible to bring another tube to bear on second ship (a battleship of Barbarossa class) with reasonable chance of success. I therefore did not fire. I attribute this failure to the state of the sea and my personal error in overdoing an unseen attack.

"I continued on course through straits, examined the Gallipoli anchorage and found no ship worthy of attack, so proceeded on into Sea of Marmora, which was entered about 9 a.m.

"About 9.30 a.m. sighted several ships ahead approaching separately on zigzag courses. A.E.2 carried no gun, and had only eight torpedoes, of which two were already expended; I had no intelligence as to the nature of ship likely to be met with, and these ships flew no flag. I considered that, until another submarine joined me in the Sea of Marmora, it was necessary to exercise great care in the expenditure of torpedoes. I therefore decided not to fire unless I was certain of troops being on board the enemy ship, and with this intention dived up close to the foremost ship—a tramp of about

2,000 tons. Passing about 200 yards abeam of her, I could see no sign of troops or ammunition; but, as I passed under her stern, she ran up colours and opened rifle-fire at periscope. I then dived over to next ship, and attacked at 400 yards with starboard beam torpedo. The torpedo failed to hit. I was unable to get within range of the other two ships. Rose to surface half-an-hour later and spent remainder of day on surface charging batteries, making good defects, and examining fishing-boats.

"Shortly after dark, when on surface endeavouring to get wireless connection (in which we were never successful) I was attacked and forced to dive by small vessel; throughout the night, whenever we rose to surface, we were attacked by craft within half-an-hour and forced to dive. The want of a gun was a severe handicap at this time.

"At dawn on April 27, whilst still diving, sighted ship approaching from eastward, convoyed by two destroyers, one ahead of her and the other on starboard beam. Dived past leading destroyer and across the bows of another one, and fired bow torpedo at ship—a beam shot, distance 300 yards. The torpedo's engine failed to start, and destroyer, attempting to ram, precluded possibility of second shot. No other ships passed throughout the day. At night, in order to give the crew some rest, lay on the bottom in Artaki Bay.

"On April 28 (a.m.) in dead calm weather attacked small ship convoyed by two destroyers. Fired starboard beam torpedo at 300 yards' range. Torpedo failed to hit, and destroyer, attempting to ram, precluded chance of second shot.

"At dusk sighted two men

o'war approaching at high speed from westward. Dived to attack, but when near ships it was too dark to see anything but smoke of one of them. Judging her to be near, fired port torpedo, which failed to hit. Proceeded towards Gallipoli to reach nearest point to receiving ship in endeavour to get wireless connection.

"On April 29 at dawn dived towards Gallipoli, and observed gunboat patrolling head of strait off Eski Farnar Point. Dived under gunboat down strait, and returned up strait showing periscope in endeavour to give impression that another submarine had come through. Destroyers and torpedo-boats came out to assist gunboat in pursuit; having led all up towards Sea of Marmora, I dived back and examined Gallipoli anchorage, but found nothing to attack. Steered out towards Marmora, and, rising to observe some half-an-hour later, found gunboat crossing line of fire of stern tube. As battery was getting low, I wished if possible to end the pursuit, and fired at 700 yards' range. Gunboat dodged, and torpedo passed one yard ahead (this I afterwards learnt). Pursuit then ceased, and I proceeded to rendezvous 5' north of Kara Burnu Point. Just before reaching rendezvous, E.14 rose close to port bow. Commanding Officer of E.14 directed me to meet him at rendezvous at 10 a.m. next morning. Proceeded to bay north of Marmora Island, and rested on bottom for night.

"On April 30 at daylight refitted exhaust-tank valve and proceeded to rendezvous. Arrived at 10 a.m. and sighted torpedo-boat approaching from westward. Dived to avoid torpedo-boat; whilst diving, sighted smoke in Artaki Bay, so steered south to investigate. About

KEEL LAYING FOR MISSILE DESTROYER

The keel for the R.A.N.'s third guided missile destroyer, H.M.A.S. BRISBANE was laid in the United States on the 15th February.

The keel laying ceremony took place in the Defoe Shipyards at Bay City, Michigan.

The Minister for Defence, Senator Shane Paltridge, attended the ceremony.

All three CHARLES F. ADAMS Class guided missile destroyers for the R.A.N. are being built at the Defoe Yards in Bay City. The first, H.M.A.S. PERTH, is to be commissioned in May. The second, H.M.A.S.

SHIPS LEAVE FOR S.E. ASIA

The flagship, H.M.A.S. MELBOURNE, the frigate, H.M.

HOBART, will be completed towards the end of the year.

The scheduled delivery date for H.M.A.S. BRISBANE is September, 1967.

The CHARLES F. ADAMS destroyers, the first American warships obtained for the R.A.N., are versatile, all-purpose ships with guided missile systems for use against aircraft and submarines. Of 4,500 tons, they also have rapid firing 5-inch guns. They are costing about £20-million each.

A.S. PARRAMATTA, and the fast replenishment tanker, H.M.A.S. SUPPLY, left Sydney on Wednesday, 24th February.

The ships will serve with the British Commonwealth Strategic Reserve, and take part in Commonwealth and SEATO exercises. It will be H.M.A.S. MELBOURNE's regular, annual tour of duty with the Strategic Reserve.

The Flag Officer Commanding the Australian Fleet, Rear Admiral T. K. Morrison, will be flying his flag in H.M.A.S. MELBOURNE.



In the Strategic Reserve, PARRAMATTA will relieve DUCHESS, one of the six R.A.N. vessels currently serving in S.E. Asia. DUCHESS returned to Sydney on 19th March.

THE NAVY



Commonwealth Secretary speaks to New Zealand Society

The following are extracts from the speech by Mr. Arthur Bottomley, Secretary of State for Commonwealth Relations, made at the New Zealand Society dinner in London on Thursday 4/2/65.

If a poll were taken of the first reaction of people in this country to the words "New Zealand", I believe that all the women would immediately say "lamb", and all the men would say "All Blacks". I assure you, however, that this should not be taken to mean that we regard New Zealanders as "black sheep".

But it does suggest two of the many ties which bind us so

closely together — sport and trade. And our relations in both are, I like to think, marked by similar characteristics, a healthy mixture of partnership and keen, indeed often fierce, partisanship

Defence and Trade

This is not the occasion for a lengthy speech surveying all the fields in which our countries, despite the great distance separating them, pursue a common path. I must, however, touch on two in particular, defence and trade.

Many of us saw the New Zealand soldiers who mounted guard at Buckingham Palace last year. It may have served to remind some, if any reminder were

needed, of New Zealand's magnificent fighting record. No matter the sacrifice, where the cause has been just, New Zealanders have been in the thick of it.

We recall Gallipoli—that ill-fated but bold and imaginative enterprise. We recall it particularly because of its link with the name of one who has been so much in our hearts and minds these last few days, Sir Winston Churchill. We remember, too, the tremendous exploits of New Zealand troops in the Middle East in World War II.

Defence of Malaysia

Nowadays, the call to the defence of freedom may come from much nearer New Zealand's own

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shores. New Zealand troops are actively engaged with Australian, United Kingdom and Malaysian forces in the defence of Malaysia, our fellow-partner in the Commonwealth. And we know that in this task they will show the same perseverance and steadfastness, which they have always displayed in the past.

Let me say quite bluntly that we are totally committed to the defence of Malaysia, both as members of the Commonwealth and for the sake of world peace; and we intend to fulfil that commitment.

None of us, neither Malaysia nor any of her friends and allies, want the present situation to continue. We all want to see peace, security and prosperity established in that part of the world.

Remedy with Sukarno

But the remedy lies with Sukarno himself. So long as he remains convinced that his country of 103 million inhabitants should dominate South-east Asia, and so long as he continues his hostile actions, his Malaysian neighbours must take all the necessary steps to safeguard their independence and territorial integrity. Unless Sukarno's expansionist ambitions are effectively checked, who can tell which country would be next under threat — Australia, New Guinea, or even the Philippines.

Mr. Holyoake said in his end of the year review, and I quote: "Nineteen-sixty-four has been a year of momentous change, and new emphasis has been given to the dominant feature of our age — the interdependence of all nations."

In the Far East, your near north, and indeed elsewhere, 1965 will, I am sure, see a further strengthening and development of that interdependence so far as you and we are concerned. It is a fact that, in this shrunken

world, no country can stand alone; nor can any country, with impunity, ignore events around it, or neglect its preparations to meet any threat.

Trading Association

I said I wished to say a few words about trade. Our trading association has long history.

Some of you may not know that one of our earliest exports to you was 100 pairs of sparrows at the price then ruling, in the year 1866, of a pound sterling a pair. These we sent you to deal with a plague of caterpillars which you had imported from somewhere else. I am glad to say that our sparrows appear to have done their job well: indeed perhaps too well, for they so thrived and multiplied on their diet of caterpillars, that they themselves became a plague.

But we were not at a loss. We then did a good trade with you in sparrow-hawks.

Since then we have never looked back.

We remain your best market

for many of your agricultural exports, and you take about 40 per cent of your imports, mainly in the form of manufactured goods, from us.

MALAYSIANS TRAIN WITH R.A.N.

The first Malaysian Naval Officers to receive training with the R.A.N. in Australia began their courses in Sydney during January.

About twelve members of the Malaysian Navy were expected to undertake courses in Australia during the next twelve months. The training would range from instruction in technical subjects to courses at the Navy's Damage Control School.

The first two Malaysian officers to arrive in Australia are attending a clearance diving course at H.M.A.S. RUSHCUTTER in Sydney.

The Malaysians will spend from three months to two years in Australia, depending on the courses they undertake.



Malaysian skin divers under instruction at Diving School, H.M.A.S. Rushcutter.

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10.30 boat's nose suddenly rose, and boat broke surface about a mile from torpedo-boat. Blew water forward, but could not get boat to dive. Torpedo-boat, firing, got very close, and ship from Artaki Bay, a gunboat, was also firing at range of about three miles; flooded a forward tank, and boat suddenly took big inclination down by bows, and dived rapidly. A.E.2 was only fitted with 100-foot depth-gauges. This depth was quickly reached and passed. Went full speed astern, and commenced to blow main ballast. After a considerable interval the boat rose rapidly, passed the 100-foot mark, and, in spite of efforts to check her, broke surface stern first. Within a few seconds the engine-room was hit, and holed in three places. Owing to the great inclination down by the bow, it was impossible to see the torpedo-boat through the periscope, and I considered that any attempt to ram her would be useless. I therefore blew main

NEW CHIEF OF THE NAVAL STAFF

A new Chief of the Naval Staff began duty at Navy Office in Canberra on the 24th February, 1965.

He is Vice Admiral Alan McNicoll, C.B.E., G.M., who succeeds Vice Admiral Sir Hastings Harrington, K.B.E., C.B., D.S.O., in the R.A.N.'s top post. Admiral Harrington has been Chief of the Naval Staff and First Member of the Naval Board

ballast and ordered all hands on deck. Assisted by Lieutenant Hannard, I then opened the tanks to flood and went on deck. The boat sank in a few minutes in about 55 fathoms, in approximate position 4' north of Kara Burnu Point, at about 10.45 a.m. All hands were picked up by the torpedo-boat, and no lives were lost.

"I have no explanation to offer of the original loss of trim of the boat. That many leaks had been caused by the final bump, when aground in the Narrows, did not in my opinion satisfactorily explain the sudden rise of the bows. I believe an identically similar case occurred in the first year of the war to submarine E.11. Lieutenant-Commander Nasmith, when, in the presence of enemy destroyers, the boat suddenly rose by the bows, and all tanks had to be flooded to sink her to the bottom, as she was fortunately in shallow water. On return to harbour she was docked for examination, but no reason for the extraordinary behaviour was found.

"Finally, I have to bring to your favourable notice the behaviour of the crew throughout all the service herein specified. The manner in which they performed their duties was such as to earn the most complete recommendation that I can possibly give them."



for the past three years.

Admiral McNicoll took up his new appointment with the rank of Vice Admiral. Previously, as a Rear Admiral, he had been Flag Officer-in-Charge of the Navy's East Australia Area.

Admiral McNicoll has served twice before on the Naval Board, as Second and Fourth Naval Members, and he is a former Flag Officer Commanding the Australian Fleet.

Born in April 1908, he graduated from the Royal Australian Naval College in 1925. He was awarded the George Medal in 1941 for disarming torpedoes in a captured Italian submarine under extremely hazardous conditions.

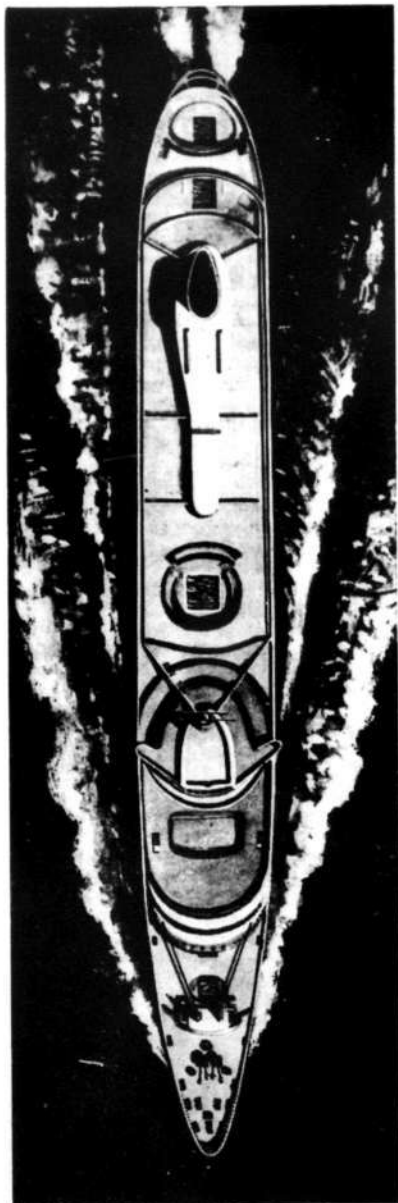
Admiral Harrington's retirement marks the end of a distinguished career of 45 years in the R.A.N. He entered the Royal Australian Naval College in 1920, and graduated four years later. While commanding H.M.A.S. YARRA in the Second World War he was awarded the Distinguished Service Order and twice Mentioned in Despatches.

In a farewell message, Admiral Harrington said:—

"On the occasion of my retirement I thank all the officers and men of the Royal Australian Navy for their service and loyalty during the period of my appointment as Chief of the Naval Staff. Many changes and heavier responsibilities lie ahead for Australia and for the Navy. I am confident that you will meet them successfully and with distinction.

"The traditions of the Royal Australian Navy, founded in war and tempered in adversity, are safe in your hands. They will develop and expand during the next fifty years as they have since the constitution of the Royal Australian Navy in 1911.

"Goodbye and good fortune to you all."



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THE NAVY

VOYAGER GALLANTRY AWARDS

Her Majesty the Queen has conferred gallantry awards on twelve members of the R.A.N. who were serving in the Australian destroyer, H.M.A.S. VOYAGER, when it sank after collision with H.M.A.S. MELBOURNE on the 10th February, 1964.

Details of the awards were announced in Canberra by the Minister for the Navy, Mr. Chaney. The special list includes one George Cross, two Albert Medals, one George Medal, five British Empire Medals and three Queen's Commendations for Brave Conduct. The George Cross, which is second only to the Victoria Cross in precedence of gallantry awards, and the two Albert Medals, have been awarded posthumously.

Mr. Chaney said the awards were made in recognition of specific acts of heroism. Award recommendations were put forward

only after every survivor from the VOYAGER had been interviewed. The fortitude of all concerned was a feature of the tragedy, and there were undoubtedly many cases of courage and devotion to duty that would never be known.

The George Cross, which is awarded only for acts of the greatest heroism or the most conspicuous courage in circumstances of extreme danger, has been conferred on the late Chief Petty Officer Jonathan Rogers, of Ettalong Beach, N.S.W. Chief Petty Officer Rogers helped many men to escape from the VOYAGER's rapidly sinking forward section. In the darkness and confusion following the collision, he organised the evacuation of the cafeteria where there were between 50-60 men. He stayed behind to look after those who could not escape, and led them in prayer and a hymn.

The Albert Medal for gallantry in saving life at sea has been awarded posthumously to Electrical Mechanic First Class William Joseph Condon, of Hamilton South, N.S.W., and to Midshipman Kerry Francis Marien, of Gray's Point, N.S.W.

Electrical Mechanic Condon remained at his post until the end, holding an emergency lantern to help others escape. Midshipman Marien lost his life when he left the safety of a raft to attempt a rescue.

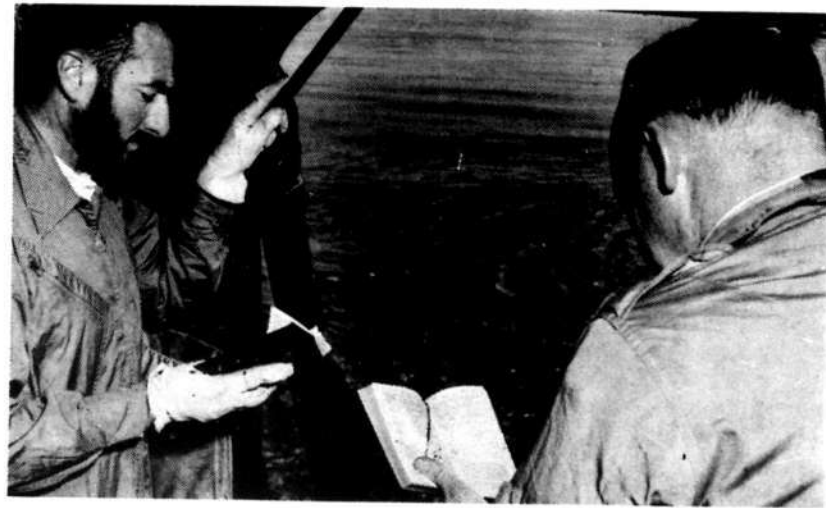
The other awards are:—

George Medal:

- Petty Officer Douglas Moore, B.E.M., of Marrickville, N.S.W., and now serving in H.M.A.S. GASCOYNE;


British Empire Medal:

- Leading Seaman Raymond Ernest Rich, of Flemington, Victoria, (H.M.A.S. CERBERUS, Victoria);
- Petty Officer Geoffrey Percival Worth, of Frankston,



Prayers were said in a helicopter from which a wreath was dropped into the ocean where H.M.A. Ships VOYAGER and MELBOURNE collided.


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W.R.A.N. Sisters Marie and Helen Gillis of Wollongong, two Wrens who assisted in the decorating of the altar at H.M.A.S. Watson.

THE NAVY

Victoria. (H.M.A.S. CERBERUS);

- Leading Electrical Mechanic Brian Victor Longbotham, of Frankston, Victoria (H.M.A.S. CERBERUS);
- Leading Sick Berth Attendant John Rennie Wilson, of Sydnal, Victoria (H.M.A.S. CERBERUS); and
- Able Seaman Eric Noel Robson, of Lalor Park, N.S.W. (H.M.A.S. DUCHESS).

Queen's Commendation:

- Petty Officer Engineering Mechanic Edgar James McDermott, of Maroubra, N.S.W. (H.M.A.S. PENGUIN, Sydney);
- Engineering Mechanic Hugh Francis Gilvarry, of Redlynch, Via Cairns, Queensland (H.M.A.S. DUCHESS); and
- Electrical Artificer Second Class Anthony Page, of Artarmon, N.S.W. (H.M.A.S. KUTTABUL, Sydney).



Right Top: A Seacat blasts off from H.M.A.S. Yarra during recent trials off the N.S.W. Coast.

Centre: Rear Admiral O. H. Becher reads the appointment of Rear Admiral T. K. Morrison, as Flag Officer Commanding Australian Fleet.

Bottom: Commander R. Percy, Captain of H.M.A.S. PARRAMATTA, leads the ships' company through the streets of Parramatta after the ship had been granted the Freedom of Entry to the City.



MARCH-APRIL, 1965

134,000 MILES UNDER THE SEA

By John L. Young

Merchant ships sail the seven seas from port to port, unloading their cargoes of 'ivory and apes and peacocks' by the dockside; but the cable ships—and this is one of their differences from other vessels—drop their 'cargo' to the bottom of the sea as they steam ahead. The 'cargo' which is telegraph or telephone cable, passes over the stern sheaves about eight miles astern when laying in 2,000 or more fathoms before it begins to creep along what Kipling called the 'great grey level plains of ooze'. But if the poet's licence about the even flatness of the 'utter dark' was accurate in fact, a cable ship's task would be much simpler than it so often is.

Great Britain, under the Commonwealth Telecommunications Board which maintains and

develops the external telecommunications network of many partner governments, has a fleet of eleven cable ships. The British Post Office operates Her Majesty's Telegraph Ships MONARCH, ALERT, IRIS and ARIEL, while the nationalised company, Cable and Wireless Ltd., has a fleet of eight cable ships—and another on the stocks—consisting of CS. MERCURY, STANLEY, ANGWIN, EDWARD WILSHAW, RETRIEVER, RECORDER, MIRROR, NORSEMAN and LADY DENISON-PENDER. MONARCH, ALERT and CS. MERCURY are cable layers. The others are primarily cable repair ships, though also capable of laying; indeed, during the war CS. RECORDER picked up 600 miles of cable between Aden and

Bombay and relaid it to provide a route between Aden and Muscat, completing the job in three trips—just before the monsoon broke.

Originally, Her Majesty's Telegraph Ships were built to lay and maintain telegraph and later telephone cables under the English Channel and North Sea, though today MONARCH and ALERT travel regularly far afield. MONARCH has worked between stations as far west as Honolulu and as far east as Singapore and north and south from Greenland to Uruguay. ALERT has recently laid telephone cable between Jamaica, Florida and Panama.

The task of the Cable and Wireless repair ships is to maintain the 134,000 nautical miles of submarine telegraph cables which have progressively girdled the earth since Falmouth, Gibraltar and Malta were first connected in 1868. Today the

company's submarine telegraph network runs from Porthcurno in Cornwall, under the Bay of Biscay and through the Mediterranean, Suez Canal and Red Sea to Aden, where cables cross the Indian Ocean to Bombay and Colombo; across the Atlantic to Canada and Latin America; down the west coast of Africa to the Cape and up the east coast to Mombasa and Aden; across the Indian Ocean to Coos Island, whence one branch turns southward to Australia and another eastward through Malaya to Hongkong; from Bamfield, on the far west coast of Canada, a cable crosses the Pacific to Fiji, New Zealand and Australia. Although the Empire has become the Commonwealth, and although the network reaches to foreign as well as to Commonwealth countries, messages running through it are still routed 'via Imperial'.

Since 1956, when the first transatlantic telephone cable was laid jointly by Britain, the United States and Canada, ninety years after Britain and North America were first successfully connected by telegraph cable, the Commonwealth Telecommunications Board has been planning and Cable and Wireless, assisted by chartered Post Office ships, has been laying the first links in the Commonwealth comprehensive cable system designed to provide ultimately some 30,000 nautical miles of submarine telephone links between many Commonwealth countries. The first link in the chain, CANTAT, between Scotland and Canada, is already carrying calls; the second, COMPAC, connecting Canada with Australia, is now being laid and should be completed by the end of this year; while the third, SEACOM, linking Australia with the Federation of Malaya, Singapore, North Borneo and Hong Kong, should be

completed by 1966. Cable and Wireless are financing the system jointly with the various Commonwealth governments concerned, the terminals being controlled by the respective countries. The total ultimate cost is estimated at about £88 million.

The latest available returns show that in 1961-62 the Commonwealth cable and wireless system carried between Commonwealth and foreign countries more than 784½ million words of telegraph traffic, nearly 29½ million minutes of telephone calls and almost 14½ million minutes of telexed messages. The cable networks play a great part in carrying this traffic.

The job of the cable ships, apart from laying new routes, is to maintain and, when necessary, repair the cables to ensure that the signals, which travel a little less fast than light (168,000 miles a second) get through without interruption. A cable ship laying cable may (like CS. MERCURY for example) carry on one trip up to 99,000 square inches of cable, or 1,200 miles of the latest lightweight type designed by the Post Office and sheathed in polythene. The cable is drawn aboard across the Thames at Greenwich direct from the manufacturers, and coiled below in huge tanks; HMTS MONARCH, for example, has four tanks each 41 feet in diameter. When laying a submarine telephone cable, a ship must also carry up to forty-eight of the huge repeaters which have to be spliced-in on board into the cable about every 30 miles to strengthen the signals as they pass, otherwise those signals would be so attenuated that the calls would be inaudible at the distant end. Submerged repeater housings, which are the outer shell of the repeaters, have been developed by Vickers and Stan-

dard Telephones & Cables Ltd., over the past nine years and used on many of the undersea lines laid to date.

A cable ship, since she drops her 'cargo' into the sea as she steams along, must be well ballasted. When HMTS MONARCH was recently remodelled (in the Vickers yard at Hebburn) for work on COMPAC, the additional topweight of her equipment had to be compensated for by distributing 519 tons of pig iron in her double-bottom tanks; although this reduced her carrying weight by 667 tons it was no embarrassment for, with the new lightweight cable, a ship's capacity is governed by volume rather than weight.

Essential equipment in a cable ship includes echo- and depth-sounders. The seabed may be no 'great grey level plain'; the sounders which report the character of the depths where there 'is no sound, no echo of sound', will reveal humps and hollows. When a ship is laying cable she may have to lay extra lengths here and there to prevent undue suspension and chafing by rocks over the valleys.

Setting out with her load on the previously charted course, a ship draws the cable from her tanks below and passes it into the sea over special laying-out machinery at stern. She also has bow-sheaves for grappling and repair.

The cable must run at an exact degree of tautness to ensure even laying without breaks and as it is drawn along deck it passes through an electrical dynamometer which registers the strain to an exact degree.

An outstanding feature of cable work at sea is that, whatever the circumstances, a ship must if possible, continue her course. HMTS MONARCH, laying the first transatlantic telephone cable, had to make a sud-

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THE NAVY

MARCH-APRIL, 1965

den detour from the charted route because an iceberg loomed up about a hundred yards ahead as she was coming out of Random Sound, Clarendville, Newfoundland. On one occasion she laid her 'cargo' off Rockall in the north Atlantic, buoying the loose end to mark its position while she returned home for a new load. But on returning she ran into such heavy weather that the buoy itself had been sent adrift and further laying was impossible. After laying-to until the storm had subsided, she had to grapple to find and pick up the cable and splice-in to the new length to start again.

The traditional way of testing the strain when grappling for cable is for the Officer in Charge to sit on the grappling rope; each cable man becomes an expert at feeling the strain but the seat is none too comfortable as the ship rides, perhaps through heavy seas, over a rocky bottom.

The day after the first telegraph cable had been laid under the English Channel in 1850, a Boulogne fisherman fouled a 'foreign object' with his anchor. Drawing it up and, of course, never having seen a telegraph cable before, he imagined it might be a strange kind of seaweed—or a sea serpent! In fact, he had broken the new cable.

Nowadays, trawlers in shallow water may still foul a shore end. There are, however, other hazards. Pirates have been known to steal cable from the bed of the China Sea. Modern cables carry heavier protection at the shore ends which have to be laid by lighter as the water may be too shallow for the big ships.

The circuits through a cable may suddenly be interrupted by a variety of causes. Instead of Kipling's 'blind white sea-snakes' which sound fairly harmless whatever they may have been outside the poet's mind, the teredo or ship worm, a mollusc, may eat through the armouring

and break the circuit. When a circuit is interrupted, electrical tests can be made from the shore end to ascertain the approximate place. A cable repair ship is summoned from the nearest station, and sailing to the area, drops a mark buoy, mooring it to the bottom.

Her first task is to find the cable. For this purpose she carries grapnels of various types, each suited to the kind of cable and the character of the particular seabed. Having lowered a grapnel at the end of a rope, the ship steams back and forth across the route until the grapnel seizes it. This is no easy matter; the grapnel may be at the end of three miles of rope and it must lie slack on the bottom to find the cable as it is drawn across the route. The cable may be silted up. Finding the cable demands infinite patience and navigational skill, for the grapnel is being manipulated in what Kipling called 'the dark, the utter dark'.

Once the cable is found, the spot is buoyed and the grapnel is drawn up with the line in its jaws. As it rises to the ship's bows above water, the weight is taken off the grapnel and the cable is hauled aboard for repair. Tests are constantly made between ship and shore to ensure that the circuit is re-established before the two ends are spliced together—possibly with a new length of cable, an old length having had to be cut out—before relaying.

In wartime a cable ship is a 'sitting target' to an enemy. The present HMTS MONARCH is the fourth of her name; the second was sunk by the enemy in 1915 and the third went down in 1945. CS. RETRIEVER was sunk by the enemy at sea in 1941. But CS. RECORDER, then named IRIS, after narrowly escaping in 1914 from a German cruiser which had cut the

Suva-Bamfield cable, later caught up with a ship on which a German commander was escaping from prison and took her—and him—to Auckland, New Zealand.

CS. NORSEMAN was about 800 miles west of Jamaica and heading for a repair 50 miles east of Cienfuegos, Cuba, in August, 1951, two days before a cyclone hit Kingston, Jamaica. Five hours before she arrived at Kingston a further warning replaced anxiety by alarm. She chose an anchorage at the extreme easterly end of the harbour and moored with 90 fathoms of cable on the starboard anchor and 60 on the port anchor. With engines at full speed and using the rudder to keep head to wind, she rode out for nine hours a wind which reached at maximum a speed of 120 miles an hour, her only damage being the breaking of her foremost yard, wing bridge windows and frames, and bent compass stanchions. Out of fourteen ships anchored in the harbour no fewer than seven were seriously damaged. NORSEMAN's crew presented her commander, Captain T. A. Vickers, a silver salver 'in appreciation of her qualities as a good sailor'.

The first cable ship was a small steam tug, GOLIATH, which laid the first cross-Channel cable, two tons of which were wound round a drum seven feet in diameter and 15 feet long which had been built on her deck. British and American naval ships made the first attempt, in 1857, to lay a transatlantic telegraph cable, but the later attempts in 1865 and finally successful in 1866, were carried out by GREAT EASTERN, a mammoth cargo ship which had proved too big to find adequate employment on cargo work. The first MONARCH was a small wooden ship fitted for cable work in the English Channel.

(To be concluded next issue)



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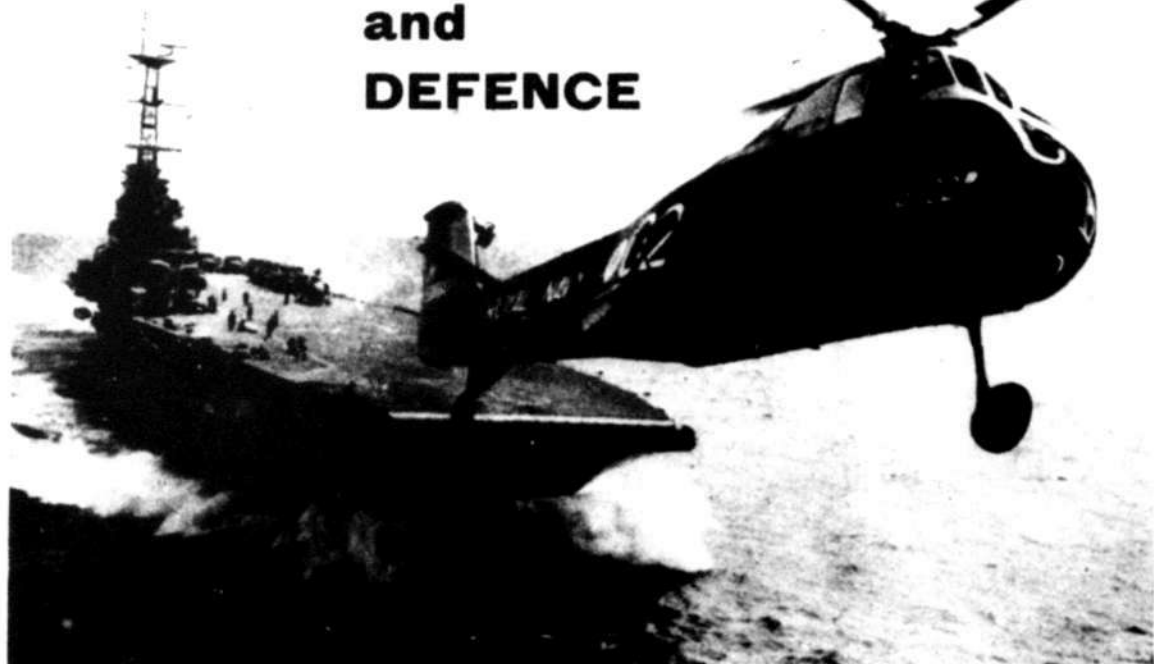


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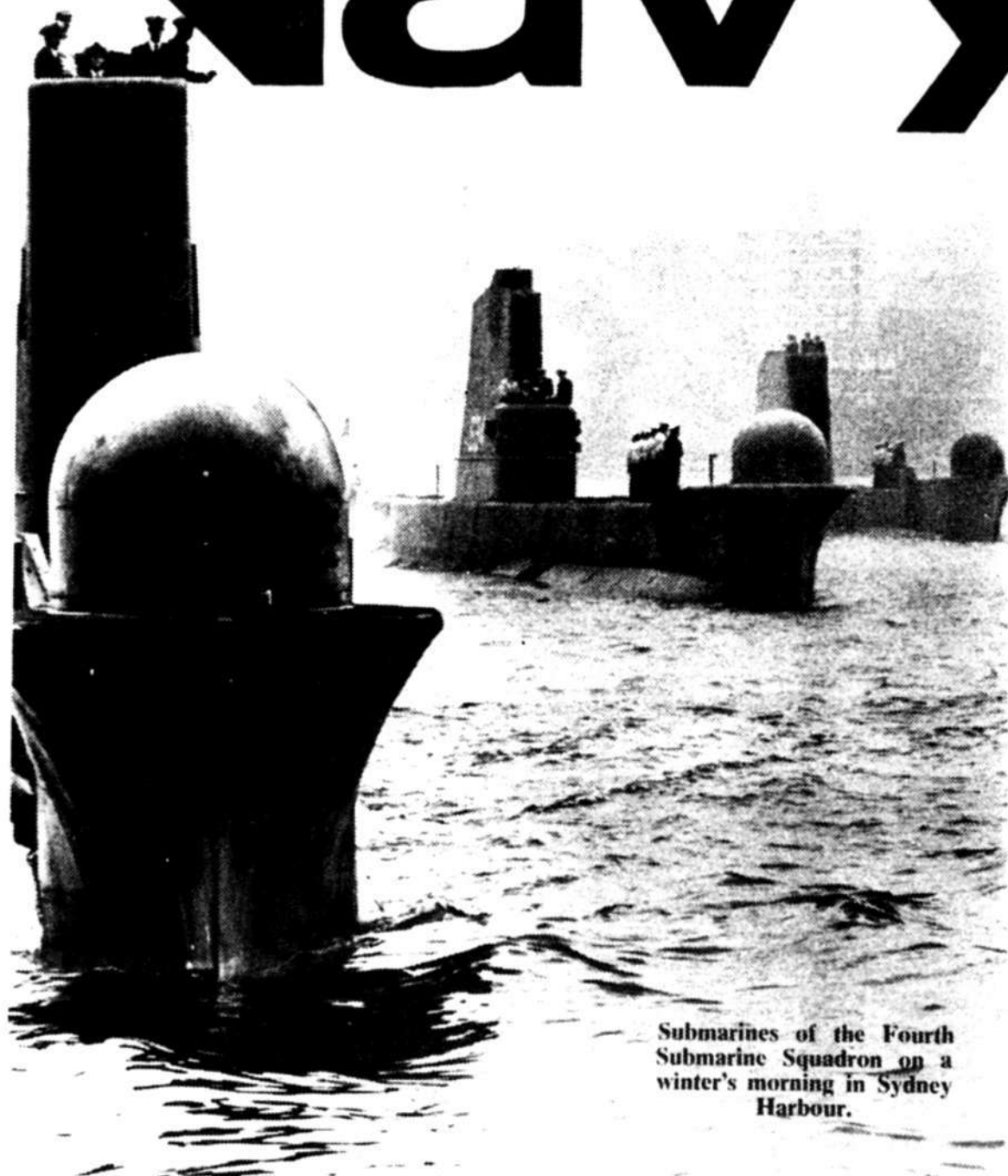
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Navy



Submarines of the Fourth Submarine Squadron on a winter's morning in Sydney Harbour.

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THE NAVY

Farewell to H.E. Viscount De L'Isle Governor-General

Government House,
Canberra.
3rd May, 1965.

Dear Admiral Showers,

The Governor-General has asked me to thank you for your letter written on behalf of the Executive and Members of the Navy League of Australia.

His Excellency very much appreciated your thoughtfulness in writing and the kind remarks in your letter.

Lord De L'Isle asks me to send his best wishes to you and all your Members, together with the Officers, Instructors and Cadets of the Australian Sea Cadet Corps.

Yours sincerely,

WILLIAM CROWDER.
(Lt.-Col. W. E. Crowder, MVO,
Irish Guards, Military Secretary
to the Governor-General.)

30th April, 1965

Your Excellency,

On the occasion of your departure from Australia, the Executive and Members of the Navy League of Australia desire to express their grateful appreciation of the honour you bestowed upon the League by consenting to be its Patron during your term of office.

Your departure is deeply regretted by all, and, on behalf of the members of Navy League together with the Officers, Instructors and Cadets of the Australian Sea Cadet Corps, I take this opportunity to wish you Bon Voyage with good health and all happiness for the future.

I have the honour to be Sir,
Your obedient servant,

H. A. SHOWERS,
Rear Admiral,
Federal President,
Navy League of Australia.



One of the last official duties of His Excellency was to present awards for Gallantry to members of H.M.A.S. VOYAGER.

Above: Mrs. Condon, widow of Elec. Mechanic W. J. Condon, who was posthumously awarded the Albert Medal, receives the award from His Excellency.

MAY - JUNE, 1965

Royal Navy "Helping to Preserve World Peace"

In a speech in the House of Commons recently, the Minister of Defence for the Royal Navy, Mr. Christopher Mayhew, spoke of the responsibilities of the Royal Navy in helping to preserve world peace and of the close relationship the United Kingdom Government is fostering with Australia and the U.S.A.

"The main task of the Navy is in the Far East.

I hope that the committee will agree that the task is being carried out extremely well.

In the narrow waters between Malaysia and Indonesia, patrols of destroyers, frigates, and mine-sweepers are actively and successfully containing the Indonesian infiltration.

We have recently commissioned four coastal mine-sweepers and two seaward defence boats from reserve in Singapore to increase the strength of our patrols.

Inshore, and in the rivers of East Borneo, we have needed since the beginning of 1964 small boat patrols.

To start with, men were drawn from the crews of our ships.

A scratch collection of craft was made up ingeniously, including, for example, some of the Naval Store Tenders from Royal Fleet auxiliaries at the station.

The Royal Navy worked closely in this with the Royal Malaysian Navy and the Royal Malaysian Police. The committee will agree that the job has been well done in difficult circumstances.

As the Royal Malaysian Police take over, the improvised organisation is now gradually disappearing.

Vital Carriers

However, the vital element of our Naval Forces in the Far

East is our carriers. It is on them that we depend for a quick reaction to trouble.

Our mere presence there is a considerable deterrent to mischief.

They have with them a commando ship, still a comparatively new unit, but one which we value more and more as it shows its new paces.

These ships have been able to hold a force of marines and helicopters ready for action poised at sea. They have been able to support operations on shore. In a different, but very valuable, role also they have been able to transport helicopters to an operational area.

East of Suez

The Honorable Member for Henley (Mr. Hay) has from time to time raised questions about our policy on the deployment of our carriers and commando ships East of Suez.

Perhaps I should say a word about that matter.

I confirm that the total number of carriers and commando ships East of Suez will, to the best of our ability, be maintained at three.

This total could be made up of one carrier and two commando ships, or two carriers and one commando ship, depending on circumstances. If need arises, we can of course do better than this, at least for a certain time.

But, taking the longer view, we have to strike a balance between operational requirements on the one hand and the need for proper maintenance and conditions of service on the other.

In the 1963 White Paper, the previous Government put forward their formula as follows: two carriers and one commando ship East of Suez at all times.

But in the 1964 White Paper

nothing was said on this subject—rather significantly perhaps.

In fact, having laid plans for just one new carrier, we have to assume that the Government had taken the decision to reduce to a three-carrier fleet from the early 1970's.

There is no conceivable way in which a three-carrier force can be deployed so that two are always East of Suez.

It is not surprising that the shorter term development plan which we found when we came to office was based on the more flexible number which we set out in our White Paper this year—a sensible number which makes full use of the increased availability of the commando ships.

The future of the new carrier awaits confirmation by our general defence review. Subject to that we agree that a powerful case can be made out for C.V.A. 01. (The first of a new generation of aircraft carriers).

More and more nations of the world are establishing armed forces on their own, seeking help from both Eastern and Western blocs.

Those allied with the Eastern bloc are often provided with armaments of advanced design.

A number of these navies are equipped with fast craft armed with surface-to-surface guided weapons outranging the conventional gun.

Protection for Shipping

We can continue to protect our shipping by deploying carrier-borne aircraft in the areas where such a threat might materialise.

Some of our carriers are nearing the end of their life and the previous Government announced the building of a new fleet carrier for service in the 1970's.

A great deal of detailed de-

COMMAND

CARRIER

H. M. S.

BULWARK



sign work and development has been undertaken in aid of the new ship and long-lead items have been ordered.

Present plans are based on inviting tenders for the ship next year. If they are confirmed, the shipbuilder who wins the contract will land a very valuable order providing a large amount of employment over a number of years.

The ship will have all the latest design features and could operate the most advanced strike and fighter aircraft as well as anti-submarine helicopters.

We are also designing her to be well suited to transporting troops with the minimum notice for intervention or internal security operations.

We are looking forward keenly to flying Phantoms from our carriers.

A programme was begun last year for combining the American Phantom airframe with the British Spey Engine.

The Spey-Phantom programme involves extremely close co-operation between the United States Government and United States contractors on the one

hand and Her Majesty's Government and United Kingdom contractors on the other hand.

It is going ahead well and we are grateful for the all-out help which we have had from the United States Navy Department.

During my recent visit to the United States, I was glad to meet members of a joint Ministry for Aviation and Ministry of Defence team which was working as an integral part of the United States Navy's Phantom management organisation.

This was something new and it is working well.

We are now extending these arrangements to cover production of Phantom aircraft for the Royal Air Force as well as for the Royal Navy."

County Class Destroyers

Following Opposition questions, Mr. Mayhew went on:

"We are continuing to strengthen the escort fleet with County Class guided missile destroyers and Leander Class frigates. Both carry anti-submarine helicopters.

Four county class destroyers have been completed and four are on order.

These ships add greatly to our air defence capability.

The Leander Class frigates have proved very successful.

They are excellent anti-submarine ships and well suited to our peace-keeping tasks. We have already completed seven and another twelve have been ordered.

Ikara System

I should like to give the committee details about a new anti-submarine weapon system in which we are interested, the Ikara.

This is a long-range weapon system which is being developed in Australia.

It is a guided missile which carries a torpedo and it is fired from surface ships. If the Royal Navy is to adopt it, further development needs to be done to adapt the weapon for Royal Navy use.

We have completed technical discussions with the Australian Government about the amount of further work which needs to be done, and we are, we hope, in the concluding stages of negotiation on the terms of the working agreement.

This envisages that part of the further development will be un-

dertaken in Australia on our behalf and part in this country.

Our adoption of this Australian weapon system would be a further indication of the beneficial effects of our long-standing collaboration with Australia in guided weapon development.

Polaris Programme

Our new construction programme also provides for the completion or construction of the Polaris and Hunter Stroke Killer submarines.

When we came to power, needless to say, we took a long, cool look at the Polaris programme that we had inherited.

Four submarines had been ordered, also plans had been made to earmark future capacity for it and we have options on its missiles and so on from the United States.

Our assessment of the position was that we had a choice to stop at the completion of the fourth Polaris submarine, or to go on to the fifth.

We took the decision to stop at the fourth.

Mr. Mayhew later continued: "We consider that four Polaris submarines are quite enough—a force of tremendous power and significance. I have seen for myself elements of the American Polaris force.

No one who has seen these vessels, larger than many pre-

cruisers, and who has talked to the highly skilled men who operate them can have any doubt about their awesome power, their high degree of invulnerability, and the high standards of achievement that are needed to create such a force and to deploy it.

The creation of our own Polaris force sets us a big challenge: first to the 80-odd industrial enterprises throughout the country which are now working to meet the demands laid down by our designers with a very tight time scale.

Our first submarine, H.M.S. RESOLUTION, is planned to be on patrol in mid-1968, but she will be essentially completed more than a year before that date.

Her three sister ships will follow her at six-monthly intervals.

We have set out a special project organisation to ensure that the programme is met.

Support Facilities

Building the ships is only part of the challenge.

There are also the support facilities, the base, the workshops, the Polaris school, the floating dock, the armament depot, married quarters, and recreational and welfare facilities all have to be completed to an equally rigorous time scale and all have to be the best and most modern that we can provide.

Then there is the challenge to our officers and men who will operate the ships.

I have spoken to some of them already in training in the United States.

They face an entirely new experience in seamanship in taking these large and vastly sophisticated ships to sea for submerged patrols lasting two months at a time under conditions which are unique in time of peace.

From all this it is clear that the Polaris project will spread its impact over a large sector of our national life and for all these people involved in the Service and in industry who make up the British Polaris team, there is the challenge of achieving the highest standards of reliability that we have ever attempted.

Toughest Peacetime Task

Shipbuilders and contractors must set themselves higher standards of quality and timely production than ever before. Crews must maintain these vessels at the highest level of efficiency and readiness so that they, and we, can be absolutely confident in the creditability of what they are doing for us and for the whole Western alliance.

In short, the Polaris project is the toughest peacetime task, in a given time scale, which the Navy has ever been handed.

We mean to do it, to do it on time, and to do it well.

AUSTRALIAN NATIONAL ANTARCTIC RESEARCH EXPEDITIONS MACQUARIE ISLAND RELIEF VOYAGE DECEMBER, 1964

By BRUCE EDDIE, A.S.C.C.

The purpose of sending two Sea Cadets, two Army Cadets and two Senior Scouts to Macquarie Island annually with the relief voyage is "to stimulate the youth of the country to seek adventure and experience."

With this view, Dr. Phillip Law, the Director of A.N.A.R.E., sent invitations to each State for applications to accompany the relief voyage to Macquarie Island which departed from Melbourne on the 2nd December, 1964.

With the aid of Lt.-Commander O'Connell and Lt.-Commander Mort of the A.S.C.C. and, of course, Dr. Law of A.N.A.R.E., I had the privilege of being selected as one of two Sea Cadets from Australia to accompany the 1964 voyage and on the morning of 2nd December I flew from Sydney to Melbourne—my return air fare being paid by Navy League, Sydney—I then reported to A.N.A.R.E. headquarters in Melbourne. Here I met Cadet Sub-Lt. Tom Jones from Perth, W.A. and we were driven with Dr. Gerald Lim to the North Wharf in Port Melbourne where we boarded "m.s. NELLA DAN" to depart at noon.

The "NELLA DAN", which is named after Mrs. Nellie Law, is four years old. It is 248 feet long with a beam of 45 feet and displaces 2,300 tons. Classified as a polar vessel and owned by J. Lauritzen Lines (Copenhagen), its hull is fifteen times stronger than any other class of vessel.

We were shown to our cabin and met our cabin mates, C.U.O. Graham Boyd from Perth and C.U.O. Peter Harris from Victoria. After our departure and we had settled in we went to another cabin to sing with the

army DUKW crews. A galley hand of the ship played the guitar for us. Some of the songs were recorded on Peter's tape recorder.

On 3rd December we had breakfast in the dining room at 0800. At 0900 the whole ship's company and passengers practiced boat drill. Between 0930 and lunch at 1200 we recorded songs with the two Senior Scouts—Graham Smith of South Australia and Graham Holt of Perth. The wind speed at the time was approximately 45 knots and Tom and I inspected the bridge of the ship under the supervision of the Captain at 1500 after which we returned to our cabin and slept. We had dinner at 1800 for which we had to be formally dressed.

On 4th December I missed out on the first two meals of the day. Pete was feeling "off" also and the other two chaps brought us up something to eat from the galley. We were in the middle of a depression, the seas were rough and the ship had a 40° roll while she had a fuel blockage. It was 1630 before we were under way again after a delay of three and a half hours. The water temperature at the time was 15°C. I went to supper but abandoned the attempt of eating and my tea was had in the cabin.

After breakfast on the 5th December we sat on the deck with Graham Boyd who took photos of the albatrosses off the poop deck with me. We both were soaked coming off it. At 1400 the movie "Lolita" was shown in the dining room. Expected arrival at Macquarie Island was 0700 on Monday, 7th December. From a fine cloudy day before the movie, we went on deck after it and found ourselves in thick, cold fog, in which the ship continually sounded its siren. The seas were moderate.

On 6th December, although not seasick, I was still taking the seasick pills twice daily. The hold on the ship where our lug-

gage was stored was open and I brought up some warm clothing. The day was very cold, there was no sun at all and the seas were moderate with a strong south easterly wind blowing. The temperature outside at 1315 was 9°C. Before lunch I went to the forecabin and after it we played cards in the cabin and were visited by Dr. Law. After a roast duckling dinner, the expedition party met in the dining room to discuss the activities on arrival at Macquarie Island. After the meeting the party held a sing-song, but I remained in the cabin because I was feeling a little "off".

I rose very early on Monday, 7th December, and we sighted Macquarie Island at 0600, four miles away. What a sight that was after five days of interminable rolling on the ship! After breakfast at 0630, we anchored at Buckles Bay. Sun and mist dominated the peak of the mountain in turn and we left on the third DUKW to go ashore at 0730. We went in through a fifteen feet gap in the reef and the pebbly shore gave the DUKWs trouble. On reaching the mess hut at the camp we were given refreshments and we cadets and scouts were given a lecture on the fauna and flora of the island by Dr. Geoff. Middleton who had just spent the last twelve months on the island. We set out with Mrs. Carrick and Miss Ingham for Nuggets, while the two army cadets went to Bouer Bay to unload supplies. At Nuggets we found thousands of Royal penguins which we had to catch and tag as well as read old tags on them. This is done to study the living and breeding habits of the penguins and to assess their age. When caught, the penguins bit and often took refuge among the large seals which lay on the beach.

We had a cut lunch at 1330 while I photographed some elephant seals, King and Gentu

USS VANCOUVER, one of the latest American landing ships which visited Sydney for the Coral Sea celebrations.

The ship is fitted with stern doors, which enables landing craft to proceed in and out of the ship.



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The ten units will be installed at the Board's new Cottam, Didcot and Rugeley 'B' power stations, to ensure auxiliary supply for the stations' 500 MW steam units, and to perform peak load duties.

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NAVY LEAGUE

The object of the Navy League in Australia, like its older counterpart, the Navy League in Britain, is to insist by all means at its disposal upon the vital importance of Sea Power to the British Commonwealth of Nations. The League sponsors the Australian Sea Cadet Corps by giving technical sea

training to and instilling naval training in boys who intend to serve in Naval or Merchant services and also to those sea-minded boys who do not intend to follow a sea career, but who, given this knowledge will form a valuable Reserve for the Naval Service.

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.

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THE NAVY

penguins, and the old sealers' digesters and graves. This is where the sealers used to hunt the fur seal (which is almost extinct now) for its skin and oil. In those days of hardship on the island when the seals left the shores, penguins were often fed into the digesters to be boiled down.

After lunch we proceeded to the Royal penguin rookeries up the creek in our search for tagged penguins. I photographed penguin chicks and climbed almost to the plateau for photographs. Graham Smith remained on the beach with his blistered feet and by now mangled socks in which he walked all the way back the two miles to the camp.

We returned to the ship on the last DUKW at 1830 for dinner at 2000. The desert for this was rather extraordinary as it was smothered with spirits and set alight. We turned in at 2300 after a tiring day in which we had found no important penguin tags. During the afternoon, Professor Falls and his wife who came from Toronto University, Canada, recorded a seal and penguin sound track for the film which Dr. Carrick is making of the fauna on Macquarie Island.

While we remained at Macquarie Island we rose at 0530 and had breakfast at 0600. The first DUKW left the ship at 0630. One morning we climbed Wireless Hill and with John Dart and Miss Ena Thomas we went sight-seeing on North Head. Here I photographed the Sooty Albatross, the Black-browed Albatross with its chick on the cliff face and the Macquarie Island Blue Eyed Cormorant on the waterfront. These beautiful birds are only found on Macquarie Island and in no other part of the world, as is the Royal penguin which has not been sighted more than fifty miles from the island. We visited the Rockhopper penguin's rookery and saw a fur seal on

the rocks but it was too timid and escaped before it could be photographed. While we were photographing the Sooty Albatross it drew blood from Tom's finger which ventured too close for the bird's liking. But it made a good photograph for the others.

We returned from North Head at 1200 and helped unload DUKWs until 1230 when we returned to the ship for lunch, after which we went ashore to unload the DUKWs and help to build the refrigeration hut. Tom and I went to where the Antarctic Terns were nesting and we were dive-bombed by them. After helping to put the tractor away we returned to the ship at 2000 and at 2130 we helped to pull the fuel line aboard which had pumped fuel ashore to the storage tanks. We turned in at 2300, exhausted after the long day.

After breakfast next day, the DUKW left immediately and we helped unload and near the seal pen. We then waited for Dr. Ashton, John Penkin and Malcolm Gill to go on to the Plateau where they were investigating the growth rate of the plants with respect to environment. This was carried out by harvesting square metres of vegetation which would be dry-weighed and in two months the process would be repeated for comparable results.

The vegetation which we encountered and which was typical of that on the island was Pleurophyllum masses, Poa foliosa (the long grass) and Stelbicarper (Macquarie Island cabbage, eaten by the sealers in their day). While we were harvesting this vegetation, the mist and rain on the plateau soaked us to the skin so that we could not feel our hands or feet because it was so cold. We came down the mountain a little for lunch where we slept for about an hour in the long grass which sheltered us

from the chilly winds and rain. Tom and I carried the bags of harvested vegetation to the biology hut after which we waited for the DUKW to return us to the ship for dinner at 2000. Determined to have an early night we turned in at 2130 but after talking and tomfooling we finally went to sleep at 2330.

The arrangements for Thursday, 10th December, were that we should go to Half-moon Bay to see the Wandering Albatross but for lack of time we went to the Plateau with Ena Thomas and John Dart. Here we came across a wonder of the island! On the top of the plateau (approximately 800 feet above sea level) there were lakes which are believed to be quite deep. After seeing Scoble Lake (which was named after an A.N.A.R.E. member who broke through the thin ice while ski-ing back from Bower Bay. His companion escaped, but it was days before Charles Scoble's body was retrieved and burned at the lake's edge), we encountered another wonder of Macquarie Island—feather bed. This is floating ground on which one does not get one's feet wet while bouncing on this soft ground. We saw a rabbit during our return to the ship for lunch. The ship was quite empty at this stage and the passengers had trouble boarding the ship as the DUKW rose and fell fifteen feet in the swell.

After lunch Tom and I returned to the plateau with Nell Caine via Cadgets, where we dug a thirty foot trench into the terraces near the plateau. Nell was investigating the internal structure of the terraces as well as examining the movement of the soil with respect to frost action. The weather was better than the previous day's and we returned to the ship at 1845 via the Doctor's Track.

At dinner at 2000 the Spanish cook on board had prepared the passengers the national dish of

MAY - JUNE, 1965

Spain. This consisted of fried rice with prawns, chicken and other delicacies mixed in. After dinner I sat in the dining room with Jim Hasick chatting about things in general. Jim would be remaining on the island for the next twelve months. I returned to the cabin where Tom discovered that he had ruined thirty of his forty slides by incorrectly using his light meter.

By Friday, 11th December, our lips were really windburned and Dr. Frank Soucek brought us some ointment. Again we were to go to Half-moon Bay, but because the ship was going to unload supplies at Heard Point, we remained on board and went to Green Gorge. This was because the sea was too rough at Heard Point and the supplies were unloaded by pontoon, a method by which the stores are loaded on to the large pontoon and it, with men and supplies aboard, is towed ashore by the ship's motor boat.

This adventure proved very interesting as everything seemed to go wrong. While unloading the ship one box of lemon juice was dropped into the sea. This was retrieved by the motor boat. Dr. Law was dragged over the stern of the pontoon by a rope which tangled around his legs. His camera which he was carrying, was ruined by the salt water. Bruce Elwood, the O.I.C. for the next twelve months was assigned two jobs—on the pontoon and in the row boat. When he left his position on the pontoon to go into the rowboat the anchor on the pontoon dragged and it went on to the rocks, deflating one of the sections of the pontoon.

Once finished (at 1630) we returned to Buckles Bay at 1900 when we went ashore to unload the DUKWs for half an hour before dinner. After this I went to the cabin and fell asleep immediately.

Finally, on Saturday, 12th December, we went to Hasselborough Bay with Ena Thomas to see the Wandering Albatross. We only sighted one which we trapped and photographed. Dr. Carrick photographed it and read the band on its leg while Professor Falls took a sound track of it. As this bird can only take off into the wind, it was quite easy to catch. On our return we again encountered the feather bed and I rode a couple of seals.

We returned just in time for the lunch DUKW, and after lunch Tom and I stayed aboard to help Dr. Soucek while the other four went ashore to clean up. After our work was completed, Tom and I watched the personal gear being unloaded into the DUKWs, after which I went to the cabin and rested. The clean-up party returned aboard at 1500 in readiness for the changeover party which took place that night. At 1800 the ship's passengers had a light snack and went ashore at 1945 for the party at which "a good time was had by all".

At 0230 on Sunday, 13th December, the party finally terminated and those going home returned to the ship. While waiting for the crew to hoist the DUKWs we were allowed to drive them and at 0430 the ship departed with the DUKWs and passengers safely stowed aboard.

Waking up thinking that I was in good time for breakfast, I found it was 1130 and Macquarie Island was far behind. After "breakfast-lunch" we slept, then sang with George Haigue, the coo for the previous twelve months.

On the morning of Monday, 14th December, we found that during the night the heavy roll on the ship had knocked over the chair in our cabin. After breakfast at 0800, Tom, Graham, Pete and I helped Frank

Soucek tidy the hold after which we sang with Ena in the cabin until lunch. I remained in the cabin and read until dinner at 1800.

Tuesday and Wednesday, 15th and 16th, we followed the usual ship routine and recorded interviews of A.N.A.R.E. members on Macquarie Island for the past year.

On Thursday, 17th December, we woke up to a welcome sight of the Australian coastline and the heads of Port Philip Bay which the ship entered at 0645, after picking up its pilot. Pete, who lives in Melbourne, pointed out the various places around the Bay. After breakfast at 0800 we watched the Customs Officer come aboard and the changeover of pilots.

The ship berthed at No. 6 North Wharf at 1045 and I immediately booked my return to Sydney on the 1400 flight. When Pete and his parents left the ship I went to the airport and waited for my flight.

But for men such as Dr. Law these trips would not be possible. Their interest in Australia's youth builds the leaders of the country in years to come and with the other five chaps who accompanied me, I would like to thank Dr. Law and A.N.A.R.E. for the privilege of allowing me to gain such valuable information and experience on such a voyage to Macquarie Island.

Thank you.

NAVY LEAGUE BALL

Friday, 22nd October, 1965

PRINCES

Ticket Secretaries: Mrs. H. Burgin,
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THE NAVY

GLOUCESTER CUP PRESENTED



H.R.H. The Duke of Gloucester presents his Cup to Captain D. W. Leach at Admiralty House, Sydney.

NAVY'S TOP SHIP

The Navy's top efficiency trophy, the Gloucester Cup, has been awarded to the Daring Class destroyer, H.M.A.S. VENDETTA, as the best all-round ship in the Australian Fleet. It was the first time that VENDETTA had won the trophy.

The Cup has been awarded each year since it was presented to the R.A.N. by the Duke of Gloucester in 1946. Points are awarded for general efficiency, cleanliness, seamanship and a variety of specialist skills, ranging from gunnery to engineering. The role of the ship, her age, equipment and complement are also taken into account.

The Duke of Gloucester has

sent his congratulations to VENDETTA, which is a destroyer of 3,500 tons. Commissioned in 1958, she has a complement of some 330 officers and men, and is currently under the command of Commander D. W. Leach. For most of 1964, during which her performance won her the trophy, she was commanded by Captain A. A. Willis. She spent much of the year on duty in South East Asian waters with the British Commonwealth Strategic Reserve.

VENDETTA takes the Gloucester Cup from H.M.A.S. VAMPIRE, which has held the trophy on three separate occasions.

TIGER SKIN FOR NAVY

A band of the Royal Australian Navy now has a ceremonial drum apron made from the skin of a Malaysian tiger.

The tiger skin was officially presented to the R.A.N. at a ceremony in Sydney in February.

The skin, made into a drum apron, was handed to the Flag Officer-in-Charge, East Australia Area, Rear Admiral O. H. Bacher, by the Malaysian High Commissioner, Tun Lim Yew Hock.

The High Commissioner has described the gift as a token of the strong and enduring ties that bind Australia and Malaysia together in the Commonwealth.

The tiger skin drum apron will be used by the Navy's East Australia Area Band on all ceremonial occasions.

QUARTERLY REPORT OF PROCEEDINGS

Report of activities and training for the A.S.C.C. N.S.W. Division for the quarter ending 31st March, 1965.

The first Air Badge Course was held in H.M.A.S. ALBATROSS during January, and was most successful. At the same time other Cadets carried out a Seamanship Course in this establishment. During the same month continuous Training also took place in H.M.A.S. PENGUIN, WATSON and CRESSWELL. Owing to Fleet commitments, only one period of training with the Fleet could be carried out and this was in H.M.A.S. YARRA.

A small detachment of Sea Cadets, unarmed, took part in the Australia Day March and Ceremony. The new Unit named T.S. PARRAMATTA received Official Recognition on 10th February, 1965, and at present has 44 Cadets on strength.

The Captain H.M.A.S. RUSHCUTTER, representing the Flag Officer in Charge East Australia Area, commenced the 1965 Annual Inspections on 13th February, when T.S. SYDNEY at Snapper Island was inspected.

The annual swimming carnival was held in H.M.A.S. PENGUIN on Saturday, 20th February, and was most successful and well supported by the whole of the N.S.W. Division of the A.S.C.C. Rear Admiral H. A. Showers, C.B.E., President of The Navy League of Australia, presented the Trophies and Medals. The former included a Cup donated by a Mr. Fowler of the Western Service Station, Rozelle, and as this gentleman was a spectator at the Carnival, he was asked by the Admiral to present the trophy. In addition, Mr. Fowler presented to the winning Unit a cheque for £5/-.

Lt.-Com. MACKAY-CRUISE
R.A.N.R.

CABLE SHIPS

(Continued from previous issue)

The modern MONARCH, gross tonnage 8,432, is steam driven. She was the biggest cable ship in the world but the Germans now have NEPTUNE, 12,000 tons (though she carries ordinary cargo between times) and a new ship larger than MONARCH is being built in the United States. CS. MERCURY, Cable and Wireless' first laying ship is now—since she was remodelled to lay telephone cables—of 8,962 gross tonnage and is diesel-electric driven. A modern cable ship's cost may run into millions. CS. MERCURY, for example, cost £2 million and carries equipment valued at more than £2½ million. Each of the forty-eight repeaters she can carry costs £20,000.

In naval parlance a cable ship is a 'tight' ship—as one veteran commander mildly put it, "there's not much room in it"—because of the space needed for cable tanks and the large quantity of laying equipment as well as radar and wireless she has to carry. She may have to carry 100 or more crew as well as supernumeraries.

Nevertheless, cable ships are well up to standard for accommodation of crew and amenities. Every public room in ships which may work in tropical waters is airconditioned. When HMTS MONARCH, which has a crew of 136 with additional accommodation for supernumeraries, was remodelled, the capacity of her dining and smoke rooms was extended. She has a fully equipped hospital, several mechanised laundry units, library, recreation room and canteen. CS. MERCURY now has a new type of plant for distilling sea water invented by a Cable and

Wireless engineer, G. S. Kitching. Tests on prototype equipment in another ship working in the West Indies showed that fresh water can be made at 1/9 a ton with a daily consumption of 10 tons. In a ship like MERCURY with a sea endurance of 60 days and a steaming range of 8,000 miles—this year, laying two-fifths of COMPAC, she will have to make three round trips between London and the Pacific, travelling altogether some 60,000 miles—plentiful fresh water is a godsend to the crew. The new equipment may be installed on all British cable ships. MERCURY's pantry and deep freeze will carry two months' supply of food—including for Christmas, 400 lb. of turkey and 1,600 lb. of other poultry.

Lecturing in 1938 to engineers, a cable man summed up vividly the work of the cable ships and her sailors. "Whether it be under tropical sun or by arc lamp at midnight in the North Atlantic, these men hold the stage in the last act while the ship is 'nursed' over the hanging cable, waiting to deliver up to the waves her latest contribution in the service of mankind. The splice is lowered gently over the bows and held by the suspension rope. A sharp command is heard 'cut'—two axes wielded simultaneously by men in the autumn of their experience at this serious game, cleave the ropes and the bight falls to its resting place on the seabed. The final splice is lipped: the ritual is over. Thus another link is forged in the world's chain of communications. Wireless messages from shore report the new cable O.K. So to the saloon for the appropriate celebrations.

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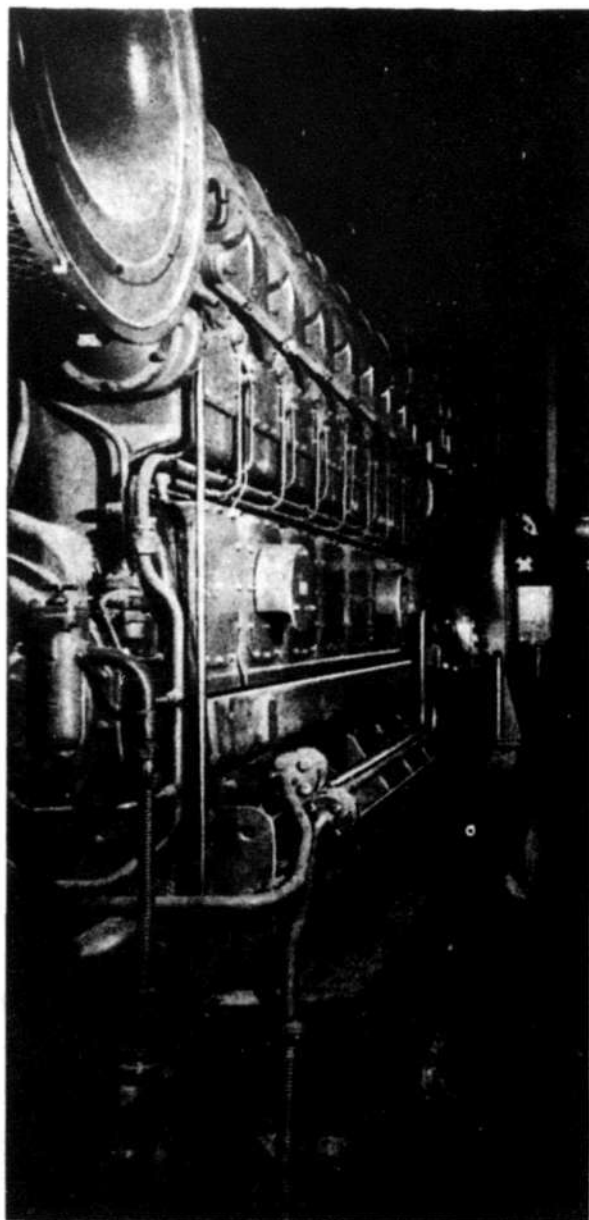


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The Australian National Line, planning its passenger-vehicle ferry, "Empress of Australia", realised she would need an abnormal supply of A.C. electric power. Apart from normal consumption, there had to be power to operate lifts for stowing motor vehicles, including heavily-laden semi-trailers, *plus* power for the electrically operated bow propeller which would enable berthing without tugs. The ship's builders commissioned 'English Electric' to solve the problems and supply and instal all electrical systems and switchboards.

Four 'English Electric' diesel alternator sets totalling 2,400 kilowatts were supplied — the most powerful auxiliary generating plant to be fitted in an Australian-built ship. Also installed was an 'English Electric' 650 b.h.p. electric motor drawing power from the sets, to drive the bow propeller. "Empress of Australia" is another example of how increasing numbers of Australia's projects of National — and vital — importance are relying on 'English Electric' equipment and experienced personnel. On all levels — private, public and Governmental — 'English Electric' is continually contributing to the growth of Australia's Industrial Power.



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