THE NAVY LEAGUE JOURNAL

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THE BOY—HELP HIM!

ENGLAND'S great war-time Prime Minister, Winston Churchill, has urged the Navy League to "carry on." In years of peace and war the Navy League throughout the Empire has striven to do its duty; here in New South Wales there has been no slackening of effort, even though the results have not always justified the labour expended. But in our Sea Cadet Corps hopes are high, thanks to the unselfish voluntary co-operation of a few splendid citizens who, as officers of the Corps, devote much of their available time in training the boys in nautical subjects. To these men the whole community is indebted, for it is Australia's boys who benefit from a training which includes discipline, boat-management, signalling, swimming, rope-work, and other useful items. You, reader, and your friends, are urged to help. If you cannot give service you can give money—no sum is too small. The provision of additional boats and various gear essential to the development of the Corps will signify a considerable amount of financing. It is up to the people of Sydney particularly and New South Wales in general to dip into their pockets for the Navy League boys. Sea Cadet units are established in Manly, North Sydney, Woolwich, Henley, St. George, Woollahra, Domain, and Orange.

Gifts of money or equipment will be officially acknowledged by any Officer-in-Charge of units or by the Hon. Treasurers, The Navy League, Royal Exchange Building, Bridge Street, Sydney.

CASUALTIES FOR EMPIRE NEARLY 1¼ MILLION

Empire Service casualties during the war compiled up to August 14, totalled 1,246,025.

United Kingdom, 755,257; India, 179,935; Canada, 101,538; Australia, 95,561; New Zealand, 39,929; South Africa, 37,633; Colonies, 36,172.

Details of the casualties were:—

Killed (including died of wounds and injuries): United Kingdom, 211,723; Canada, 37,476; India, 24,338; Australia, 23,365; New Zealand, 10,033; Colonies, 6,877; South Africa, 6,840. Total, 353,652.

Missing: United Kingdom, 53,039; Colonies, 14,208; India, 11,751; Australia, 6,030; New Zealand, 2,129; Canada, 1,813; South Africa, 1,811. Total, 90,844.

Wounded: United Kingdom, 277,090; India, 64,354; Canada, 53,174; Australia, 39,803; New Zealand, 19,314; South Africa, 14,363; Colonies, 6,972. Total, 475,070.

Prisoners of war (including Service internees): United Kingdom, 180,405; India, 79,189; Australia, 26,363; South Africa, 14,589; Canada, 9,045; New Zealand, 8,453; Colonies, 8,115. Total, 326,459.

Merchant Navy casualties included men of all nationalities who served in British registered and chartered ships and fishing boats. Deaths (including deaths in internment or presumed deaths in missing ships) totalled 30,189; missing, 5,264; wounded, 4,402; and internees, 5,556. Total, 45,111.

STRIKING RECORD

THE FLEET AIR ARM AND ITS FUTURE

By B. J. HURREN.

FIVE years after what may fairly be termed the most consequential attack in the history of sea warfare, the main weapon of offence then used is already obsolescent and likely to vanish completely from naval air operations.

That is the verdict which informed naval quarters give concerning the torpedo launched from aircraft. It is a verdict which derives from sober analysis of the effect of really large bombs (cf. sinking of the "Tirpitz") and the striking results of rocket projectiles, whose chief advantage over the torpedo is unerring accuracy in aim as well as depriving target ships of the chance of taking avoiding action.

In the year 1940 a new vista in naval warfare opened, although the actions by aircraft from the "Ben-My-Chree" in the Aegean in the last war secured success in air-launched torpedo attack against Turkish vessels.

After the defection of the Vichy French from the Allied cause, it became necessary to neutralise French warships under the orders of Petain and his henchmen. The action at Oran, regrettably necessary, involved an orthodox onslaught by heavy calibre guns firing from British battleships and an air torpedo attack. But at Dakar, where the French battleship "Richelieu" was the main naval unit, an attack by six Swordfish, borne in the carrier "Hermes," gave a pointer to the fate awaiting battleships which faced action without air support.

These Swordfish fired torpedoes at close range and in shallow waters. One torpedo is believed not to have "run" or else to have stuck in mud in passage. The remaining five hit the pride of the French Navy and two explosions in critical places caused the "Richelieu" to be crippled.

Four months later, a far more ambitious air torpedo attack was launched, also by Swordfish torpedo bombers. This was at Taranto, on 11th November, 1940, by squadrons from the British carrier "Illustrious."

The details of the attack are well known, and have been recorded in official publications and in enemy archives, since captured. The enemy fleet was closely protected by A.A. batteries of all kinds, both shore and ship, by curtains of balloon cables and anti-torpedo nets. Yet, in the night, a handful of R.N. aircraft put out of action three battleships, two being heavily damaged and one beached, as well as striking successfully at smaller ships.

All this was accomplished for the expenditure of only eleven torpedoes, though flare-dropping and bomb diversionary aircraft were used in limited quantity.

It is safe to say that the results were out of all proportion to the effort expended; and if two aircraft and crews were lost, that was a small price to pay for the complete readjustment of the balance of sea power in the Mediterranean in favour of the British Navy. Admiral Cunningham, so long as he had carrier aircraft to support his warships, could be confident of success. Indeed, success followed not long afterwards at Matapan when the naval aircraft with the fleet caused three major Italian cruisers to be brought under the guns of British battleships and sent a Littorio class battleship limping back to harbour, from which she never again emerged to face battle.

The torpedo, thus launched, went on to further efforts. Used with land-based squadrons, principally at Malta, though from time to time in the Western Desert, Crete and Cyprus, the torpedo achieved outstanding results. It accounted for numerous ships of all categories, though main ships eluded action chiefly by taking sea routes beyond the effective striking range of the aircraft. The figures show that naval air arm squadrons at Malta in the critical year 1942 accounted for 160,000 tons of enemy shipping with 36 torpedoes.

Indeed, now that security can no longer apply, one of the most interesting tables

(Continued on page 4.)

which could be issued by the Admiralty would be a comparison of results. Let comparisons be odious if they must; it is almost certain that the aircraft torpedo will show results superior to the actions of any other naval weapon, whether guns or torpedoes, though perhaps the submarines will be able to show very gratifying figures of success.

It is extraordinary, then, that the verdict should be that the torpedo has had its day. First let it be emphasised that on the results of the naval air arm's attacks, the R.A.F. adapted many of its successful bomber and attack aircraft to this duty. The Wellington bomber and the Beaufighter were both produced in torpedo-carrying versions.

Nevertheless, the development of the rocket projectile materially influenced the course of the war at sea. The first success in this sphere is attributed to Swordfish operating in the North Atlantic in the Spring of 1943. Then, in an attack against U-boats hunting in a pack and determined to fight off air attack by gunfire, the "punch of a 6-inch cruiser" settled the account of those hit with the new rocket weapon.

At that date, the utmost secrecy prevailed about the rocket projectile; but it was obvious that with development it could become a formidable character. Air commanders accepted the R.P. enthusiastically, and whilst the torpedo was not abandoned, it became the practice to send out land-based air striking forces flying in company armed with torpedo and with R.P.s.

Two Dominion squadrons especially featured in this type of action, operating from a Norfolk airfield. Their mottoes were appropriately "Sock 'Em" and "Sink 'Em," the first going into attack with rockets and the second following up closely (or even making simultaneous attack) with torpedoes. These two Anzac squadrons used the Beaufighter.

Less and less venturing to sea, German shipping was found hugging the French and Norwegian coast. Rover reconnaissance aircraft—Firefly fighters of the Naval Air Arm—secured a series of successes against such sea traffic. If no targets were available, then useful ground attacks against radar and port installations were brought off.

(Continued on page 11.)

Australian War Veterans return home from overseas.

B

FRESH LIGHT ON THE PACIFIC WAR

By FRANCIS McMURTRIE in "THE NAVY."

WITH the surrender of Japan the archives of the Naval Staff in Tokyo and elsewhere have been opened to Allied inspection. This has thrown a good deal of fresh light on details of the war in the Pacific affecting the enemy fleet.

On 30th August the United States Navy Department in Washington issued a statement showing the number of Japanese warships remaining in service, with particulars of those lost, down to and including cruisers. Though this corresponds fairly closely with Allied estimates as regards battleships and aircraft carriers, there is a wide discrepancy so far as cruisers are concerned.

During 1942 and 1943 Japan's losses in cruisers were by no means crippling, as supposed at the time, and indeed did not amount to as many as Allied casualties in this category. No really severe cruiser losses were inflicted on the enemy until 1944; and then the heaviest toll was taken, not by naval aircraft in such engagements as the Battle for Leyte, but by Allied submarines.

Probably the clearest method of illustrating the facts is by considering the various actions chronologically. Thus it will be found that, contrary to belief at the time, the Japanese lost no cruisers in the Battle of the Java Sea, nor in any other of the various operations in the Dutch Indies during January and February, 1942. Nor did they lose a cruiser in the reduction of Wake Island. Two cruisers which were believed to have been sunk by American m.t.b.s. in the Philippines were evidently beached or otherwise saved from becoming losses; and one reported to have been torpedoed by a U.S. submarine off Christmas Island in March, 1942, also remained afloat. In the same month aircraft from the U.S.S. "Lexington" and "Yorktown," when they raided the harbours of Salamaua and Lae, on the coast of New Guinea, claimed to have destroyed three cruisers; but, in fact, none was sunk.

No enemy cruisers were sunk in the Battle of the Coral Sea, and only one (the "Mikuma") in the Battle of Midway, on 6th June, 1942. This was the first cruiser to be lost by Japan in the war. The second was the "Kako," torpedoed by the U.S. submarine S44 to the northward of New Ireland on 10th August, 1942.

In the Battle of Cape Esperance on 11th October, 1942, observers claimed that four enemy cruisers were sunk. In fact, the only one to be lost was the "Furutaka." Another, the "Yura," was sunk by U.S. bombers during the Battle of Santa Cruz Islands, a fortnight later.

As many as eight Japanese cruisers were claimed to have been sunk in the Battle of Guadalcanal in the following month. There now proves to have been only one lost, the "Kinugasa." This action, like several of the other engagements in the S.W. Pacific, was fought at night, which probably accounts for the difficulty in estimating the real damage done to the enemy.

A sixth Japanese cruiser was destroyed in December, 1942; this was the antiquated "Tenryu," torpedoed by the U.S. submarine "Albacore" off the coast of New Guinea. This completes the tale of enemy cruiser losses for 1941-42, which had originally been estimated to number 30 or more, though, at a later date, the Navy Department in Washington revised this figure severely.

In the same period the Allies lost a dozen cruisers: H.M.S. "Exeter," H.M.A.S. "Perth" and "Canberra," the U.S.S. "Houston," "Astoria," "Northampton," "Quincy," "Vincennes," "Atlanta," and "Juneau," and the Dutch "De Ruyter" and "Java." Thus statistically the advantage still remained with the enemy during 1942.

In 1943 American estimates of enemy losses, as the result of experience, were somewhat more cautious; but even so, they amounted to 16 cruisers as compared with an actual figure of two. These were the "Jintsu," sunk in the Kula Gulf action in July, and the "Sendai," off Bougainville in November. Aircraft had claimed a baker's dozen sunk on various occasions during the

(Continued on next page.)

year in the vicinity of New Guinea and the Solomons, and in the Marshall Islands; and surface ships thought they had accounted for one in a night engagement off Kolombangara in August.

No doubt inexperienced airmen were apt to imagine that a ship set on fire by bombing was "in extremis," and so would count her as lost. Cases of misidentification of ships from the air are so common in every navy that it may well be that some of those reported as cruisers may actually have been smaller vessels, such as destroyers or minelayers.

In the 1944 campaign claims and facts correspond much more closely. Thus the cruiser which H.M. submarine "Tallyho" torpedoed in the northern approaches to the Straits of Malacca on 11th January, 1944, proves to have been the "Kuma," which duly sank. The two which U.S. carrier-borne aircraft were believed to have sunk in the attack on Truk in February are now known to have been the war-built "Agano" and the obsolescent "Naka"; but the former was the victim of the U.S. submarine "Skate" and not of air attack. Other well-founded submarine claims include the "Tatuta," torpedoed by the "Sandlance" south-west of Hatijo Island, in March; the "Yubari," by the "Bluegill," in the Carolines, in April; the "Oi," in the South China Sea, by the "Flasher," in July; the "Nagara," by the "Croaker," to the westward of Kyushu, and the "Natori," by the "Hardhead," off Samar, both in July.

American claims in the series of actions known collectively as the Battle for Leyte, in which the Japanese Navy was finally crushed, appear on the other hand to have been slightly under estimated. Altogether 10 enemy cruisers were sunk, these being the "Atago" and "Maya," torpedoed by the submarines "Darter" and "Dace," respectively, in the Palawan Passage on 23rd October; the "Tyokai," sunk by naval aircraft in the Sibuyan Sea next day; the "Mogami," in action with surface warships in the Surigao Strait on 25th October; the "Tama," torpedoed by the submarine "Jallao" to the north-east of Luzon, and the "Suzuya" and "Tsukuma," sunk by surface vessels and naval aircraft off Samar, all on 25th October; and the "Abukuma," by surface ships, and "Kinu" and "Nosiro," by naval aircraft, at various points in the Philippines during 26th October.

Remaining cruiser casualties all occurred in November, 1944, as the fruit of naval air attacks. These were the "Nati," "Kiso" and "Kumano," which had taken refuge in Manila Bay or Dasol Bay, Luzon, after being damaged in the previous month's battle.

Four cruisers lost in 1945 were the "Haguro," sunk in May by a British destroyer division after being disabled by the Naval Air Arm; the "Asigara," torpedoed in the Java Sea north of Banka Strait by H.M. submarine "Trenchant," in June; the "Isuzu," by the U.S. submarines "Char" and "Gabilan" north of Soembawa, and the "Yahagi," by naval aircraft south-west of Kyushu, both in April.

The "Aoba" and "Oyoro," like the battleships "Hyuga," "Ise" and "Haruna," were reduced to wrecks as a result of systematic bombing of the naval port at Kure by aircraft from American carriers. Thus the sole survivors of Japan's cruiser forces are the "Myoko" and "Takao," both lying at Singapore in a damaged state, and the almost new "Sakawa," at Yokosuka. At the latter port was also lying the battleship "Nagato," severely damaged by carrier-borne aircraft on 18th July, and now being taken to the United States as a trophy.

Of five ancient coast defence ships, originally rated as cruisers, one is known to have been sunk in shallow water at Kure on 28th July, and two others, understood to be the "Aduma" and "Kasuga," are reported to be at Yokosuka. This leaves two still unaccounted for, though one may be at Shanghai.

(Continued on next page.)

FRESH LIGHT ON THE PACIFIC WAR.

Japan lost no fleet aircraft carriers between 1942 and 1944. In the former year the "Shoho," "Akagi," "Kaga," "Soryu," "Hiryu" and "Ryuzyo" were sunk; and in 1944 the "Taiho," "Syokaku," "Hitaka" (also known as "Hiyo"), "Zuikaku," "Tiyoda," "Zuiho," "Titose," "Shinano" and "Unryu." Escort carriers destroyed were the "Tuyo," in 1943, and the "Otaka," "Unyo" and "Jinyo" in 1944. Eight carriers in all were sunk by U.S. submarines, or nine if one counts the "Soryu," to which the U.S.S. "Nautilus" administered the "coup de grace." Aircraft, mostly belonging to the U.S. Navy, are to be credited with the remainder. Even so, the proportion of the enemy's naval losses was which the American submarine service was responsible is far greater than previously realised, and goes far to explain the frequency with which the names of underwater craft have appeared in Presidential unit citations.

PLEASE NOTE:

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, the "Navy League Journal," Royal Exchange Building, Bridge Street, Sydney.

The Navy League does not necessarily endorse the opinions of contributors to the Journal.

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STRIKING RECORD.

(Continued from page 4.)

Now, the function of the torpedo bomber was to provide the Commander-in-Chief with a "striking" force. It was clear that the torpedo could not be used against a radar station, and that fleet movements could only be made in secret if the radar stations were "killed." Hence the rise in favour of the rocket attack, whereby not only could ships be sunk, but vital land installations dealt with, especially when they were sited out of range of even the biggest naval guns.

In this, the action by Firefly fighter at Palankan Brandan (Sumatra) in December, 1944, figures as one of momentous result. At Brandan, the Japs had an oil refinery plant. The American intelligence service regarded this target as of the utmost importance—so important, indeed, that they felt they would be satisfied if the British could guarantee its destruction, by whatsoever means they chose.

This assurance was given by the Navy, and Firefly fighters with the carriers were given the chance to wipe out the essential plant. It should be emphasised that only one small section of a widespread ground factory was vital; the many storage tanks could be replenished and rebuilt, but the actual refining section could not be replaced for months, even if at all. Therefore, to destroy this, the result would be a complete cessation of fuel supplies for Jap aircraft in the Sumatra and Malaya lands, and a consequent immunity of ship movements.

This task was accomplished in full. The result of that attack was felt right up to the end of the war. And even after. The point is that the salvoes of rockets achieved a concentration and accumulative effect beyond that of precision bombing (even had that been possible in the sultry weather and low mists overhanging the target sight) and which, of course, was out of the question for torpedo work.

The result of the action at Palankan Brandan had a marked effect on future air tactics in the Far East. The available targets for torpedo attacks were reduced almost to nil, and the cry went up for more rocket fighters and more bombers. Right out of favour went the torpedo bomber, although in December, 1941, the Japs had secured major success by the T.B.s against the "Prince of Wales" and "Renown."

It is clear that the rocket is only in its primary stage of development. It is conceivable as far bigger than its present current and effective form. After all, the weight of bombs rose from the general 250 lb. bomb to the 22,000 lb. "Ten Ton Tessie," an increase of 88 times! Any such comparable increase in the rocket would make it by far the most formidable attack weapon of any used at sea.

The torpedo has had a long innings, dating back to 1865. It achieved phenomenal results against merchant shipping in the last war and in this, and its carriage by air widened the scope of its use. But sober calculation of results indicates that its work can now be taken over by the rocket, in some form or another. From the ships' viewpoint, the advantage of having a weapon that requires virtually no maintenance against one which needs more care than an ailing dog is very considerable. We need not mention comparative costs!

Let us Hail in saying Farewell to the air-launched torpedo. Its striking record is outstanding, even brilliant. And in thus waving good-bye, let us pay tribute to British genius which first developed the air-launched torpedo attack, which gained such memorable victories at sea; and look with confidence to the new spirit animating the Naval Air Arm in the great tasks of shaping itself for an illustrious future.

"SYDNEYS" IN TWO WARS

By BERNARD STOKES.

THE great Australian port of Sydney, as the Royal Navy's rear base for the Pacific Fleet, has played a major part in naval operations against Japan. And two cruisers of the Royal Australian Navy have brought it fame in two wars.

From August to November, 1914, the small German cruiser "Emden" raided British and Allied shipping in the Indian Ocean to such effect that 70 warships were hunting her. She sank 16 British ships of 70,825 tons, valued with their cargoes at £2,125,000, bombarded Madras and sank a Russian cruiser and a French destroyer in Penang roads.

On 9th November, she arrived off the Keeling Cocos Islands to destroy the telegraph station and interrupt communications between England and Australia. Between 6.30 and 7.00 a.m. she landed armed parties while the operators sent distress signals.

No British warship would normally have been anywhere near her, but at that very moment troopships conveying the first "Anzac" troops were only 50 miles away, escorted by the Australian cruisers "Melbourne" and "Sydney" and a Japanese cruiser.

Doing 25 knots, the "Sydney" sighted both island and enemy at 9.15. The Australian, of 5,400 tons, 25.5 knots and eight 6-in. guns firing 100 lb. shells, outmatched the "Emden's" 3,650 tons, 23.5 knots and ten 4.1-in., 36-pounder guns.

Captain von Muller created a surprise when his exceptionally long-ranged guns hit the "Sydney" with the fifth salvo at 10,300 yards. The latter's after control station and range-finder were hit, cordite charges set on fire and casualties caused.

At 9,500 yards the "Sydney" hit back. The "Emden's" steering gear, fire control, signal apparatus and bridge were wrecked, forward funnel and mast brought down, and the torpedo room flooded. She tried unsuccessfully to torpedo the "Sydney."

After 1 hour 40 minutes Muller beached her to save life. The "Sydney" lost 4 killed and 12 wounded; the "Emden," 136 killed and 65 wounded out of 400.

Twenty-six years later another "Sydney" was 45 miles north of Cape Spada, Crete, at 7.33 a.m. on 19th July, 1940, when the destroyers "Hyperion," "Ilex," "Hero" and "Hasty" reported two Italian cruisers to Captain Collins.

The destroyers, outranged and deluged with 6-in. shells, turned north to draw the enemy. After 68 unpleasant minutes the "Sydney," with the destroyer "Havock," opened fire at 22,000 yards. The Australian, of 6,830 tons, eight 6-in. guns and 32.5 knots, was confronted by adversaries of 5,069 tons, eight 6-in. guns and 37 knots.

Two shells soon hit the "Giovanni della Bande Nere" forward, but fire was shifted to "Bartolomeo Colleoni" when smoke obscured the leader. Their escape seemed likely until a salvo wrecked the latter's fire control, bow and boiler-room; she stopped and the "Hyperion" and "Ilex" sank her with torpedoes.

The "Bande Nere" escaped in the haze; the "Sydney" returned in triumph with her destroyers and 545 prisoners.

The "Sydney" took part in the bombardment of Bardia, the Battle of Calabria, sank an Italian destroyer, shelled Scarpanto, sank Italian shipping in Otranto Straits before returning to Watson's Bay, Sydney Harbour, on 9th February, 1941.

After recommissioning she operated in Australian waters and on 19th November intercepted the disguised German raider "Kormoran." Somehow the latter surprised the "Sydney" and hit her amidships with shell fire or a torpedo.

The Australian sank her adversary by gun fire, and when last seen was badly on fire. This was learned from German survivors rescued many days later. What actually happened to the famous cruiser is a mystery, for an intensive search found no survivors.

The Cockatoo Island Dockyard in Sydney Harbour has built some fine ships for the Royal Australian Navy. Perhaps it may yet build another "Sydney" to maintain a famous tradition.

THE LONELIEST JOB IN THE WORLD

By CAPTAIN MARTIN THORNHILL.

GOODWIN lightships have gone back on the job, after an unaccustomed role, of a truth as "fish out of water"; for five years they had been in berth, driven there by repeated attacks of German aircraft. Although this was against the international laws of the sea, the Huns had no qualms about including it in their plans to scare neutral shipping from our shores.

Others among some 400 anchorites of the sea, who were withdrawn from these sitting targets, have also returned. And to better conditions, for a good deal has lately been done to improve the lot of lightship men, though there are limits to facilities for relieving the immense monotony of what—next to lighthouse life—must necessarily be about the loneliest job in the world.

Two months afloat and one ashore may seem something near to heaven for Navy men, whose lot is often months at sea without a break. But if, as is frequently the case, you are one of a small crew of four, you are apt to tire of the very sight and sound of your comrades. Add to this, the cramped quarters, an unvarying diet of tinned stuff, a restricted routine, and the deadly monotony of almost nothing to do; and you will be likely to declare emphatically for the broad, comradely regime of life aboard H.M. ships.

Even this does not complete the vexatious limitations that tie mind and body to the engineless craft which, year in year out, must hold fast to the same benighted spot. Once a month, maybe, the supply tender turns up with fresh food, some old newspapers, still more ancient books, and a few letters. But let a storm blow up, and heaven's messenger may get sadly delayed, and the relief crew be held off for weeks.

But although man's power still cannot tame the elements, the social demands of modern times have led to some welcome changes toward mental and physical comforts for lightsmen. No longer can a lightsman complain that life for him is quite such a deadly succession of deck-pacing, the hump, then sleeping it off. Radio and a fairly regular supply of up-to-date reading matter are the remedies that have now written "Finis" to those appeals of old. Boredom fades under the constant shore contacts through wireless news bulletins and entertainment. Home seems much nearer with the ship's timbers continually re-echoing to Big Ben's familiar boom.

The long lonely vigils have been shortened by half—one month afloat, a fortnight ashore—30 days from home instead of 60. Most of the duties which used to fill the men's precious days ashore — renovating buoys, looking after stores and what not—have been abolished. Weather permitting, a supply of fresh food reaches the ships every fortnight. Equitable minimum rates of pay and allowances have banished many of the earlier financial worries.

True, there are still a few refinements that future years may see—refrigerators, for one. But the absence of these few remaining reforms do not deter fit M.N. men from joining the lightship service. Strange as it may seem, even when the conditions were at their worst, there were usually far more men, freedom-loving withal, eager to enter the service than could be absorbed. Some of those trying conditions must remain, despite the best endeavours to eliminate or better them. There must always be a lightship where, because of sandbanks or other causes, there cannot be a lighthouse, though it is a strong gale that will shift even a lightship from its stout moorings of three huge mushroom anchors. All the same, storms of exceptional violence have done it, severing the heavy cables and allowing the ship to drift towards the very obstruction against which its light is a warning—a pretty black outlook for the crew of a motiveless cockle-shell.

Another discomfort not easy to eliminate is the restricted accommodation—a circumstance that matters little in a moving vessel, but can be hell in one that is "stationary." Rough weather may mean no sleep, the men constantly pitched from their bunks, no cooking and therefore no hot meals perhaps for days. Foggy weather brings hazards avoidable by craft that are on the move, but the helpless lightship again offers a sitting target for an approaching vessel which, as has happened on occasions, fails to hear her compressed-air-operated fog-horn, and rams her. The up-to-date equipment of most of the improved types of steel-hulled lightships helps to eliminate that possibility. During fog, electric generators send out a Morse signal by radio. When this warning is received by the wireless operator in an approaching vessel, he counts the Morse dashes until he picks up a further signal discharged by submarine oscillators. By the number of dashes, one of which is transmitted every second and a quarter, the operator is able to determine the distance separating his own and the lightship, each dash representing a mile.

This ingenious device is effective up to 50 miles. It is enough that light from the lamps should be visible 12 miles away, nevertheless these giants generate some half a million candle-power. The lanterns, being 20 feet or more in circumference, are the very devil to maintain in their urgent crystal clearness, especially in wet weather. It is almost as exacting a task, indeed, as has been the perplexing problem of the light engineers.

Unlike the illuminant in the lighthouse, the problem is to keep the light at one steady angle, irrespective of the ship's motion. When lights are of the flashing type, the reflectors are disposed in groups, the gimbals carrying them being mounted on a framework. The whole framework revolves round the mast by clockwork mechanism, which can be adjusted to give any type or duration of flash required.

A hardy annual among the queries of landsmen who make seaborne trips thereabouts in the holiday months is "How long have these four good ships and true been guarding the Goodwins?" The answer, of course, is "Ask Trinity House." But one has to hark back to about 1066 to envisage the Goodwins as a part of the mainland. There were then, 'tis said, some thousands of acres of low intervening land beyond which Earl Godwin, their owner, built a long wall to protect them from the sea. But a reshuffling of property ownership by the Conquering William dispossessed Godwin in favour of the Abbot of St. Augustine.

The new tenant, however, employed the money and materials that accompanied the conveyance to build new church towers. Within 30 years the sea had burst asunder the wall and inundated the whole area. All that remain are the Goodwins—a circumstance that has tied four lone lightships to the spot for a longer time than any of us

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THE NAVY LEAGUE JOURNAL

HIS MAJESTY THE KING
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S.W. FEBRUARY, 1946 6d MONTHLY

THE NAVY LEAGUE JOURNAL

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THE FUTURE?

ONE of the most important tasks before the leaders of the nations today is to eliminate mistrust and fear. The common man everywhere ardently desires world peace. He is sufficiently educated to know that one of the root causes of war grows in the economic field, and that war, though not necessarily engineered, is the result of the misapplication and abuse of those economic roots when they are directed or allowed to encroach and interfere with the rights and wishes and economics of nationalisms and groups that believe their own home-grown system is necessary to their own survival.

Future conflict can only be avoided if Governments and powers earnestly desire permanent peace, but if any strong nation loads the dice to place it in a position of economic advantage over any possible competitor, then the coming years will indeed be dark and deadly. Only if nations and powerful financial groups renounce greed and seek for world co-operation within the framework of the United Nations' Charter, will be secured the permanent peace which is the birthright of every living normal man, woman and child.

Let us hope that the conference of United Nations' representatives will present mankind with the gift of social security and a war-less world.

In the history of civilization a century is but a fraction of time and perhaps the vision of Tennyson will yet materialise

"In the Parliament of man, the Federation of the world"
for, surely, it is to this "The whole creation moves."

H.M.S. FOUDROYANT

THE PART SHE PLAYS IN SEA CADET TRAINING IN ENGLAND

(From the "Sea Cadet.")

During the course of the year weekly training courses are held in H.M.S. "Foudroyant" under the direction of Lieutenant-Commander P. D. O'Brien, R.N., who has much experience in the training of officers, ratings, and boys of the Royal Navy.

Officers' courses are arranged to set a standard of basic training and routine in the Sea Cadet Corps by a standard system of instructional methods, which can be applied with the original ideas of the unit officers' general training programme. Cadets' courses are designed to impart a knowledge of ship's routine, remedy the lack of practical seamanship and to fit cadet leading seamen for the responsibility of cadet petty officer.

Officers' courses are a very necessary part of the make-up of an officer of the Corps, whatever his sea experience and age may be. The inexperienced officer is given a chance to acquire the background of Service life, gain the art of the instructor and the mastery of seamanship subjects so that he may give an even greater service in the training of the Sea Cadet.

The following extracts are from letters of appreciation from officers who have taken the course:

"When I arrived I had been indulging in the fallacious, comforting thought that I was too old for anything of a strenuous nature, mental or physical, but I no longer have that impression, for my week with you has succeeded in reawakening my mental and physical activities more than I had ever dreamed myself capable of."

"The course is all good, not parts of it, there is no loss of dignity in learning to become an efficient naval officer from undoubtedly efficient naval staff. If before the course any of us had any illusions that we were in any way efficient, I for one no longer live in that fool's paradise."

Commanding Officers' courses have been introduced to assist C.O.'s to co-ordinate the instructional departments of their units to the best advantage, and to act as a refresher course for the C.O. of the well-established unit.

Cadets' courses include (1) specialist training in V/S and W/T; (2) a week's special course and practical examination for cadet petty officer; and (3) weekly seamanship courses giving cadets opportunities for practical seamanship and an introduction to naval routine.

The following essay, written by a cadet, gives a graphic picture of H.M.S. "Foudroyant":

"She came astern slowly, sounded three blasts and stopped her engines, then moved ahead . . . a trim grey-painted motor-boat bent on naval duties; perhaps she had landed the captain of the ship or fetched off the mail, or done one of the hundred and one things required of a ship's boat. I was impressed with the easy, matter-of-fact manner with which she was handled. It looked so simple, and her coxswain, a leading seaman, appeared so disinterested. As I watched this small grey boat working her way, passing or crossing boats and ships to the other side of the harbour, I wondered how soon I should be able to do the same, how soon I should be able to handle a boat capably and efficiently without fuss or bother. I wondered how much training it required to reach this point and . . . . 'A penny for your thoughts, Johnny.'

"I suddenly came back to earth. Ted, a cadet friend from my unit, was talking.

"'Oh, just thinking,' I answered. 'Ted, have you ever seen such a picture of interest, so much coming and going; flags . . . I mean signals . . . being made from ship to shore and cranes swinging to and fro hoisting all sorts of gear?'

"But, then, let me start my story from the beginning.

"I had passed my cadet able seaman's examination and felt I had mounted the first rung of the ladder to the goal of being a real seaman. As part of the make-up of a seaman is adventure, moving about and the seeing of new places and new faces, I had asked my divisional officer if I could go to H.M.S. "Foudroyant" for a week's course. I had never really given it much thought until I had talked to a cadet from

(Continued on Page 14)

ATOM POWER AND AIR POWER

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

One of the chief problems which is facing those responsible for directing British weapon policy is now concerned with the impact of the atomic bomb on war aviation. Does it make air forces out of date? Does it eliminate the need to develop the naval air arm? Does it, even, destroy the value of the aeroplane itself?

The first conclusion that one must come to when one examines the power of the atomic bomb as it has been demonstrated in Japan, is that it has made all other forms of war-making out of date. Its power is so much greater than that of any previous weapon that it seems to set an entirely new destructive standard. Moreover, the atomic bomb has stepped up destructive power by a larger interval than any earlier discovery, not excepting the discovery of gunpowder.

First impressions, therefore, must be that the coming of the atomic bomb has put air forces, both land and sea, out of date. Second thoughts are more cautious. In the past it is notable that the appearance of each new weapon has been accompanied by the prediction that all other weapons had become out of date; but that events showed that the prediction was incorrect. Each new weapon may be an advance on previous weapons; but the earlier types are still needed in the total activity of war.

It may be that, in this case, history will repeat itself and that the atomic bomb will not make other weapons out of date; but will merely take to itself the major destructive responsibility. Other weapons will still be used, but they will be used as supplements to the atomic bomb.

That is the extreme case; the case of the atomic bomb, the most advanced weapon yet produced. What of the less advanced cases? What, for instance, of the jet propelled aircraft? Will it oust all aircraft driven by airscrews?

Here I think the answer is clearer and much more drastic. I cannot see that there would be any case for keeping in service aircraft driven by the ordinary piston engine and airscrew combination. In ten years there ought not to be—if my reasoning is right—any aircraft in any military or naval service which is driven by any means other than the jet. The final drive, that is, will be by jet. That does not imply that the prime movers will all be gas turbines. They may be rocket units. They might be straight-through resonance duct units as in the German weapon V-1. But they will drive in the last resort by means of a jet or of reaction propulsion or by means of the recoil effect and not by means of the airscrew effect.

The recoil drive offers so many advantages over all other kinds of drive for aircraft use that there can be, as I view it, no possibility of the retention of the airscrew drive either for military or naval purposes. That is not to say, however, that the airscrew drive or the combination of jet and airscrew or jet and ducted fan, will not be desirable for civil machines of various types. It means only that these arrangements are less likely to prove popular in the aircraft designed for war.

At Herne Bay, on 7th November, a Gloster Meteor with two Rolls-Royce Derwent gas turbines, and jet drives, flown by the experienced test pilot, Group-Captain H. J. Wilson, A.F.C. and two bars, set a world's speed record on the three kilometres course of 606 miles an hour. A second Meteor flown by Mr. Eric Greenwood averaged 603 miles an hour on the same course. It was a curious and novel fact that the record was done with those two gas turbines "governed" to give less than the full power they were capable of giving.

In other words, the responsibility for performance had been transferred almost wholly from the engine designer and maker to the aircraft designer and maker. The aircraft designer had to determine whether the aircraft could take an additional thrust in safety and could make use of it in the form of increased performance.

There can be no doubt that much was learned at Herne Bay which will affect future aircraft development. There is no doubt that in the future aircraft will be built capable of absorbing all the power the gas turbines can give them, which means that they will be capable of flying at speeds greater than the speed of sound. (And, by the way, the speed of sound is 763 miles an hour at 15 degrees Centigrade. I mention this because when the record work was

(Continued on next Page)

being done there were as many different figures quoted for the speed of sound as there were quotations.)

When once the speed of sound has been exceeded, the gas turbine driven aircraft finds itself in a new region, but in a region where many of the old laws apply. Therefore we can accept it that there will be further advances in speed. Where the limits will be cannot yet be seen. I would suppose that the rocket will come in the end and tend to oust the gas turbine. But both rocket and gas turbine jets are forms of recoil drive.

Some of the rocket engines produced by the Germans are compact, light and efficient. They have the advantage over the gas turbine that they do not need to take in oxygen with the outside air. They carry their oxygen with them in liquid form. They are therefore independent of the outside air, and this gives them a great advantage from the military point of view.

For it is at great heights that high performance is especially needed for military purposes. But at great heights the gas turbine, just like the piston engine, finds difficulty in "breathing." It finds the air becomes too rare and it has to "gasp" for oxygen. In those circumstances the performance of the engine, and therefore of the aircraft, falls off. The rocket engine is under no such disability. It is as effective high up as low down. It carries its oxygen with it and could work as well in interstellar space where there is little or no oxygen as in the lower strata of the atmosphere.

Now let us take a general view of the situation. We have in the atomic bomb a device for doing destruction on an unprecedented scale. It has to be carried to the target. It can be carried by an aircraft as it was when the bomb was first used against the Japanese, or it could be carried by an automatically-controlled or by a radio-controlled rocket.

There is nothing to prevent the atomic bomb being used as the warhead of a rocket. On the other hand, I never tire of pointing out that a war is not won without occupation by the victorious forces. They must occupy the ground that has been prepared by bombing or by any other means.

That entails carrying men as well as bombs, and here the more conventional type of aircraft comes into the picture. And if the conventional type of aircraft is required, then the conventional types of defensive apparatus will be required. For instance, if men are to be conveyed to positions prepared by atomic bombing, then the vehicles in which they are conveyed, whether ships or aircraft, must have their escorting aircraft or ships.

In the House of Lords on 14th November Lord Stansgate, the Secretary of State for Air, replying to Lord Trenchard, said that decisions about the future of the Royal Air Force could not be reached until certain outstanding questions had first of all been settled. That means, if it means anything, that senior officers have not yet made up their minds about atomic bombs and jet drives and their effects on the equipment of the future.

Nevertheless, he did indicate that the Royal Air Force visualised for the future would be much the same as it was before the war. It would have its Auxiliary Air Force and its University Air Squadrons and some kind of R.A.F.V.R. In addition, Lord Stansgate said that the Air Training Corps would be continued and that it would be the main source of supply for air crews and ground staffs not only for the R.A.F. but also for the Naval Air Arm.

It seems, then, that the air defences at present visualised by the Government resemble those of the pre-war period and that the coming of new weapons has not yet convinced those responsible that drastic changes should be made. And that decision must be looked upon as generally sound. There must be a normal air force and a normal fleet air arm. They will be wanted whether the atomic bomb develops as a rocket warhead or whether it does not. They must have new jet and rocket driven aircraft; but otherwise they must be constructed on the old pattern. Their primary structure, in other words, should remain the same as it was before and during the war.

Just 100 years ago Sir John Franklin's expedition sailed into the waters north of Canada in search of the North-West Passage, and the two ships with their 134 officers and men were never seen again.

At one time the British Government offered a reward of £20,000 to the first ship to discover the long-sought navigable channel linking the Atlantic and Pacific—and now, for the first time in history, the North-West Passage has been quietly sailed in both directions by eight Royal Canadian "Mounties" in an 80-ton auxiliary police craft.

When they first set out from Vancouver, six of the eight did not even know how to take soundings, and none was an experienced navigator. Ostensibly, the 10,000 mile voyage was a routine patrol of the North. Yet it now ranks among the greatest adventures of seafaring history.

FOUND — THE NORTH-WEST PASSAGE

By MARK PRIE[illegible] "The Navy."

For Captain Cook, John Cabot, John Davis and a dozen more searched for the fabled north-west route and joined the long list of failures. As long ago as the days of Drake, Martin Frobisher—himself the hero of three vain attempts—described the finding of the Passage as "the only great thing left undone in the world." Some explorers, like Jacques Cartier, sailed up the St. Lawrence, fondly supposing it a highway to India. Henry Hudson imagined he had discovered the Pacific when he had entered merely a land-locked bay. Sir Alexander Mackenzie's overland trek succeeded in naming only a river; Sir John Ross had to be content with "discovering" the magnetic north pole—and the Aries flight proved him wrong about that!

In 1903 Amundsen took the Gjoa east to west in three years, but the Passage still seemed impassable from the west. In eight years no fewer than 63 ships were trapped in the ice and swept out of sight.

The little St. Roch has now climaxed five centuries of endeavour, first, by being the first ship from west to east, second in completing the journey in 28 months, third, in accomplishing the essential part of the return trip in only 86 days.

At no time was the astonishing odyssey easy. Thunderstorms, fog and the threat of pack ice greeted them simultaneously in the Arctic Ocean. Just beyond the village of Point Barrow, with its unexpected needle-spired church, the first floes streamed from the Beaufort Sea and crashed on the little ship till she groaned with the pressure. Her hull was sheathed with Australian "iron bark," however, she had been specially built for bucking the ice, and she at first fought the assault and then drifted until the floe split up and again gave her passage.

Caught again in solid ice at the height of July, moored to the floes and changing moorings every 10 minutes, caught and held prisoner first in one ice pocket and then in another, the "amateur" crew learned their job the hard way and continually inched the ship forward.

At first their voyage merely linked the Mounted Police detachments strung out across the Frozen North. The St. Roch left fuel oil for a patrol craft beside the five white-painted houses at Herschel, unloaded supplies for the Canadian Reindeer Station, deposited caches of coal and dried fish for the Mounties at prearranged spots on the bleak and grim beaches.

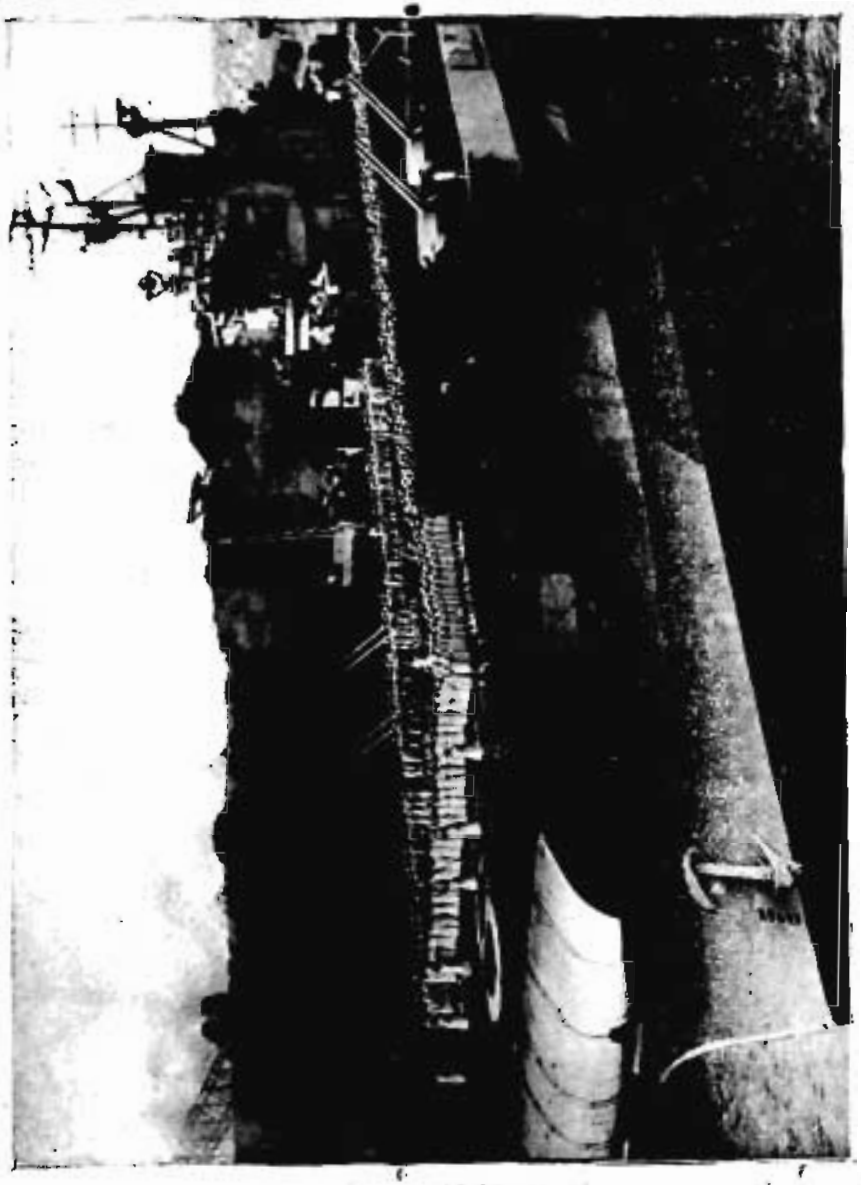
They covered 5,220 miles before the freeze-up caught them early in October in the south-east corner of Walker Bay, and they built a canvas shrouding to protect the St. Roch through the winter. Only the two-way radio linked them to their homes during that bitter white Christmas. Easter was better, with a feast of roast caribou, a dance and even a home movie show at a trading post, but it was 31st July before they could again weigh anchor and cautiously work their way between the ice-floes that nudged Victoria Island.

It took hours of blasting and ramming to work through an ice barrier that seemed to be strong as steel, days were taken up with tying to ice-floes, untying, proceeding and tying again, and presently they had to retrace part of their course to take an injured native boy to hospital.

A glance at the map can perhaps best show their slow but indefatigable progress. They bumped bottom near Toker Point, met swarms of mosquitoes as big as bees in Cambridge Bay and edged through uncharted shoals towards King William Land, continually taking soundings.

(Continued on Page 13)

WRENS SAY FAREWELL TO SYDNEY AS CARRIER SAILS



When H.M.S. "Victorious" sailed from Sydney Harbour late yesterday afternoon, bound for England, the ship's complement were drawn up in divisions and the Wrens lined the forward flight deck.

SEA CADET NOTES

The Navy League Sea Cadet Corps, N.S.W. Branch, thanks the Captain of H.M.S. Anson for permitting a number of Sea Cadets to visit the battleship recently.

* * *

The Cadets also very much appreciate the interest taken in them by Lieut. (E) J. G. Shilcock, R.N.

Lieut. Shilcock has visited our depots, and recently gave a most instructive lecture to officers at "Victory" Depot.

* * *

The Executive of the League is anxious that Cadet O.C.'s arrange to make as full use of depots as possible. Where new units have not got suitable accommodation, the established depots should be made available for their use. It is a matter for co-operation and mutual arrangement in the interests of the Corps as a whole.

In this connection officers are reminded that before a company is recognised as such it must have a numerical strength on parade of 2 officers, 2 P.O.'s and 16 cadets or more.

* * *

"Warrego" Company, Woolwich, is glad to welcome back as O.C., Mr. R. Crosskill, a former officer of the unit before serving overseas with the Armed Forces.

Mr. Lithgow has kept the flag flying since Mr. Collison transferred to "Endeavour" Company, and his work at "Warrego" has been highly satisfactory.

* * *

Mr. P. H. Tobitt, O.C. "Perth" Depot, Manly, reports satisfactory progress. While from "Canberra" unit at Orange, comes news that the Company is prospering under the direction of Mr. J. P. Finegan and his colleagues. Our Relations Officer, Mr. W. L. Hammer, keeps in close personal touch with "Canberra" and has been much impressed with the solidity and with the activities of the Company.

* * *

Recently visitors from Orange have included Aldermen Rowe and Strike and Mr. and Mrs. Gilmour and they have given interesting accounts of work and play of the local cadets.

This unit, in common with Sydney units, is short of suitable training equipment, especially boats. Every effort is being made to procure boats of the whaler type for training purposes, and it is hoped that the time is now approaching when they will be made available by the Naval authorities for sale.

* * *

Mr. J. A. Williams and his officers at "Victory" Depot are still on deck, and are at all times ready to render service and fully co-operate with other units of the League.

* * *

"Beatty" and "Endeavour" units are not so advanced as their sister ships, and consideration is being given to the question of "Beatty" Depot being shared by "Endeavour." The Relations Officer is inquiring into the matter and no doubt the Corps will be benefited as a result.

* * *

Sea Cadet companies were well represented on the occasion of the Australia Day March through Sydney.

* * *

British Aircraft Carriers of the Pacific Fleet, when at Sydney, have been visited by large numbers of N.L. Sea Cadets.

* * *

Mr. W. L. Hammer reports having recently visited all companies in pursuance of his duties as Hon. Relations Officer.

From the 1st January to 31st December, 1945, the following donations were received by the Navy League Training Depot "Australia":—

	£	s.	d.
R.S.S.A.I.L.A., Gladesville Sub-Branch	5	5	0
Hunter's Hill Municipal Council	5	0	0
Mr. W. Grant, Pymble	2	2	0
Mr. F. M. Daly, M.L.A., Five Dock		10	6
R.S.S.A.I.L.A., Ryde-Meadowbank Sub-Branch	2	2	0
Adelaide Steamship Company	3	3	0
Port Jackson and Manly Steamship Company	1	1	0
R.S.S.A.I.L.A. Rozelle Sub-Branch ...	1	1	0
Mr. Myers, Gladesville (Collection) ..	5	11	0
Mrs. Stelezer's Happiness Club	1	1	0
Tallents and Knapman, Concord		10	6
Johnson and Johnson, Sydney	1	1	0
Chartres Ltd., Sydney	2	2	0
A. E. Primrose, Gladesville	1	1	0
William Arnott Ltd., Homebush	1	1	0
Brown's Hardware Store, Rozelle		10	6
Richard Wildridge and Coy., Sydney	1	1	0
Lowes Ltd., Sydney	1	1	0
Winns Pty., Ltd., Sydney	1	1	0
Thatcher and Oberg Pty. Ltd., Mascot	1	1	0

Swans Ltd., Sydney	1	1	0
Stewarts and Lloyds, Sydney	10	10	0
Marcus Clark Ltd., Sydney	2	2	0
N.S.W. Sash Door and Joinery, Drummoyne	1	1	0
Harold Meggitt Ltd., Gladesville	5	5	0
John T. Jennings Pty., Ltd., Sydney	1	1	0
F. J. Palmer and Son, Sydney	3	3	0
Bebarfalds Ltd., Sydney	1	1	0
David Jones Ltd., Sydney	5	5	0
Greater Union Theatres Ltd., Sydney	1	1	0
Grand Total	£68	16	6

WELL DONE, "AUSTRALIA!"

N.L.T.D. "SIRIUS"

(Contributed by R. Ferguson)

On the occasion of the Ramsgate-Sans Souci March, the Depot was congratulated on the marching, discipline and bearing of the boys, by officers of the Army and Air Force.

Commander Hammer was able to congratulate the Depot on the turn-out at the Church Parade recently held at Marrickville. The Depot was congratulated on the behaviour, etc., of the boys on a visit to one of the aircraft carriers.

The Sirius led the procession on 26/1/46 at Hurstville on occasion of a public welcome to Returned P.O.W.

The Depot is going along quietly and steadily. We have hopes soon of being able to erect our own depot at Carss Park.

The Depot has been divided into sea-going, which gives practical work under the command of Capt. G. W. Round and the 2I/C Mr. Malcolm. The shore establishment is under Mr. Ferguson, with Mr. Schneider as Depot Executive Officer and Mr. Christofani as Supply and Accountant.

The Junior Officers — Messrs. Rand, McStay, Shaw and Loss are still on deck and going well. All ratings are showing interest and all are on their toes to make the Sirius a happy ship, which means it is a Good Ship. Recruits are coming in, and we are looking forward to big, happy and useful times.

Once we are in our own Depot, we'll go ahead in larger numbers.

Mr. Malcolm is down with a bad leg at present, but we are all hoping he will soon be on deck again.

Our Welfare Committee are working very hard and are still very enthusiastic about things. They are giving great help to us.

The ladies of that committee seem to want to do all things that will be a credit to the Sirius and no report would be complete without saying that officers and ratings of the Sirius do deeply appreciate the work and time put into things by our Welfare Committee.

Navy League Sea Cadet Corps

(Voluntary)
N.S.W.

"VICTORY" DEPOT, NORTH SYDNEY (J. A. Williams, C.O.).

"WARREGO" DEPOT, WOOLWICH (R. Crosskill, O.C.).

"PERTH" (late "VENDETTA"), MANLY (P. H. Tobitt, C.O.).

"BEATTY" DEPOT, DOMAIN (G. H. Smith, C.O.).

"AUSTRALIA" DEPOT, HENLEY (W. L. Hammer, C.O.).

"SIRIUS" DEPOT, CONNELL'S POINT (G. W. Round, C.O.).

"CANBERRA" DEPOT, ORANGE (J. P. Finegan, C.O.).

"ENDEAVOUR" DEPOT, WOOLLAHRA (H. G. Collison, C.O.).

Boys between the ages of 10 and 17 years wishing to join, should make application to Commanding Officers any Saturday afternoon.

PLEASE NOTE

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, the "Navy League Journal," Royal Exchange Building, Bridge Street, Sydney. The Navy League does not necessarily endorse the opinions of contributors to the Journal.

Telephone - - - - - B 7808

Found—The North-West Passage

(Continued from Page 9)

"So this is the North-West Passage," one of the men commented as he hauled in the lead line. "We'll be darned lucky if we get through."

The compass became entirely unreliable owing to their proximity to the magnetic north, fogs enveloped them, and they had to be able to see their way, needing the land for a guide. The hopes they had entertained of being home for their second Christmas fell away in the Rae Straits, as the ice started pouring down, grinding and crushing against the ship till it deafened them. The crew had earlier passed the time by counting the ships that had tried to get through the passage and failed. Now they found themselves facing every conceivable danger. First the pressing ice lifted the ship and stranded her on a shoal, and then pushed her off. At one moment the ship would be straining on her anchors while the gnawing ice shrieked past; another time she would be drifting and pivoting, running for life.

Their second winter was spent almost on the scene of the Franklin disaster. They remembered how one search-party had waited for three years to get out and had failed. Then one of their number died, and their luck seemed at a low ebb. Sergeant Henry Larsen, skipper of the 100-foot schooner, travelled 1,000 miles inland to get a priest only to find that he could not leave his mission until the spring.

Yet the weary months passed, the priest performed the last rites and the yellow poppies pushed their sturdy way through the snow. On 3rd August they once more broke from the grip of the ice, blasting with black powder, backing up and charging. In the struggle a cylinder head gave way and they were destined to finish the long journey to Halifax on five cylinders, but nothing could stop them now.

Threading their way through the floes east of Somerset Island, they shot a 3,000lb. walrus for meat, and now knew certain triumph. On 11th October they put into Halifax, and the newspapermen aboard found Larsen's men drawn to attention on deck in their immaculate khaki, blue and scarlet uniform. Perhaps it was a great story, but it was crowded off the front pages by the headlines of war. A few months later their return patrol, cloaked by war-time secrecy, was accomplished with even less publicity.

And who noticed, in a recent honours list, the award of the Polar Medal to Sergeant Henry A. Larsen, R.C.M.P.?

H.M.S. "FOUDROYANT"

(Continued from Page 3)

another unit who had been to H.M.S. "Foudroyant." I knew they held courses there for officers and cadets. I had seen a few pictures from time to time in the Sea Cadet Magazine, but one day it struck me forcibly that I myself ought to go and so I had talked it over with Ted. 'Let's go down if we can,' I said, 'and see what goes on . . . see 'new places and new faces'.'

"All arrangements were soon made and with two other cadets, including Ted, I left for Portsmouth and soon found myself standing at the Excellent Steps waiting to be taken off to the Foudroyant, gazing over this small part of a large picture, Portsmouth Harbour.

"Around us had gathered a number of ratings, and we picked out a Petty Officer, a Steward, and, of course, the usual men in overalls, returning from different jobs in the dockyard. At last the quarter-master of the quayside said, 'Hi, you cadets! Here's your boat,' and we went down the steps and boarded another of those maids-of-all-work . . . motor-cutters. I would have called this a 'motor-boat,' but I had found from one or two ratings standing by that the proper name was 'motor-cutter,' so I could see I had started my week in the proper way, picking up hints and learning as I went along. I had made up my mind from the start that I would get all I could from this week. I would learn new names, see new ships and meet new friends.

"A short trip from the quay out into the harbour and there was the Foudroyant. Compared with the bustle and rush of modern life this old wooden ship had the dignity of years, a dignity that can only be attained through the ages, but she was still playing her part and wearing the White Ensign, and what an ensign! I don't think I have ever seen such a large one. In a matter of minutes I was stretching my neck up to the upper deck, taking in all I saw as we came alongside the gangway of my home-to-be for a week.

"Quickly I sought for previous hints and tips I had learnt in my unit. What did I do when I went on board? Did I go and say 'Hello' to the Captain? Was I expected to ask a lot of questions? But I soon found the answer. Reaching the upper deck, I knew what to do . . . a smart salute, carry my things inboard. A friendly order from a chief petty officer told me to put my case down and just wait and I would soon be given all the directions and orders necessary to fit myself into a ship quickly and without bother. For the next few hours I met my ship. It was strange and naturally so. I had once, when on holiday, visited a modern man-of-war with all her cold steel plating, but here a soft, homely atmosphere was prominent. Massive timber, heavy bulkheads built to stand the strain of many years' battling the enemy and the elements. On the mess deck I met my friends-to-be, who were all fitting themselves into the picture so as to get the best out of every minute of their time. Evening soon came round, and with the excitement of travelling, my walk to the dockyard and meeting my ship, I felt really tired. I could see Ted deep in the problem of slinging a hammock; it looked so difficult and uncomfortable. I thought of my own bed, but then if we all had had beds what stowage space it would take up! Also a seaman sleeps, lives and amuses himself all in the same place, his mess deck. An instructor soon showed us how to sling a hammock and in a very short time cadets had turned in, snuggled down and were fast asleep. Glancing around at the sleeping forms swinging slowly in their hammocks, I tried to picture the same mess deck years before with a smell of tar and pitch, and perhaps powder, but quickly lost consciousness.

"I awoke with a start, hearing a cry I had been told about but never heard in a ship before, the Service call for the hands. From that moment onwards, bustle and confusion were everywhere. Cadets fell out of their hammocks and quickly tried to lash them up, but I noticed that an instructor was always at hand to give advice and help when needed. Gear was collected, hammocks stowed away, we had a little P.T. on the upper deck and then to breakfast. Afterwards we fell in ready for divisions and prayers, and a day of training had started.

"I must say how interesting the training was in the following five days . . . . active and new. In fact, at times I felt I wanted to stop and do over again things I had been shown and taught, but knew that this was impossible in so short a time. I firmly determined, however, that when I got back to my unit I would live this week again and practise and record much of it, not only to advance myself to cadet petty officer, but to help others.

"I will briefly run over the many things we did

"There was boat pulling in a tideway, sailing . . . that was great fun . . . and it was fun, too, to fix the course and try to hold it against the elements of nature. It gave one a sense of battle, this feeling of pitting one's wits . . . . however small and inexperienced . . . against something that had gone on for ever and would go on for ever.

"The Commanding Officer, Lieutenant-Commander P. D. O'Brien, R.N., took a personal interest in us all, and one day when the weather prevented us from doing active practical seamanship he gave us an interesting talk on training, explained why we train, and told us the history of the Foudroyant. Naturally, I could not expect the weather to be always "just right," so our training programme was so arranged that when the weather was too bad to be on the water we went into classrooms or on to the mess deck or in the reading room, where an instructor taught us many new subjects or tested us on the training we had received in our unit.

"One day we visited a ship and were allowed to climb all over her and see what really happened in a modern man-of-war, but I think the two highlights of the week were our day in a motor fishing vessel cruising in the Solent and our visit to H.M.S. "Excellant." During the trip in the motor fishing vessel I was able to carry out many of the orders I had learnt. I had a trick at the wheel. I received the order 'Starboard 20.' Quickly I thought, 'What is the answer?' I remembered. '20 of starboard wheel on, sir,' 'Ease to ive.' 'Five degrees of starboard wheel on, sir.' 'Steer south 40, west.' 'Course south 40, west, sir.' And, oh boy! How difficult it was to keep her there! I nearly lost my head and chased the lubber line, but soon the officer of the watch said, 'Very good, Quartermaster,' and I felt I had got control. During this trip we learned a lot of practical seamanship, such as taking soundings, casting off from the quayside, and I came back late in the evening to see again that solid, dignified ship, my home for a week, feeling . . . if only in a very small way . . . that feeling that sailors must get when they return to their own port after months at sea.

"The next big effort was our day's trip to H.M.S. "Excellant," called Whale Island by the navy, that hot-bed of discipline and precision, where even to move your eyebrows produces a quick reminder that when you do a job you do it right and never anything else. The men must have had a lot of training to be able to do these things so quickly and smartly, and during a talk one of the officers made a remark which I have stored away and hope never to forget. I really must quote it: 'Build your body to physical fitness and you are well on the road to mental alertness. With mental alertness and physical fitness the foundation of a seaman is laid.' I silently made a resolution to keep physically fit and mentally awake.

"Well, the week was over; I had seen a lot, learned a lot, forgotten a bit, I know, but it would come back in the months to come when working slowly with my unit, and, above all, I had 'been places' and seen new faces."

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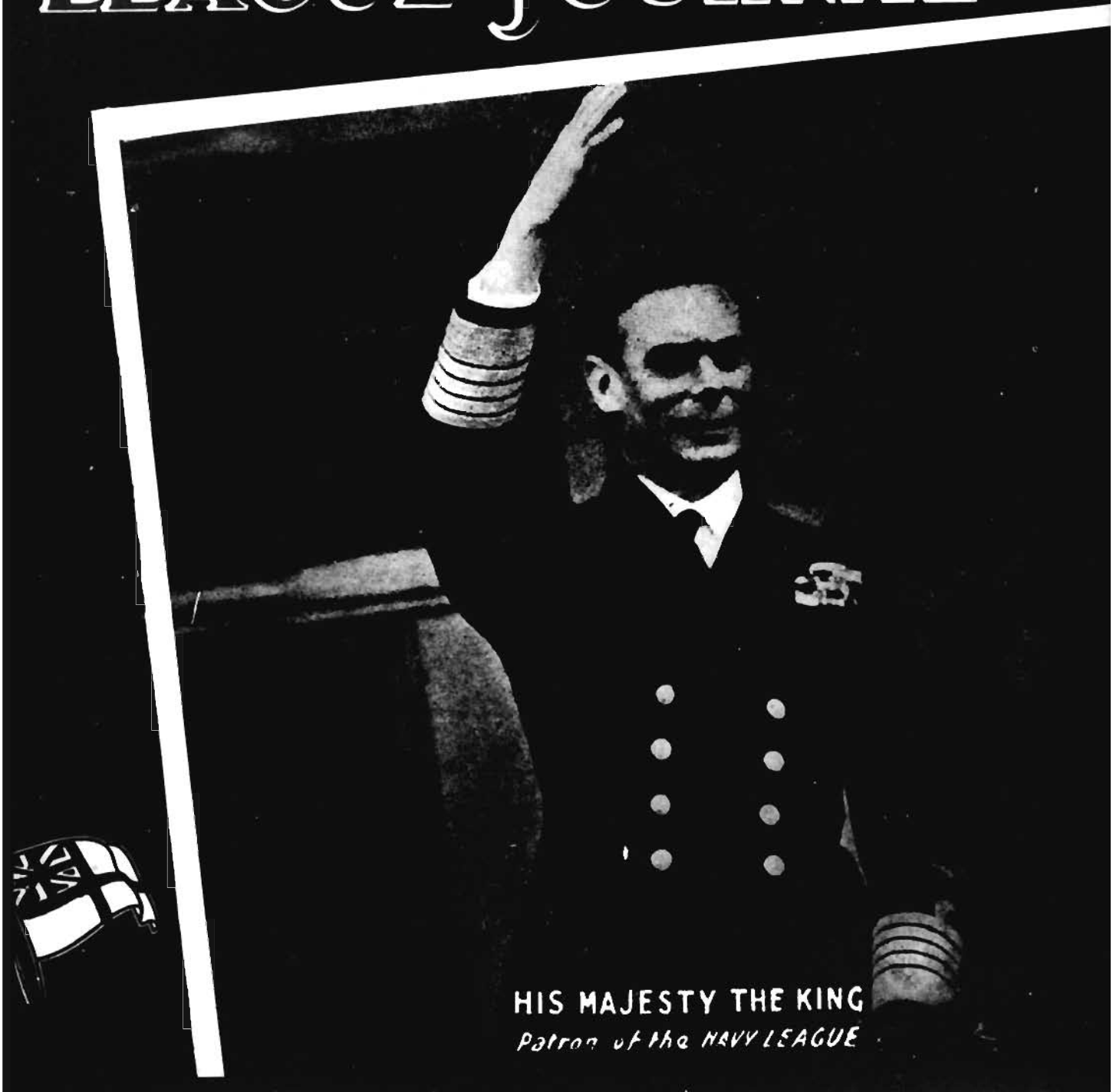

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TOWARDS GOOD CITIZENSHIP

THE Navy League Sea Cadet Corps had its birth long ago in the years of peace; it proved its worth before the Great War of 1914-18 burst upon the world; it gave thousands of healthy lads much to do for their own benefit and for the good of their Country and Empire between the two world wars.

In the wars the Sea Cadet Corps justified its aims and objects; thousands of its cadets throughout the British family of nations freely enlisted in the armed forces to battle against the aggression and the designs of its foes.

The Corps is essentially a Peace Movement—promoted to encourage and help our youth in their spare time to take up a useful form of recreation, arranged to provide interest in nautical subjects. Hundreds of our Australian boys love the water and boats to row and sail, and in the Navy League Cadet Corps they are enabled, under the control of instructors, to give full play to their likes and to their energies. The boys find that discipline, unselfishness, comradeship and healthy work are forms of self-expression, worthy of cultivation, producing as they do that high quality of service to one's fellows which is the hall-mark of true citizenship.

The Sea Cadet Corps, in brief, builds character.

JUST ANOTHER JOB

By LIEUTENANT E. COVE, R.N.

It was the Thursday before Good Friday that the dead whale, which had been hanging around the island for more than a week, finally decided to come ashore. Could it have climbed the rocks and crossed the road, it would have found itself in the cemetery. As it was, it did its best to remain where it had parked itself, by wedging its tail amongst certain small pinnacles of rock.

Its odoriferous qualities soon made themselves painfully obvious, especially to the residents of a certain nearby terrace, and also to a deputation of ladies who waited on the Methodist Minister; they were certainly not enamoured of its presence.

Obviously the sudden arrival of this unbidden guest was anything but welcome, whilst many and various were the proposals for its removal.

It was suggested, for instance, that pieces might be cut off and used as bait for fish pots; but although the carcase would have yielded unlimited bait, yet no one seemed to take to the idea.

Another suggestion was that residents who possessed motor boats might make a combined effort to tow the whale away; but that also fell flat.

Eventually it was left to the "department that never fails" to do their "stuff."

The dockyard being closed for Easter, no steps could be taken, except long ones with handkerchiefs well up to the nose. Plenty of snapshots were taken, however, and everybody went whale-hunting so to speak, shooting spools of camera films instead of harpoons.

The whale spent a quiet Easter week-end. Monday dawned at last, and hopes of the carcase's removal ran high—and so did the smells!

The department concerned began to get busy, the head and second in command duly inspected the whale, and two suggestions were put forward as to its speedy removal.

(i) Spray the carcase with petrol at low water and burn it.

(ii) Tow it out to sea and attempt to blow it up with bombs.

A whaling crew of an allied nation being at that time in port, they were consulted as to the two suggestions, and they were of the opinion that the petrol and bonfire idea was quite impossible, but that suggestion number two was quite practicable. They reminded their questioners, however, that the average whale weighs about a ton for every foot in length.

Our particular specimen therefore weighed between 20 and 25 tons, and resting, this would be dead weight; with the whale waterborne the pull would, of course, be much less.

On the Tuesday, therefore, at about an hour before high water, a steamboat with skiff in tow, together with two valiant riggers, and a naval officer, appeared upon the scene of action.

After much manoeuvring, the steamboat dropped anchor in the desired spot and veered out her cable until the stern was in place, just between two dangerous looking reefs. A 3-inch sisal, with grapnel attached, was then taken to the whale by the aforesaid officer, who constituted the skiff's crew on this occasion. An attempt was made to drive the grapnel in behind a large fin, but the attempt failed owing to the toughness of the skin.

The rope was then made fast round the whale and the other end taken back to the steamboat. Just before high water the boat began to tow, or tried to do so, but although the hefty mammal seemed very buoyant, it absolutely refused to budge, and eventually the rope parted.

A second attempt was made, the rope meanwhile having inconveniently sunk and got foul of a rock.

After under-running and clearing this, the steamboat had another go, but as no impression could be made on the reluctant carcase, and it being by that time well past high water, the attempt was abandoned. Something attempted, nothing done, but all in the day's work.

Well, next morning at about an hour before low water, the same boats and the same people appeared, plus two brave-looking shipwrights, armed to the teeth with fearsome looking saws.

These gallant and high-hearted men had volunteered to cut off the tail of the whale, and that would be the end of him—one end, anyhow. Whilst the "wood-spoilers" were doing their

best, the two valiant riggers before-mentioned were fixing up a wire strop and single block on a rock about 40 yards from the shore. A parbuckle and double block were also fitted to the whale.

Under the determined and sustained attack of the sawyers, the whale's tail soon gave up clinging to the rock, it parted company from the main body, and the men took a rest. Soon they began their onslaught upon the jawbone; this was quickly sawn asunder and now all was ready. Go home to dinner, ye noble army of onlookers, and be back at 2.30.

At the appointed time the company reassembled, workers and onlookers, critics and doers of the job. This time a diesel boat came as well. Ho! ho! things are going to move at last. This is it? That brown thing is a rope that floats; no more hawsers sinking down to foul the rocks long, brown snake-like thing on the surface, what is it, That brown thing is a rope that floats; no more hawsers sinking down to foul the rocks and delay the removal of this nauseating carcase. The skiff this time has a crew of two coloured men, the naval officer having discovered that his hands were not as tough as they used to be.

The 5-inch coir hawser was soon connected to the sisal, which had been rove previously through the blocks. Orders were then given to begin the tow, and both boats went ahead. The hawser tautened, the blocks creaked, the sisal stretched and stretched, until at last, bang! it carried away. However, all was not lost, it had carried away at a point where it could be soon retrieved and repaired.

A second attempt was then made to tow off the high smelling denizen of the ocean, and this time the strop slipped. The attempt had to be abandoned and another method tried.

The blocks were removed and the coir hawser was secured to the parbuckle. When towing was now resumed the whale actually moved a few feet and then—the parbuckle parted! Time and tide wait for no man, just time for one more try. This time the coir was passed right round the whale and then "full speed ahead."

Marvel of marvels! the carcase came away about 20 feet, but the hawser was so overcome with excitement and the strain put upon it, that it fairly broke down—it parted on the towing bollard.

Next day, some time before low water, three gallant lads appeared, one of the shipwrights having left the "circus," his professional services being no longer required on that job. A hole was

(Continued on page 6)

SHIP BUILDING COSTS CAN BE CUT

Ships could be built as cheaply in Australia as anywhere else in the world if American methods were used and Australian rates paid to workmen, said the Director of Shipbuilding, Rear-Admiral P. E. McNeil.

He agreed with the contention of the Associated Chamber of Manufactures that shipbuilding costs in Australia were too high, but he criticised the comparative figures quoted by the Chamber.

Admiral McNeil said the figures, comparing the cost of shipbuilding in Australia and in other countries, conveyed a false impression. It was obvious that the British cost of a deadweight ton of £21 was in sterling, and consequently should be 25 per cent. more in Australian currency.

"Ships of the tramp class only were built in Britain for £21 sterling," said Admiral McNeil, "but the Associated Chamber of Manufactures compares these with river-type steamers in the cargo, liner class, which in Britain cost about £35 a ton sterling, and in Australia £68. It will be seen, therefore, that the cost of shipbuilding in Australia is not three times as great as in Britain, although it is still far too high."

Explaining the reasons for the high cost of shipbuilding in Australia, Admiral McNeil said that in all Australian shipbuilding yards, except that owned by the B.H.P. Ltd., repair work had been given precedence over construction, particularly since December, 1942.

"Construction of ships has consequently been subject to frequent interruptions," he said. "It has practically been regarded as stand-by work for men whose primary work is repairs. The demand for various kinds of tradesmen on repairs fluctuates, and, consequently, it is useful to have ship construction on hand. This arrangement has slowed down construction and added to costs."

Admiral McNeil, who returned at the end of last year from an inspection of shipyards in the United States, said that if American methods were used in Australian yards and the workmen received Australian rates of pay, Australia could produce ships as cheaply as yards anywhere else in the world, or even more cheaply. American wages were nearly three times those paid in Australia.

He found that in America it was the custom to build merchant ships in sections on level ground, the inclined slipway being used merely for assembly. This resulted in a big saving of effort.

Building of a ship in sections involved welding instead of rivetting. To employ that method in Australia the special welding technique so successful in the United States during the war would have to be employed.

cut behind a fin, and a strop rove through it and round the whale. The coir hawser was secured to the strop and then there was nothing for it but to wait for high water.

In due course the towing boats arrived in anticipation of high tide, and elaborate preparations were made for an irresistible appeal to the whale. The steamboat anchored and the diesel boat tied up alongside her. The 5-inch coir was run out from whale to the steamboat and hauled as taut as possible. A 2-inch wire was then secured to the strop on the carcase of the whale and this wire was then stopped along the 5-inch coir at about 6-feet intervals, the eye was dropped over the towing bollard of the diesel boat. What luck this time?

Excitement was at fever heat, especially among the cheering kiddies on the beach. The steamboat weighed anchor, both boats went ahead, and amidst the yells and cheers of the populace, the obliging mammal came once again to its natural element. The steamboat cast off from the diesel, and piloted the latter into deep water about two miles off the coast, where the much-mutilated and very smelly carcase was at last anchored. Here the sailorising part of the story ended, but the Commanding Officer, R.N.A.S., had a further word to say, for it was decided that pilots and ground crews should get to know something of the assortment of explosives which they had been carrying round the island for the last two years on their aircraft, and so planes of various types went off with their loads of infernal machines, and scored direct hits with small H.E. bombs on the whale.

EPILOGUE

The whale remained at anchor for about three weeks, during which time it rode out a few gales. One day, during a strong N.E. breeze, it broke adrift and moved towards the shore.

A steamboat was sent out to chase it, and it was discovered that the flesh had decomposed so badly that the strop had cut right through the carcase.

The only means of collecting the "arisings" would have been by net, and as no net was available, nothing could be done. The remains came to rest on a reef some distance from the shore, but during the night the wind veered round to the east, and so the whale, in several portions, put out to sea once more.

That was the last, both seen and smelled, of that particular whale, for which everyone concerned was truly thankful; but then, it's all in the day's work.

MY VISIT TO H.M.S. "ANSON"

By SIGNALMAN COWLING, N.L.T.D. "Victory"

H.M.S. "Anson," the sister ship to the flagship of the British Pacific Fleet lay quietly at anchor in Sydney Harbour.

I was one of a detachment of Navy League Sea Cadets, representing five Depots, which was marched on to Man-of-War Steps, where a naval launch awaited us. This we boarded and soon after we were speeding down the harbour. After a quarter of an hour, H.M.S. "Anson" was sighted in her new coat of grey-blue paint which gleamed and sparkled in the sun, while her ensign blazed white against a blue sky.

As we came alongside we saw that the guides were waiting at the gangway. The Cadets were divided into parties of seven, and our guides took us to the forecastle and explained how the anchors and cables were worked. After inspecting the capstan gear, our guide took us into "A" turret, where the 14-inch guns are housed. A sailor who was on duty there showed us how the shells are brought up from the magazine and rammed into the breech, and how the hoist brings up the cordite, which is rammed in behind the shell. We were also shown the rangefinder and several of us were allowed to look through it.

Having emerged from the little trap door on top of the turret we then proceeded below decks and were shown the various messes, where we were to have tea. After descending further step ladders we finally came to the main engine room. This was just a mass of machinery covered with asbestos, copper piping, dials, and indicators. The Stoker Petty Officer explained the uses of various sections and told us the meaning of the dials which were on a big indicator board. This was very interesting and instructional. The temperature here was 90 degrees, compared with 75 degrees on deck. Artificial air currents had to be kept going in order to keep the stokers cool. After ascending several ladders we came on to the Middle Deck, where 83 Mess was situated. Here I had tea, consisting of bread and jam and fruit cake. During tea one of the ratings played a few tunes on his accordeon.

One Cadet washed up, and then our tour continued. Our next stop was a Radar Room, where a Lieutenant showed us the principles of radar. This I enjoyed, as I had never seen anything like it before. This was our last visit below deck.

We then went on to the bridge, which is the brain of the ship, because from here all orders are given to and received from other ships. Here we were shown how one is able to see in spite of spray by a revolving circle of glass, also the shiny speaking tubes into which the orders are given, the compass and the helm. After this we descended a little and I had the pleasure of working a suicide pom-pom. These pom-poms are of the four-barrelled type, and are manned by highly efficient gunners, because they have to stop suicide planes from hitting the bridge. Needless to say the gun's crew must be very fast. While at the pom-poms we were shown how they worked, and how the shells were fed into the gun. It was also explained to us that a brown-coloured glass is fitted over the sights so as to be able to see a plane when it is attacking from out of the sun.

Our next stop was at a director. This looks like a cylindrical bar crossed by about half a dozen other bars at right angles. These are the eyes of the guns, for when they are moved the pom-poms or other A.A. guns move electrically with the director.

Continuing our tour we came to one of the powerful searchlights. These are worked by hand, and your shoulder fits into a curved arm while you look through the telescope which serves as a sight.

Time was getting short so we proceeded to a 5.25-inch turret, where a gunnery rating explained the principle of gun fire. He allowed us to look through the turret periscope. This you work by twisting the handles so as to focus properly, otherwise you would not get the right view.

After this we fell in on the Quarterdeck, where the Commander of the "Anson" chatted with some of us. Just then a whaler came alongside, and we helped to hoist it. Soon the launch came alongside and we embarked after a very enjoyable afternoon.

As we were moving away, I looked back and saw H.M.S. "Anson" in peacetime blue-grey, her decks in the shadow, her port-holes blazing with light and her ensign against the blue sky . . . a friendly ship in a friendly harbour. Soon we were back at Man-of-War Steps, and, having disembarked, we were fallen in, told of this essay by Lieut. Shilcock, and dismissed.

ROYAL AUSTRALIAN NAVAL COLLEGE

CADET MIDSHIPMEN are required for the Royal Australian Naval College, Flinders Naval Depot, Victoria.

Every Australian boy who attains the age of 13 years during this calendar year, and who is physically fit, is eligible to apply.

A qualifying examination is held in September in the following subjects: — Arithmetic (Elementary), Geometry, English, History, Geography, and ONE, but not more than one, of the following:— Arithmetic (Harder), Algebra, Latin, or French.

Candidates who qualify at the Educational Examination will be medically examined and interviewed by a Committee of Officers. Those selected will join the Naval College in January next for a four years' course before being appointed as Officers for sea service.

Full particulars and application forms may be obtained from any of the following:—

The Secretary, Navy Office, Melbourne, S.C. 1.
The Naval Officer in Charge, Brisbane.
The Naval Officer in Charge, Port Adelaide.
The Naval Officer in Charge, Fremantle.
The Naval Officer in Charge, Hobart.
The Staff Officer (Reserves) 44 Bridge Street, Sydney.

The closing date for applications is 15th June.

Navy Office,
Department of the Navy,
MELBOURNE.

SUBMARINE SEEN FROM NEW ANGLE

The British submarine Taurus lies in dry dock at Williamstown, Victoria, undergoing cleaning. The holes in the bow are torpedo tubes.

POSTED LOST

By G. FORT BUCKLE, in "The Seagoer"

The wind that blew strongly but not viciously across the North Sea and the Dutch lowlands around the mouth of the Scheldt still retained the keen edge of winter, yet the sun gleamed on the white sails of the full-rigged ship "Leyland Brothers," in which I was outward bound from Antwerp, round the Horn, to California.

Every detail of this voyage was impressed on my memory at the time by sheer hardship, and by the fact that I had only joined the ship as an apprentice three days before the voyage commenced. Since this fine old square-rigger is no longer cleaving the seas of the world, having been turned into a hulk after being sold to the Portuguese, it may be as well to give here a few particulars of her before telling the story of my experiences during one of her most eventful voyages. She was three-masted and carried double topsails, single t'gallant sails and royals on all masts, with a sky-sail on the main. Her gross tonnage was 2,291 and net 2,238 tons. The length overall was 320-feet with a beam of 40-feet; and from keel to truck she measured 220-feet, making her a "tall ship." Although on this occasion no miracles of speed were performed, during a subsequent voyage to Australia this fine full-rigged ship of the last days of sail nearly made a record passage.

Leaving Antwerp we were taken in tow by a powerful tug—which appeared to me ridiculously small for the work it had to perform. Passing rapidly down the Scheldt, we spread our wings to the cold but favourable north-easter and soon left the narrow seas, bound for San Francisco, fourteen days before that great Western city was convulsed and practically destroyed by one of the worst earthquakes and fires ever known. Curiously enough we carried in our holds a cargo which was to prove of inestimable value to the stricken town—Portland cement, steel girders and other building materials. Nor did we know when we started out on that April morning that we were destined to be several months overdue and posted lost; to show up eventually, however, after having been 214 days at sea without touching port and over four months without sighting a ship—not even hull down on the horizon.

The first part of the voyage, up to the time when we were off Rio de Janeiro, was almost without event. We were lucky with the Trades, picking them up earlier and retaining them much

A FULL RIGGED SHIP

In the Last Days of Sail

POSTED LOST

(Continued from previous page)

longer than we might normally have expected. Again, when crossing the calms of the Equator our luck held and in consequence it looked as though we were going to make a very good run to 'Frisco. Trouble lay ahead of us, however, and within a few weeks all chance of doing this had failed.

On a previous voyage, the Captain of the "Leyland Brothers" had come through a most terrifying experience, which he related to the Mate one evening while I was working on the poop deck. The four-masted barque, of which he was then in command, was caught in a fierce squall while under full sail. So far over did she heel that her sails were partly submerged and her keel began to appear above water. Captain M—— was so certain that she had gone that he gave orders for the boats to be cut away and "Every man for himself." Suddenly, however, the barque righted herself. The crew, without waiting for orders, had let everything go. As she came up her yards were swinging in all directions and it seemed that something must give way under the terrible strain. Nothing broke, however, and within the space of a few minutes the vessel was away before the wind.

Although this is a digression, at the time when I overheard it being related, as an impressionable boy, I could visualise with almost painful vividness the capsizing of the whole towering mass of masts, sails, spars and cordage, amid the shrieking wind and foam-capped waves.

When abreast of Rio de Janeiro we spoke a homeward-bound liner, which passed so close to us that the officer on her bridge was able to shout a few words to our Captain through a megaphone. By a strange coincidence there was, on board that liner, a friend of mine—a discovery made many years later. This was the last ship sighted by us for over four months. Our luck began to change, and it came with a terrific squall from out of a blue-black wall of cloud when off the River Plate.

In this Pampero the goose-neck of our main lower topsail yard carried away and it seemed that further disaster was threatened. The yard, an iron one and extremely heavy, was banging in mid-air supported only by the topsail sheets. The ship was rolling and pitching heavily and every time she did so the yard swung forward and upward, describing in its flight an arc of from fifteen to twenty feet. For an instant it would remain almost motionless at the full stretch of the sheets and then come crashing back against the mast with a resounding thud that shook the heavy spar and could be heard from end to end of the ship.

Orders were given for the watch to go aloft and secure it—a very difficult and hazardous bit of work. Eventually we succeeded, however, in lashing it to the mast and there it was allowed to rest awaiting an improvement in the weather.

Instead of abating, however, the wind increased in force until it was blowing a steady half gale. Captain M——decided that the yard must be sent down immediately. In view of the weather conditions he abandoned any idea of getting it on deck and gave orders to swing it out overboard and cut it adrift.

It was during this operation that we witnessed one of the most extraordinary exhibitions of a temporary "black out" of a man's mind that I can possibly conceive. As will be readily appreciated, the cutting adrift of the yard was the worst part of the whole business and required the greatest care. Realising this fact, Mr. Billsborough, the Chief Mate, had entrusted the job to the most experienced hand on board. Everything was ready and we stood by to "let her go." When the order came the man raised his knife and cut the fall above the hand by which he was holding on.

Away went the yard and the seaman with it. How he managed to get clear of the tackle and gear attached to the yard as it dropped and dived beneath a wave is a mystery. But succeed he did, and almost before the cry of "Man overboard" had sounded along the decks he reappeared on the surface of the sea. Two lines were thrown to him in quick succession, but in each case they failed to reach him. The Second Mate then ran to the end of the poop and threw a third one. This time the man was able to grasp it just as he was passing astern. He told us afterwards that his mind went completely blank at the moment when he was about to cut the fall.

With a view to replacing the lost yard the ship was headed for Montevideo. We had not been long on our new course, however, before head winds were encountered. Heaven knows that these are bad enough at any time, but, disabled as we were, the ship could not be sailed close to the wind. We were, in fact, compelled to reduce sail to counteract her tendency to yaw.

(To be concluded in next issue)

CAP BADGE

as worn by Navy League Sea Cadet Officers.

SYDNEY SEA CADETS VISIT H.M.S. "ANSON"

A party of 50 Navy League Sea Cadets drawn from all Depots visited the Royal Navy's latest battleship one Sunday afternoon in late January.

Sunday, 27th of January was a gala day for the party of Cadets who visited H.M.S. "Anson." She was lying down the harbour, off Double Bay and the party was transported from Man-of-War Steps in a ship's launch. Cadets began to gather at the steps over an hour before the time to fall in, and all were ready well before the proper time. When they were fallen in the Cadets were told of the arrangements made for the visit by one of the ship's officers, who had come ashore to meet them.

They were then marched on to the pier to board the launch. The details of the visit are very well described in the article by a Cadet which follows. Arrangements were made on board for the Cadets to be shown how the ship is fought and steered. For tea the party was split up among the various Stokers' Messes, each of which entertained four or five Cadets to tea.

After tea the tour of the ship continued until it was time for the party to muster before leaving the ship. An unplanned incident added to the interest of the visit here, as a whaler which had been practising for the regatta came alongside and had to be hoisted. There were very few hands available at the time and so the Cadets were employed to hoist it . . . their first real job in the Navy!

They all appeared to enjoy the visit and all learned a lot. The following article won the prize of one pound offered for the best article written by a Cadet about the visit. It shows quite clearly the interest taken and the amount learnt by the Cadets. The writer is Signalman B. B. Cowling, of North Sydney Depot, who is aged fifteen-and-a-half.

—J.G.S.

INTRODUCTION TO MARINE ENGINEERING

A. Funge Smith (Arnold, London: Five shillings)

The author, a Commander (E) in the Royal Navy, has set out to produce a simple book on all aspects of marine engineering, and he has succeeded very well. The book deals with every branch of the subject, including air compressors, evaporators, and refrigerators. The author describes both naval and merchant service practice, without confusing the issue. The book is clearly illustrated and written so that it is easy to understand. It is a pity that the first chapter has been "written down" to the reader, as it gives a false impression about the remainder of the book. I can thoroughly recommend this book to all young stokers who find the "Machinery Handbook" too dry, and for Sea Cadets it is just what is required as a text book for mechanical training classes.

—J.G.S.

"ENDEAVOUR" DEPOT, WOOLLAHRA (J. Joynes, Acting O.C.).

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HIS MAJESTY THE KING
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WHAT OF THE FUTURE?

The Anglo-American Loan Agreement may have only a distant, far-off and problematic impact on the British Navy. But it has, at least, by implication, the possibility of such an impact. If the opponents of the loan are even partially correct in their diagnosis, the whole future of the British Empire must cause the gravest anxiety to those who think ahead. If the supporters of the loan have the right end of the stick, the future is scarcely less charged with anxiety. No one, neither Mr. Dalton, nor Sir John Anderson, nor Winston Churchill, nor Mr. Ernest Bevin approaches the loan otherwise than with caution and misgivings. And if we should find ourselves unable to discharge these debts of honour, which we are now forced to pile upon other debts still undischarged, or even if, in order to keep faith, we should be reduced to cutting our own expenditures to the knuckle, it is only too probable that the British Navy would suffer.

In the past, after every war, the cheese-parers have been apt to turn first on the Navy in order to cut national expenditure. The great and glorious Navy, which has, during and after every war we have waged, been proclaimed as a sheet anchor of our security, as our sure shield, as the impregnable defence to our essential moat, our bulwark against extinction and our life-line in war, has very soon been forgotten. Our ships have been scrapped, our fleets have been put on a care and maintenance basis, we have cut essential expenditure of fuel for fleet exercises, and of ammunition for gunnery practice. We have thrown our seamen, both of the Royal Navy and the Merchant Navy, on the scrap-heap of unemployment and we have deprived our officers of a career and left them with an exiguous pension to struggle in an overcrowded market for those civilian jobs for which their professional training had given them little aptitude.

Are all these dreadful things to happen again? It seems at the moment more than a possibility. It seems at the moment as if the Navy League —which may well itself have a hard struggle to keep alive and kicking in a generally impoverished society — might have, before many years are gone, a task of awakening and warning and campaigning as great as any which it has undertaken in the past, if not greater and more critical than all that have gone before.

There are also the Navies of the Dominions, and of India. These have proved themselves an essential part of victory. They have won great

glory. They have shown their complete efficiency in ships and crews and action. They have come into their own. They may survive and even go forward while the Royal Navy itself may be cut to the bone. But in what guise? With what object? Under which flag?

(The above is taken from the Editorial of "The NAVY" of January, 1946. Our readers are invited to ponder it.)

THE ECLIPSE OF THE N.Y.K.

No better example could be provided of the futility of Japan's decision to sacrifice the solid bone of commercial prosperity for the shadow of military grandeur and loot than the eclipse of the Nippon Yusen Kaisya, possibly its final extinction. M. Terai, the president, has admitted that when Japan surrendered the Company had only two ships left of the magnificent fleet with which it started the war: the fruits of sixty years' strenuous effort have been lost.

It was in 1885 that the Nippon Yusen Kaisya was formed, on the orders of the Japanese Government, by the amalgamation of the Mitsubishi Kaisya, which had started its maritime side in 1871, and the Kyodo Unyo Kaisya which had been established in 1881 with the Japanese Government as the principal shareholder. All the arrangements made with the constituent companies and the N.Y.K. when it was formed, had a strong military bias and in the early days of Japanese aggression the Army looked entirely to them for its transport. Until the time of the amalgamation both companies had maintained local services only, but the N.Y.K. immediately opened new lines to Korea and North China and six years later to the Philippines, with occasional sailings to Australia.

The first big move was made in 1892 when the Bombay service was inaugurated as being the first regular Japanese overseas steamship service of any importance. Its progress was checked by the requisitioning of practically the whole fleet for the 1894 war against China, but in 1896, under the Shipbuilding Encouragement Law and the Navigation Encouragement Law which had just been passed, the Company secured a big subsidy, with plenty of conditions attached to it, and opened fortnightly services between Japan, London and Antwerp; and Japan, Hong Kong and Seattle, and a monthly service to the Philippines and Australia. They were allowed to obtain the first tonnage that was necessary in British yards, and to engage British navigators and engineer officers while the Japanese were being trained, but they were bound to encourage the native product at the first opportunity. The European service was by far the most important and demanded sixteen ships of round about 6000 tons; the first Japanese built to plans purchased from Messrs. Harland & Wolff, was 6172-ton "Hitachi Maru," of 1898. In 1900 a new 10-year subsidy agreement was signed, increasing the government payment but demanding new standards for the Bombay, European and Seattle services. This agreement was producing big results when the outbreak of the Russo-Japanese War in 1904 again checked progress through no less than 42 of the Company's best ships being requisitioned by the Japanese Navy, of which eleven ships were lost. After the war the standards of the European service were improved and several of the older ships which had maintained it were transferred to the Bombay run. The service was again improved in 1910 and a new route was started to Calcutta.

During the first German War the Company's tonnage was withdrawn as far as possible from the services which entailed any risk and devoted to filching trade from Japan's allies who had to sacrifice it for the war effort. Special attention was paid to the Indian trades and the capital of the company was repeatedly increased to cover the increased scope.

Between the two wars further great improvements were effected with Government assistance, much of which was carefully kept secret, and other Japanese companies were absorbed with the encouragement of the authorities. The company took up the building of motorships with enthusiasm and the absorption of the rival Toyo Kaisen Kaisya with its important San Francisco service caused it to build the biggest and finest ships under the Japanese flag to cover that run. Under instruction from the Japanese Government it had to submit to some of its services being transferred to rival Japanese companies, but it still continued to do very well. The scrap-and-build subsidy policy inaugurated for the benefit of the Japanese Navy, with very exacting demands for trial speeds, caused the construction of a number of exceptionally fast cargo motorships which were duly commissioned by the Navy and which have, apparently, been sacrificed without exception.

H.M. Aircraft Carrier "Implacable" entering Captain Cook Dock, Sydney, for refit.

THE EDGE OF THE ABYSS

When Roger Bacon persisted in his inquiries into the mysteries of gunpowder he was sent to prison for practising magic. To-day no one suggests that the scientists who invented the atomic bomb should be put under lock and key, though there are many who have been more disturbed by the possible misuse of their invention than relieved by its contribution to victory. But it is no more rational to blame scientists for their work on the atomic bomb than to blame the first inventors of a high explosive shell, or a rifle, or a bow and arrow. Indeed the scientists ought not to be blamed at all. By this last contrivance of theirs they have opened our eyes to something it was very necessary we should understand. They have made clear beyond the possibility of doubt a truth which should have been clear without the invention—that any repetition of world war would mean mass suicide, the end of civilization.

Did it really need this last spectacular discovery to convince us that another world war would mean nothing less than that? Have we been through six years of war, fought with pre-atomic weapons, and observed its aftermath, without understanding that anything worse—and any future war was sure to be worse—would inevitably destroy human society? The power of offensive weapons in 1945, without the atomic bomb, was many times as great as in 1939; and in 1939 it was many times as great as in 1918. How much greater would it have been, in any case, twenty years hence? We have had our experience. We have seen houses, factories, machinery, rolling-stock, ships, and all the tools that men use destroyed on a colossal scale. We have seen whole nations impoverished, degraded, and weakened in body and mind. We have seen far-spread confusion, economic and political, into which we are painfully endeavouring to inject elements of order. Can any reasonable person doubt that another, and inevitably more destructive war than this, would mean anything less than the end of civilization?

This is what we already knew, or ought to have known. The phenomenon of the atomic bomb was a frightful dramatic occurrence which opened our eyes, and compelled us to see the realities

without any possibility of self-deception. It showed us, what should have been evident before that another world war would bring universal final ruin. It was a new discovery, but it produced not a new kind of terror ,but simply the old terror on a vaster scale.

It is an obvious necessity to control this secret but it would be a grave mistake to suppose that by simply locking it up and guarding it we shall be immune from danger. The Germans were at work on many inventions and had made much progress in the use of long-distance rocket bombs. Who could be certain that an evil future aggressor might not use bacteriological warfare through conveyors released thousands of miles from the target? Radio-invention, so much developed in recent years, is still in its infancy. Who can be certain that powerful death-rays may not be invented capable of being directed from any place against any target? The possibilities are infinite and at present incalculable. All we do know, and know for certain, is that there is no limit to man's future destructive power, and that it is already so far advanced that another world war would be the end.

If the atomic bomb has compelled us to face this fact it has done a great service. It has convinced us, as the Lord Chancellor said the other day, that "only by constituting ourselves into an ordered society can the nations save themselves from destruction." And that surely means not only that the nations must organize themselves for security, and the negative task of stopping war, but for the positive tasks of living together in the constructive tasks of peace.

Both of these aspects of future co-operation have to be considered together. The nations have to make themselves as safe as may be against violence, but in the long run they will only succeed if they are collectively efficient in promoting prosperity. Science will be needed for both purposes. The British Foreign Secretary, Mr. Bevin, commenting recently on the suggestion that the secrecy of the atomic bomb should be left with the Military Staffs Committee, replied that the civil authorities must predominate, and he would not be prepared to see control handed over to the military authorities at all. But he did not stop there. He went on: "It is not only the atomic bomb but the whole advance of science in the field of war which must be controlled. That is the task of the world organisation." Nor was that all. He was evidently remembering that the surest safeguard against war was the perfecting of peace. "Scientists did not split the atom," he said, "for the purposes of war; and the world organisation must not be encouraged merely to stop the scientists for that would be disastrous."

Surely he was right. The only cure for evils that have arisen through the discoveries of science is more and more science. The atomic energy, which may destroy Hiroshima or Nagasaki in a few minutes, will also be directed to drive engines and increase a thousand-fold the power required for industry and transport. By its proper organized use human want may be eliminated from the world. Throughout the period of reconstruction we shall need the help of scientists on the greatest scale, for it will be indispensable in discovering the way to prosperity, and prosperity is one of the essential conditions of future peace.

All our plans for the future have to be based on this prime necessity of averting war. Standing as we do on the edge of a volcano, how can we be secure? It is certain that the world Security Organization must take control of the secret of the atomic bomb, and must assume wide powers for preventing its exploitation, including far-reaching powers of inspection. But that will not be enough. It will have to be constantly watchful in regard to any other inventions which might lead to the production of new dangerous weapons, and for this purpose it will require the services of highly efficient scientists. But even that will not be enough. While constant vigilance will be necessary against the contrivances of potential aggressors, whether heads of States or free-lance gangsters, it must be remembered that this is only the negative approach to peace. The positive approach is that which aims at eliminating the will to war.

Here we have a task which is not purely or primarily scientific. We are justified in asserting emphatically that science is not the enemy, even if it can show how to blow up the solar system; that we need not less, but more science; that it must be given every possible support and encouragement so that it may increase the productiveness and prosperity of mankind. But it is not its function to give us good aims or bad aims, to eliminate the will to war, to make

(Continued on page 10)

SEA CADET NEWS

NAVY LEAGUE SEA CADET CORPS
(Voluntary) N.S.W.

"VICTORY" DEPOT, North Sydney (J. A. Williams, C.O.).
"WARREGO" DEPOT, Woolwich (R. Crosskill, O.C.).
"PERTH" (late "Vendetta"), Manly (P. H. Tobitt, C.O.).
"AUSTRALIA" DEPOT, Henley (W. L. Hammer, C.O.).
"SIRIUS" DEPOT, Connell's Point (G. W. Round, C.O.).
"CANBERRA" DEPOT, Orange (J. P. Finegan, C.O.).
"ENDEAVOUR" DEPOT, Woollahra (J. Joynes, C.O.).

Boys between the ages of 10 and 17 years wishing to join, should make application to Commanding Officers any Saturday afternoon.

Copy of the "Sea Cadet Log," the official organ of the Canadian Navy League Sea Cadet Corps, has reached us. In its pages is revealed the wide-spread activities of the Corps, and the very considerable success that has been and is being achieved.

• • •

Lieutenant J. G. Shilcock, R.N., during his stay in Sydney, is doing a splendid job of work in the interests of our Sea Cadet Corps.

• • •

News comes from England and South Africa that the Sea Cadets there are being re-organised to meet peace-time needs. One of the main objectives is uniformity of Sea Cadet training which, under the new system, soon will be common to every Sea Cadet Corps in the British Empire.

Sea Cadets in Sydney, in addition to routine work at their several depots, recently have co-operated with the Police Department in a Youth Campaign, attended Church Parades, the Youth Carnival at Manly and other functions of a public character.

• • •

N.L.T.D. "Sirius" is warmly congratulated on the general excellence of its audited Statement of Accounts for the year ended 31.12.1945.

• • •

Commander L. E. Forsyth, of the "Sydney" Training Establishment, Snapper Island, has given valuable aid to our Sea Cadet Corps, and the Navy League takes this opportunity of recording its appreciation.

VISIT BY LT. SHILCOCK, R.N. OF H.M.S. "ANSON"

By arrangement with the President, Lt. Shilcock visited the Black Rock Company on a Wednesday evening in company with Mr. Monk.

Subsequently the visitor attended the Saturday afternoon parade and a concert by the Cadets in aid of a Memorial Fund.

Lt. Shilcock was very interested in the parades and informed Mr. Monk that the Company was rather good. He mixed very well with the Cadets and gave a lecture regarding the League activities and methods in England. At the concert he was back-stage and assisted with lighting, etc.

Before leaving, Lt. Shilcock gave the Secretary a syllabus of training as laid down by the Admiralty and stated that he would correspond in due course and forward any information of value.

details of events in distant parts of the world, is beginning half-consciously to think of himself as part of a society of human beings. He has not lost, nor does he wish to lose, any of the intimacy and richness of his own national consciousness, but he is in process of becoming aware of a wider citizenship, capable of embracing an infinite variety of types, but also universal, world-wide.

In this direction we are beginning to move, sometimes gropingly, sometimes deliberately. We have skirted the edge of the abyss, but tracks which lead to safety are opening before us. The higher organism of society, which includes all the nations just as the nation includes all the families, is coming into existence and commanding our allegiance. There will be no safety unless the same sort of devotion as we give to the nation is also given to humanity.

(The above article is taken from "Britain To-day." Published in Australia by Angus & Robertson Ltd., Sydney, to whom inquiries should be addressed.)

Appearance of Ratings in Uniform

The following points should be noted by all concerned:

Cap to be worn at a reasonable angle, NOT "flat-a-back," and not to be distorted out of shape. Eyelets to be over the ears. Chin Stay to be correct length, and sewn in position, NOT threaded through the eyelets. Cap Ribbon to be worn with the centre letter in line with the centre seam of the cap, and a neat bow under the eyelets on the left side. The cap ribbon is NOT to be visibly joined, or to have a "tiddley" bow over part of the lettering.

Hair cut short and properly brushed. No "sideboards" to be worn. Face clean and shaved.

Collar to be clean and pressed. The tape to be neatly and securely sewn on. The collar is not to be "Mediterranean Blue" or scrubbed nearly white.

Lanyard to be clean (should be washed daily) and worn in correct service manner.

Silk to be joined beneath the collar, and form a 1 to 2 inch "duff bag" in front. Should be neatly pressed.

Jumper to be well brushed, and not cut down in front. Badges to be sewn firmly on, square, and in the correct position. Tapes to be tied in a bow, the ends of which are to be 1½ to 2 inches long. Buttons on the cuffs to be firmly sewn on, and done up.

Flannel to be clean and pressed.

Trousers to be well brushed and properly pressed.

Boots or Shoes are to be well polished, and laced in the regulation manner.

White Scarves may be worn on leave with overcoats, oilskin or waterproof coats. They should NOT be worn otherwise.

men love their neighbours, or to bestow the power of happiness. Science alone will not save us. It will be good to have splendid transport aeroplanes plying between country and country; radar to guide us safely through darkness; television which will enable us to watch the speaker overseas who is talking to us on the radio; and electric current generated by atomic power which will give cheap power and warmth and light to the remotest parts of the world. All this will be good. It will tend to abolish poverty, privation, and friction. But it will not be enough. There will be needed also something else—a moral quality, a spiritual quality—call it what you will—by virtue of which nations will identify their own welfare with that of other nations and learn to think and behave internationally.

It is not likely that there is any single road to the attainment of this kind of understanding. But all possible ways towards it must be deliberately explored and studied, for it will not be achieved without conscious effort; and a special responsibility lies upon the leaders of thought in all countries to promote it. It should enter into education. History should not be so taught as falsely to glorify one's own country at the expense of others. Geography should assume the importance it deserves in a humane education. There should be a much more generous exchange of students between country and country. Foreign travel must be stimulated. The reception of broadcasts from distant lands must be improved. The Press will give far more attention to international affairs. There should be an intensive effort to promote the interchange of books and magazines between country and country; and more travelling picture exhibitions, theatrical companies, orchestras, and concert parties; more international tennis tournaments, football, baseball, and cricket contests and all that makes for the sharing of pleasure and the communication of taste.

The world has become a smaller place than it was, and the war has taught every one to realize this. It is no longer possible for us to live insular or provincial lives shut up within the confines of a purely national society. At the highest level the necessity has been realized of setting up a global organization such as that planned at San Francisco, around which will grow up a host of other organizations engaged on international work. On a lower level every single individual, who has been watching the

POSTED LOST

By G. FORT BUCKLE

(Concluded from last issue)

After beating about for seventeen days and being no nearer our goal, Captain M—— decided to abandon the attempt to enter Montevideo and set a course for the Horn. He had in mind that if driven to it we could make for Port Stanley in the Falkland Islands. Everyone on board realised that if we were compelled to do this it might mean that our voyage would be prolonged to an alarming degree whilst waiting for the new yard to be fitted. So we stood south again with the galling thought that we had wasted seventeen days of fair wind. When looking back, one cannot help feeling admiration for the man who had the courage to make such a decision and to stick to it so grimly. Captain M—— certainly took a great responsibility. We did not put into the Falkland Islands, nor did we make any attempt to do so.

It was about ten weeks before we cleared the Horn. During the whole of that time we encountered the worst of weather and scarcely saw the sun. We were driven miles off our course to the south'ard and east'ard by the combination of head winds and currents, eventually finding ourselves within the Antarctic Circle. In these latitudes the ship remained for six weeks, during which time several members of the crew suffered from severe frostbite. Fortunately the weather improved considerably, otherwise we should have fared badly. We had so much ice on board that the ship became completely enveloped. There was not a mast, spar, rope, or inch of the deck visible, and the life lines were so coated with ice that it was about as much as one could do to get an arm over them. For more than eight days we were at the mercy of the wind. Fortunately, it did not change direction during this time, had it done so we should have been powerless. Not a brace or halyard would work, and the sails—frozen stiff—were bellied out as if drawing a seven knot breeze.

Some weeks later, just as dawn was breaking, we sighted Cape Horn to leeward and rounded it on a "soldier's wind." It is interesting to note here that when off Valparaiso we encountered a tidal wave of fair proportions. This would have been just about the time that the earthquake occurred there.

We had now left storms and ice well behind us, but not trouble. The crew were beginning to show the ill-effects of the time they had been through. The first to go down was the coloured steward. He was not a young man, had been going to sea for many years, and had been shipwrecked on two or three occasions. Once he had been the sole survivor. When taking his supper to his bunk one night, while he lay ill, he told me the story of his ghastly experience: a story of days in an open boat in the tropics tortured by thirst; of men going mad around him and attacking one another. And he explained to me how he managed to retain his sanity by continually taking off his woollen vest and wetting it in the sea. By this method he was able to keep under control the appalling desire to drink sea water—and so avoid the terrible results of such an act.

The weather that we had experienced during the past three months caused tuberculosis to flare up, and within a few days we buried him at sea. Just about this time we sighted a "bosun," that bird of ill-omen, and many were the prophesies made on board of ill-fortune yet to come.

Before we were clear of the tropics we ran short of water in spite of the fact that all reasonable precautions, including rationing, had been taken to protect the supply. Although we were a-yet far from being short of food we were as-yet far from being short of food we had been forced, as a precaution, to ration this also. We still had plenty of salt beef, but no variety in the food we were getting—not that there were a lot of changes under ordinary conditions. We managed, however, to catch and store some rain water. But it was really almost undrinkable, and there was not much of it, under a quart a day per man for everything, even the lime-juice issue. We all began to know the meaning of real thirst.

In order to keep this within bearable limits we took turns in sitting in a barrel into which sea water was being pumped and allowed to flow out again. We did this in the dog watch. Every man was allowed three or four minutes in the barrel—minutes of sheer ecstasy. Before the voyage was over we ran short of oil, tobacco

and matches. To save the oil we resorted to sailing without side-lights, keeping them handy, but unlighted. A couple of boxes of matches were kept aft and guarded as if they had been gold. There was only one box among the whole crew and this was auctioned and fetched a pound. But, as the seller had to receive payment in kind out of the slop chest, and the purchaser to supply the much-needed matches for the fo'c'sle lamp, I do not think there was much in the deal.

Within a very short time practically every member of the crew was down with scurvy or worse — beri-beri. Mr. Bilsborough, the Mate, was one of the most seriously affected by this latter disease. I have never seen a man in such a state. He was swollen to dropsical proportions, and his eyes seemed to have disappeared into a couple of cavities. Nor did these two diseases complete the total of our medical problems. We also encountered an eye trouble, the name of which is unknown to me, but it consisted of the eggs of some fly being deposited on the under surface of the eyelid. The suffering endured by the victim can best be imagined. Some of the crew also had symptoms uncomfortably like those of sleeping sickness. These men were never really under medical observation for the simple reason that when we eventually reached port they disappeared over the side into the boats of the boarding-house masters, as was usually the case with crews in the old-time sailing ships. Officially, therefore, the disease could not have been recognised.

The two great difficulties with which Captain M—— had to contend were to keep the crew sufficiently fit to work the ship, and to keep their spirits up. Of the two, the latter was certainly the harder. During this time I witnessed several fights that started for no other reason than that a man took a dislike to another's face. Fortunately they were feeling far from well and the fights ended before they had really got going. The strain that Captain M—— went through can best be judged by the fact that his hair, which was jet black when I joined the ship at Antwerp, turned almost white during the seven months at sea.

We were now, at long last, getting within sight of the end of the voyage and were beginning to congratulate ourselves on this fact when we were again faced with disappointment. Within three days' sailing of 'Frisco we struck head winds and spent the next eight weeks running towards and away from that port. During this time we spoke the "Hong Kong Maru." She put a boat off with a doctor in it, but he was unable to render much assistance as no one would come aboard for reasons of quarantine.

A few days later we sighted the American schooner "Mindoro." Her Captain turned out to be a good fellow. We signalled him asking for help. He hove-to, and this time we dropped a boat and rowed across to the schooner. About half an hour later the boat returned laden to its gun'ales with potatoes, onions and other stores. Nor would the Captain of the "Mindoro" take any payment. This food, kept for the sole use of the men who were most in need of it, had amazing results. The change in their conditions was marked. There can be no doubt that many of the crew had to thank the Captain of the "Mindoro" for saving their lives. Certainly Mr. Bilsborough would never have lived to reach port had it not been for the vegetables. I soaked onions in vinegar and gave him well over a pound a day to eat.

On November 4th we reached the Golden Gate and here encountered the Gunboat "Princetown," which had been sent out by the United States Government to search for us. However, we made 'Frisco under our own sail.

At the same time as the Port Doctor arrived a water boat also came alongside to fill our tanks. Believe it or not, we all sat round buckets drinking fresh water!

So ended the 214 days' voyage from Antwerp to San Francisco of the 'Leyland Brothers." In fairness to her Captain, officers and crew—and there may be some old shipmates who will read this—it should be noted here that very shortly after this terrible voyage she all but made a record passage to Australia, missing doing so by a mere two or three days, despite being becalmed on the Line for well over a fortnight.

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POST-WAR PLANS FOR THE SEA CADETS

At an Executive Committee meeting of the Navy League (N.S.W. Branch) recently, a programme of expansion and improvement was approved. The Navy League Sea Cadet Corps, which was founded in Sydney in 1920 is to be split up, in order to serve its aims better.

The Sea Cadet Corps will cater for lads of 10 to 18, Juniors and Seniors, who are interested in the sea either as a career, or as a hobby. The Corps teaches disciplinary subjects, such as squad drill and rifle drill, as well as the nautical subjects such as boatwork, signalling, simple pilotage, and so on. Its aim is to turn out a youth who has learnt to respect discipline, and who has learnt enough about the sea to be a valuable recruit for either the R.A.N. or the Merchant Navy. There is no compulsion to join either, however, and many lads who have no intention of going to sea join, and enjoy the training. As facilities become available it is hoped to be able to increase the amount of practical seamanship taught to organize training camps for periods of a week or more, and to arrange for more frequent ship visits.

The younger lads will find that the "Junior Cadets" of 10 to 14, will be taught elementary drill and seamanship, thus preparing them for the day when they are old enough to transfer to the Senior Sea Cadet Corps. It is intended that, although separate from the Seniors, the Juniors should be trained in a similar way. All going well, it is proposed that the future headquarters' depot of the Sea Cadet Corps will be established at Lavender Bay, Sydney, in the building formerly occupied by the "Nelson" cadets. The advantages of such a headquarters are so well known, that they need no recapitulation here.

The details of this re-organisation were prepared by a young naval officer, who has had some years' experience with the Sea Cadet Corps in England, where the Corps is under the control of the Admiralty.

Any demobilised naval officers, or other gentlemen with suitable experience, who are prepared to assist with this valuable and interesting work are invited to communicate with the Secretary of the Navy League (N.S.W. Branch), Royal Exchange Building, Bridge Street, Sydney, 'phone BU 5808. Lads wishing to know the address of their nearest unit and persons desiring to make a donation to the funds should also communicate with the Secretary at the address above.

AMERICA AT SEA

The future of the United States at sea, both on the naval and mercantile sides, is still more than a little uncertain for although a large part of the community is just as keen as ever, and many people might be described as over-keen by the magnitude of their ideas, there is the inevitable post-war reaction, largely through fear of continued taxation, and every day the bitterness of party politics grows and many of the most patriotic schemes are being condemned by a large section of the community because they were first put forward by the opposite party. As is inevitably the case with a democracy, the subjects which may be of the utmost importance to the country as a whole, but which do not appeal to the landsman who "does not know the sharp end of a ship from the blunt" have to be dropped first because their cost is bound to arouse bitter opposition in Congress. A legendary figure in the United States is the "Man from Missouri" who strongly objects to paying for a strong American Navy because he has never seen an enemy battleship on his farm and does not believe that one could bombard it.

One of the first sections of the effort to be hard hit by that feeling is the training of merchant seamen, which during the war was undertaken by the U.S. authorities on a scale never before attempted in any country and which, by generous expenditure, was wonderfully thorough and efficient. Britain made big efforts, and the National Sea Schools gave the patriotic youngster who was not afraid of work a fine opportunity, but there was nothing approaching the scope and thoroughness of the Americans. They have every reason to be intensely proud of their effort, and the results that it attained whenever the material was anything like promising and keen, but now it is under the shadow of the axe. In the allocations for the year 1946 there is a reduction of no less than five million pounds sterling, which will put an end to any training efforts on a really big scale although the sum is, of course, still very much more than it was before 1939.

This very sudden drop in the funds at their disposal must be bitterly disappointing to Captain Edward Macauley, the Deputy War Administrator in charge of the training programme, and his big staff of patriotic enthusiasts who have done magnificent work. He now has to cut his coat in accordance with the available cloth and there is no doubt that the sleeves will be very short. He has already pointed out to the public that a large number of new men will still be needed, in addition to those already available, for a long time to come. The particular points which he made are the job of repatriating the American armed forces overseas, which has latterly had to be undertaken very largely by the U.S. Navy, the transport of supplies to the armies of occupation in Europe and Asia and the victualling of the liberated countries by U.N.R.R.A. For political reasons, which is very easy to understand he, and many others, abstained from mentioning the training needs of the gigantic merchant fleet which shall, in the plans already published, carry at least 50 per cent. of the country's imports and exports. If that target is to be attained a very large number of new entrants will have to be trained, not only in the immediate future but for a good many years to come, one might almost say indefinitely. And that will cost a lot of money.

The point which is fully appreciated by Captain Macauley and everybody else connected with the sea in any of its branches, is that the sea life of an American sailor is even shorter than that of a Briton, and that is short enough. In a national emergency there is no lack of gallant volunteers, willing to face the risk and of an intelligent type very easily trained into first-class seamen. But in peace-time that is quite another matter. Very few except New Englanders—and they not in big ships—want to make the sea a life career as it is still regarded by many in Europe and Asia. It is very good fun to see the world for a voyage or two, even a year or two, but in at least 99 cases out of a 100 the sailor then wants a change and he will take to driving a tram for a year or two before wandering into some other occupation. Even in the very best paid jobs the national love for change and novelty prevents more than a few years' service.

A great deal of the future will, probably, depend on whether the country decides on uni-

(Continued on page 5)

AMERICA AT SEA (Contd.)

versal compulsory national service in peacetime. If so, it is highly probable that service in the Merchant Marine will count as an eligible form and on account of the pay, conditions and comparatively mild discipline it will certainly be chosen by quite a large number of youngsters. They will not, of course, make a great deal of difference to the certificated ranks, but they will at least prevent American forecastles being filled with foreigners who, as was proved in 1919 and the early 'twenties, are seldom of the most desirable type and who include a dangerous proportion of former enemies.

The old state training ship schemes will undoubtedly come into their own again, for they have been practically submerged by the Federal measures since Pearl Harbour. The idea is well over a century old, although the practice is not, and the results that it attained have been beyond all praise. The first movement was made in 1834 when 500 citizens of Massachusetts, long renowned for its seamen, sent a petition to Congress advocating a national training scheme for the Merchant Service. It was not until forty years later, in 1874 that Congress authorised such schools, and New York was the first state to put the permission into effect. Admiral Stephen B. Luce was mainly responsible for securing the law; his standard book on seamanship is the Lecky of the United States and the country owes him a lot.

Under the law the Navy was authorised to lend sailing ships to the various state organisations, half-pay naval officers being lent with them and a certain number of petty officers. The first ship so transferred was the 22-gun sloop St. Mary's, built in 1844 and acknowledged to be one of the smartest ships of her type in the world. She was lent to New York and did wonders; to begin with the instructional staff was entirely naval but after 1902 it included a number of merchant officers. In due course she wore out and was replaced by the well-remembered auxiliary Newport. The Californian scheme was practically contemporary but only lasted for a short time; Pennsylvania and Massachusetts started more permanent schemes and California returned to the idea in 1931. Latterly there have been no old men-of-war available and former U.S. Shipping Board steamers have been converted regardless of expense, carrying every possible fitting with which a modern sailor ought to be acquainted.

As it is inevitable that the U.S. Congress will be called upon for a good deal more legislation before the country's shipping difficulties are ironed out, it is interesting to remember the legislation which has been passed within the last few years to attain the present position. From the fifties of last century, when high running costs were beginning to handicap the wooden clippers with which the Stars and Stripes had led the whole world, there have been a series of laws to encourage American shipping by subsidies, sometimes openly and sometimes thinly disguised as payment for mail services at very exorbitant rates. Unfortunately for the American ship-owners, these measures were repeatedly followed by changes of government and viewpoint which led to a sudden cancellation of all arrangements and left the unfortunate shipowners in the air. Naturally enough, that made them chary and indisposed to lay out their money on a move until they had some sort of an insurance premium to protect themselves and that, in turn, led to protests by the taxpayers. That was what caused trouble over the clauses of the 1928 Act which provided for mail contracts.

Rather more than ten years ago the President, who was a genuine and knowledgeable advocate of America at Sea, encouraged a really exhaustive investigation into what was then a very unsatisfactory position. The consequence of that was the Merchant Marine Act of 1936 which established the U.S. Maritime Commission on the somewhat discredited remnants of the U.S. Shipping Board of the last war. That organisation attracted some really first-class men to its banner; conspicuous among whom were Admiral Emory S. Land and Admiral Vickery. The Commission, manned very largely by practical individuals who knew a great deal about national needs and nearly as much about merchant shipping, operated what has often and quite reasonably been described as the Magna Carta of American Shipping. It stated quite bluntly that it should be the declared policy of the United States to foster the development and encourage the maintenance of a merchant marine sufficient to cover its domestic shipping and a substantial portion of its exports and imports, providing service on all routes essential for maintaining the flow of such commerce, the ships being capable of serving as naval and military auxiliaries in war-time, owned and operated under the National Flag by American citizens as far as might be practicable and composed of the best equipped, safest and most suitable types of vessels constructed in the United States and manned by a trained and efficient American per-

AMERICA AT SEA (Contd.)

sonnel. Nobody can quarrel with that patriotic statement of aims although, unfortunately, ill-feeling was occasionally caused by tactless speeches with an eye to the American political situation which all foreigners find so difficult to understand. Most of the trouble, in fact, has already come from American sources. Firstly there are those who regard Uncle Sam as being a milch cow who will patiently yield any sum of money, and secondly the American business men who want cheap transport above everything and who like paying excessive taxes for subsidies nearly as little as they like high freights.

In consequence of previous experience of vacillating American policy, only twelve shipping companies came forward and signed agreements with the Washington Government to maintain regular and frequent sailings and to acquire the necessary tonnage. The Maritime Commission was willing to do everything possible to help, but business men could not rid themselves of the bogey of a change of political ideas. In that British shipowners have recently found reason to feel a good deal of sympathy. In spite of the small number of firms to accept the arrangements, the results were a great advantage to America's war effort. Ships of the right type, conspicuously fast, were designed and tried. Shipyards got good private and government business, and secured a nucleus of first-class, skilled and intelligent labour and were able to expand to an astonishing degree when the war, even before Pearl Harbour, was obviously threatening the country's liberty.

Naturally this could not be done without colossal expense both in equalising the cost of building ships in the United States, Europe and Japan and in compensating owners for the higher American running costs, many of which were quite unnecessary and due to the comforting feeling that the Treasury was in the background ready to be victimised. The Treasury was protectted to a certain extent by a clause which provided that if the operator contrived to work at a certain profit the subsidy payments should be returned and during war years, when everything came from the government and was therefore capable of being checked, this was done. Many good Americans are wondering whether it will be possible to do the same in peace-time.

Naturally enough the plans of the operating companies were completely upset by the war and the huge claims that the fighting services made on the material on which they had based so many hopes. As in other countries they naturally claim that a good deal of the requisitioning was unnecessary, premature and unfair to private interests. All the way through the war, in fact, the government has of necessity had a very big hand and other interests beside shipping and shipbuilding are pressing forward their claims and interests. That is only to be expected but it undoubtedly means trouble in store and the ignorance of the great mass of voters on anything to do with the sea and ships is likely to increase this. The political influence of such a mass of voters is always liable to cause ill-feeling abroad and this is liable to return to the heads of the members of the shipping business who have had little or nothing to do with the matter.

A particularly interesting suggestion has been made by the U.S. Maritime Commission to adopt a very novel design for the fast cargo ships which are to be built in the future, in place of the various "C" types whose design, remarkably satisfactory in its day, is now considered to be getting out of date. Like all practical shipowners the Commission is fully aware that it is bad economy to spend a lot of money saving time at sea and then to waste it in port. The new design is for a fast ship 495 feet long, with a certain amount of passenger accommodation amidships and cargo in six holds. Of these the forward and after ones would be worked by the ordinary methods of derricks and winches, although they aim at considerable improvements in matters of detail.

The other holds are to be served by an entirely novel type of overhead gear on the Monorail system, with falls to reach all corners of the holds, capable of handling heavier slings at a considerably higher speed and with the minimum of man-handling. The first of these ships has not yet been built, nor have the new improvements been fitted into any existing ships, except on a very small scale in the Sea Hawk, for practical test. But those responsible are convinced that the idea will overcome the bottlenecks, both in the holds and on the wharves, which do so much to slow up the handling of cargo. Like the "C" classes these ships are intended to be operated by, and sold to, private owners.

It is intended that this type of handling gear should be used largely in conjunction with con-

(Continued on page 8)

MERCHANT NAVY

(The following is by courtesy of the British Chamber of Shipping.)

The British Merchant Navy is in the first stages, so to speak, of demobilization. The shipping pool formed when the United Maritime Authority was in augurated, has come to an end, and simultaneously British ships which were on requisition to the Government have been returned to their private owners. This, however, does not mean complete freedom for British shipping; for the Government still retains full control over some ships for the needs of relief work and for the requirements of the Services, and the others are subject to a system of licensed voyages, as the Government must obviously have priority of shipping space for essential material needs. This transitional stage is expected to last for anything from six to eight months, after which it is expected that ships will be released entirely from control and revert to their normal function as merchant ships.

The British Mercantile Marine is styled the British "Merchant Navy." It is a proud and honourable title, but it is important that wrong implications should not be drawn from it. The term "Navy" suggests central control and organization, whereas, in fact, the British Mercantile Marine is an industry, the product of private enterprise and owned by a large number of undertakings, some large, some small.

It may be interesting, therefore, to consider the organization of the shipping industry. There are three principal bodies which represent shipowners. The Chamber of Shipping of the United Kingdom is a national body dealing with commercial and economic questions, and represents all sections of shipping, from deep-sea liners and tramps down to small coasting vessels. The Liverpool Steam Ship Owners' Association represents primarily deep-sea liners, both passenger and cargo, and has also a coastal section. The Shipping Federation is a national body representing all types of tonnage, and is concerned with matters relating to personnel. Together with the Employers' Association of the Port of Liverpool it appoints the Owners' side of the National Maritime Board, one of the most successful industrial councils in the country, which has settled all problems relating to pay and conditions in the Mercantile Marine for close upon thirty years without a strike or recourse even to arbitration.

The ships which are now slowly reverting to their pre-war trades are the war-scarred survivors of a fine pre-war merchant fleet. In the war no fewer than 571 out of some 750 deep-sea tramps—that is nearly 75%—were sunk. Of 1,100 liners about half were lost, and many of those which still remain will need complete reconversion before they are fit for their normal work. In addition, tanker owners lost about 50% of their vessels—it will be appreciated that the tanker was a much sought after target by the submarine — and among the coasters and smaller ships destruction, including losses on the Normandy beaches and at Dunkirk, was considerable.

To sum up, the United Kingdom entered the war with a Merchant fleet of some 17 million gross tons. In the course of the war more than half this tonnage was lost, as the result of enemy action. Part of this loss has been made good by new buildings and acquisitions; but excluding three and a half million tons of Dominion and foreign-owned vessels operating under charter, the United Kingdom merchant fleet at 30th June, 1945, amounted to less than three-quarters of the pre-war fleet.

How the British Mercantile Marine is to be reconstructed, and how it is to overcome the many problems with which it is confronted, will be dealt with in subsequent notes.

AMERICA AT SEA (Contd.)

tainers and when the idea was presented to the American Society of Naval Architects and Marine Engineers there was a good deal of discussion, and a certain amount of criticism, on that side. Various American interests have been experimenting with the containers system for something like a quarter of a century and although, as in this country, they have found it most convenient for the coastal and Great Lakes services, it has met with a good many objections for deep sea work. Recently, however, the New York and Puerto Rico Line has been experimenting with a new type of container which offers the traditional advantages against cargo damage in handling and against pilferage, but which can easily be knocked down and stowed flat if it is unsuitable for the cargo on the return voyage. The admitted difficulty which they have encountered has been to choose a size large enough to be really economical in handling and small enough to be handled easily.

MINESWEEPERS COMPLETE THEIR TASK

The 20th Minesweeper Flotilla, R.A.N., in Sydney after clearing Bass Strait of mines, and the crews are enjoying well-earned shore leave. In this picture the flagship of the flotilla, H.M.A.S. Swan, is on the right in the front row.

OUR PHANTOM SQUADRONS

BY COMMANDER KENNEDS, R.N., IN "THE NAVY"

In the whole of the literature of the 1914-18 war references to the dummy ships, which formed the "phantom squadrons," are few and far between. Yet they existed in the first World War as they did in the recent struggle. Perhaps the reason for the dearth of information about these vessels lies in the nature of their tasks—their very existence must be held as "top secret" if they are to play their part in hoaxing the enemy.

Probably one of the oldest forms of ruse de guerre is that of trying to make the enemy believe that important ships are somewhere where they are not! Admiral von Scheer did it just before Jutland when he caused a wireless signal to be sent which gave the impression that the high Seas Fleet was still anchored in the Jade, when in fact it was at sea. Wireless hoaxes were used in the Second World War, but the ubiquity of aircraft and the perfection of photographic reconnaissance have obviously detracted from their usefulness. Hence the increased importance of the dummy ship, which can trick both visual and photographic reconnaissance.

Yet dummy ships were used in the 1914 war. Right at the beginning the merchant ships Michigan and City of Oxford were fitted out at Belfast with dummy turrets and altered to represent battleships and battle-cruisers. The trouble was that they were too slow, and they never worked with the Grand Fleet, but they later crossed the Atlantic and, by appearing off New York, persuaded a number of German ships not to sail from that port. They also played a part in securing the internment in the U.S.A. of the German armed merchant cruiser Kronprinz Wilhelm. Later they put in an appearance at the Dardanelles, where they deceived the Turks until the laughable tragi-comedy of the dummy battle-cruiser Tiger. This ship was sunk, and as she sank the dummy turrets and guns floated away!

In 1939 Mr. Winston Churchill, then First Lord of the Admiralty, gave orders for certain dummy ships to be prepared without delay. The first of these — they were known as "Fleet Tenders" for purposes of secrecy—consisted of three ships of the Shaw, Saville and Albion Line. The S.S. Pakeha and the S.S. Waimana became the battleships Revenge and Resolution respectively, and the S.S. Mamari became the aircraft carrier Hermes. These ships, the holds of which were filled with thousands of empty barrels to give them extra buoyancy in the event of their being mined or torpedoed or hit by bombs, did much good work in keeping the enemy guessing about the strategic disposition of our fleet. It is now known, too, that their appearance on several occasions started rumours which reached the enemy and confused the German High Command.

Often these ships were moved into the Firth of Forth or Scapa Flow just after the real fleet had sailed, so that the next enemy air reconnaissance would mislead the enemy into thinking that our main fleet was still in harbour. They also did good work in drawing air attack off the base ship and installations at Scapa when the main fleet was away, and in diluting the concentration of the German air attack on our real ships when the fleet was present.

After the German occupation of the Low Countries, when the British east coast ports were uncomfortably close to German air bases, it was deemed advisable to move the submarine flotilla which had up to that time been operating from Harwich. At the same time it was desired to make the enemy think that we still had a comparatively strong force of submarines at that port. Resort was therefore had to dummy submarines. That was the first — and only—time that the smaller ships have had dummies.

By 1941 the dummy battleships of the Royal Sovereign class had served their purpose, and they were returned to the Ministry of war Transport to be converted to merchant ships. The dummy aircraft carrier Hermes had been lost through being stranded off the Wash.

There remained only one dummy ship in the British Navy, and that was the most famous of them all. This was the old battleship Centurion. No ship had ever had so long and varied a useful life as H.M.S. Centurion. She was disarmed under the terms of the Washington Naval Treaty of 1922, and then for many

OUR PHANTOM SQUADRONS (Contd.)

years she served as wireless controlled target ship for the fleet. At the beginning of the war she was turned into a maintenance and repair ship for local defence vessels at Devonport. Then she became a dummy of the new battleship H.M.S. Anson. Finally she was one of the block-ships for the "Gooseberry" harbours off the Normandy coast during the invasion.

H.M.S. Centurion was converted into a dummy H.M.S. Anson in Devonport dockyard in April 1941. She was fitted with a dummy after funnel, mainmast, main armament of ten 14-inch guns, and the rest of it. The work was completed in a fortnight despite the fact that Devonport was under heavy air attack at the time.

There is a good story of an incident which occurred during her conversion. It had been a particularly noisy night and the dockyard had been badly hit several times. At daylight the quartermaster called the duty officer with the words: "Would you come on the forecastle, please, sir. There's something there that oughtn't to be there." The duty officer followed the quartermaster on to the forecastle, and there he found a railway truck, complete with wheels. Bomb blast had lifted it bodily from its rails on the jetty and deposited it on the battle-ship's deck.

Having been converted to look exactly like H.M.S. Anson, the Centurion, manned by 16 officers and 265 men, set out on a 20,000-mile voyage round the Cape of Good Hope to Bombay. For a considerable time at that period of the war it was of the first importance to create the impression that our Eastern Fleet was larger and more effective than was actually the case.

In June, 1942, the dummy H.M.S. Anson was back in the Mediterranean, where she had served in the old days when the Centurion really was a battleship. This time the Centurion formed part of the covering force sailing to the north-ward of a convoy which was being passed to Malta from Gibraltar. It was during this operation that she performed her most spec-tacular work as a dummy. She was duly spotted by enemy aircraft and shadowed. All on board knew that striking forces of aircraft must be on their way to the attack, and that the job of the Centurion, having misled the enemy into thinking that H.M.S. Anson was present, was to maintain the fiction and draw as much of the attack as possible away from the convoy.

The Germans and Italians had obviously fallen into the trap, for, considering "H.M.S. Anson" a rich prize, they concentrated their attacks on the dummy battleship. Several sticks of bombs straddled the old ship in a series of attacks which lasted for several hours. The ship was hit once as well as being damaged by splinters and blast from near misses, but the damage was not serious. The greatest danger was that her wooden armament and other disguise might catch fire, but fortunately this did not happen. The old Centurion, with only a few real anti-aircraft weapons, succeeded in shooting down one German dive bomber and in damaging at least four other enemy aircraft on that day. The enemy afterwards claimed to have badly damaged a battleship of the King George V class!

After this exploit the Centurion, still dis-guised as H.M.S. Anson, went back to the Indian Ocean. Once, when she was with a convoy during the height of the monsoon, a great sea carried away her foremost turret, and astonished look-outs in the convoy reported a 14-inch gun floating down between the lines of ships!

Then, her task in the East finished, the dummy H.M.S. Anson came home, manned by a scratch crew of officers and men due for repatriation. They came from all manner of craft except battleships, and the real armament of the dummy Anson consisted on that voyage of half a dozen rifles. She was a "ragtime ship" with a "ragtime crew," and when she was passing through the Suez the Senior Naval Officer sig-nalled to her "You leave the pyramids on your left."

Within a few hours of H-hour on D-day for the invasion of Normandy the first of the block-ships for the artificial "Gooseberry" shelter harbours arrived off the French coast and were duly sunk in their appointed places. H.M.S. Centurion was among them. It is no secret today that the "Gooseberry" shelter harbours, by saving the ferry craft during the great gale, contributed in an incalculable degree to the build-up of our invasion armies.

Another blockship of the "Gooseberry" har-bours later played, quite unconsciously, the part of a dummy ship. The Germans kept on tor-pedoing her with their "one-man torpedoes," and they claimed to have damaged and silenced the battleship Nelson. It was not long before the enterprising commanders of the light bom-bardment forces began to trade on the gullibility of the enemy and his obvious preoccupation with this ship—which was none other than the old French battleship Courbet. When they wished to bombard on the dangerous eastern flank they laid smoke and then carried out their bombardments from behind the old French battleship—which most obligingly drew the enemy's counter-fire.

SEA CADET NOTES

NAVY LEAGUE SEA CADET CORPS
(Voluntary) N.S.W.

"VICTORY" DEPOT, North Sydney (J. A. Williams, C.O.).

"WARREGO" DEPOT, Woolwich (R. Crosskill, O.C.).

"PERTH" (late "Vendetta"), Manly (P. H. Tobitt, C.O.).

"AUSTRALIA" DEPOT, Henley (W. L. Hammer, C.O.).

"SIRIUS" DEPOT, Connell's Point (G. W. Round, C.O.).

"CANBERRA" DEPOT, Orange (J. P. Finegan, C.O.).

"ENDEAVOUR" DEPOT, Domain (J. Joynes, C.O.).

Boys between the ages of 10 and 17 years wishing to join, should make application to Commanding Officers any Saturday afternoon.

• • •

The Officers and Cadets of N.L.T.D. "Victory" welcome Chief Officer Victor Lloyd back to the unit. Mr. Lloyd is one of the "live" wires of the Cadet Corps, and it is confidently expected that his ability and enthusiasm will receive the wholehearted co-operation of the whole unit. Mr. Lloyd was always an inspiring example of what devotion to duty can accomplish. "Victory" now looks forward to added strength and efficiency, and all hands realise that as senior unit of the N.L. Sea Cadet Corps, nothing but the best will do. "Victory" is called upon to live up to the spirit of Nelson's famous signal, and commanding officer J. A. Williams believes that every cadet in the unit is capable of doing so.

"Victory" is always ready to co-operate with other units in the knowledge that such co-operation is essential to the success of the Corps as a whole.

• • •

This month Cadet Heath, of N.L.T.D. "Warrego," has received the praise of his officers. That is what we like to read. Cadet Heath must have been putting in good work and taking a real interest in the job. It is the Cadet Heaths of the Corps we want to meet, for they are its future P.O.'s and Officers.

"Warrego," like its sister units, "Victory," "Australia" and "Sirius," is always willing to bear a hand at any time for the benefit of the Corps in N.S.W.

• • •

The Cadet Corps re-organisation scheme for post-war purposes is being put into operation throughout the British Empire—the great objective being "uniformity of training."

It is possible that some units have been caught aback by the change, but no damage will be done if they are alert. Officers will, of course, conform to the changes being brought about so that when the Corps is ready for inspection, "uniformity" will be the order of the day. If any officers should not be quite clear as to what is expected of them, they are invited to communicate with Mr. Hammer, at Headquarters.

• • •

Equipment is still slow in making its appearance, but all the signs are more hopeful. This is particularly so regarding whalers and in the near future it is expected that each unit will have a suitable boat.

• • •

It is whispered that "Warrego" whaler would be a credit on board any ship afloat. It is also

said that its senior crew will be hard to beat in future races between units.

* * *

"Endeavour" unit is now stretching its limbs. Soon it will be looking for worthy competitors to tackle.

* * *

It is with regret we report that Lieutenant Shilcock has left Sydney for service in the R.N. elsewhere. Lieut. Shilcock was a splendid help to the Sea Cadet Corps during his brief stay in N.S.W. His knowledge of Sea Cadet requirements and his outstanding ability made his presence invaluable when recent changes were taking place in our Sea Cadet Corps. Lieut. Shilcock's advice, his practical example and his mastery of detail will leave their mark on the future course of the Corps in N.S.W.

* * *

Self-government is not a schoolchild's prize for good conduct—it is a human passion that demands unconditional satisfaction.

—George Bernard Shaw.

* * *

From "Sirius" N.L.T.D. comes the very pertinent suggestion that the Sea Cadet Corps should be brought more into the public eye by a campaign of press or radio publicity. We agree. At the same time, we would point out that pre-war experience showed unmistakably that Sea Cadet units were best served in the local press and not in metropolitan papers. However, now that peace is with us, steps are being taken to introduce the N.L. Sea Cadet Corps to a Youth Session on the air.

* * *

SYDNEY SEA CADETS VISIT ORANGE

A party of officers and ratings from Sydney, including the band of N.L.T.D. "Australia," spent the Easter holiday at Orange, as guests of N.L.T.D. "Canberra."

The party combined with the officers and ratings of "Canberra" for a parade through the town on Easter Monday. The Sea Cadet contingent was awarded the prize for the smartest senior unit on the parade. The Band, augmented by three drummers from "Canberra" were particularly smart, and Commander Finnegan kindly gave the prize (a cheque) to the band funds.

The Sydney officers and ratings, together with some Orange personnel, went to Church on Sunday evening, and were entertained to supper and a sing-song afterwards by members of the choir and congregation.

VICTORIAN BRANCH

The attention of members present at the recent Annual Meeting was drawn to the fact that the League had been in existence for thirty years, the first public meeting being held at Scott's Hotel on the 24th June, 1915. At the first General Meeting of the League, held on the 9th October, 1915, Sir John Madden, Chief Justice of Victoria, was elected as President.

* * *

At the instigation of Sir Ernest Fisk, the Managing Director of the Gramophone Company Ltd. in England, a set of recordings of speeches made during the war by His Majesty King George VI and the then Prime Minister, The Right Honorable Winston Churchill, has been received by the League. The recordings are being kept for future reference and are being made available, on loan, to the various companies of Cadets.

* * *

A communication has been received from the Headquarters of the Navy League in London, proposing a conference and inviting views as to the possibility of holding a conference. The suggested time for the first conference is the early summer of 1947, when the League in London have offered to entertain all overseas delegates during the period of the conference in London.

PLEASE NOTE

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, the "Navy League Journal," Royal Exchange Building, Bridge Street, Sydney

The Navy League does not necessarily endorse the opinions of contributors to the Journal.

Telephone - - - - B 7808

H.M.A.S. "PERTH"

We've lost well nigh four hundred men,
From the fairest land on earth:
They fought it out to the bitter end,
And went down with the "Perth."
'Twas indeed a glorious action,
Against overwhelming odds,
And showed how Aussies stick it,
When unfavoured by the Gods.
When the first guns thundered action,
They were ready, undismayed,
And as the battle raged about
Their courage was displayed.
For steadfast to their duty,
With "Nelson" as their guide,
And comrades falling all around,
'Twas thus they fought and died.
With all her shells expended,
She sunk beneath the sea,
But though her story's ended,
Her name spells "LIBERTY."
So think of them with honour
As they rest beneath the wave:
They fought for King and Country,
And sleep in a sailor's grave.

—VIC DUNCAN,
Sea Cadet Corps, Melbourne.

BRAVERY REWARDED

The National Shipwreck Relief Society of N.S.W. (now the Royal Shipwreck Relief and Humane Society of N.S.W.) awarded its first gold medals for acts of great bravery sixty-three years ago—on the 2nd of February, 1883. The occasion was the presentation by the chairman of the Society, Captain Francis Hixson, of gold medals to each of four foreign seamen who, by the exercise of conspicuous courage, devotion, and good seamanship, succeeded in saving eleven lives when in a small boat they rowed through heavy and dangerous seas to the wrecked steamer New England at the Clarence River bar.

The sailors, who were that day honoured at the Royal Exchange Hall by a distinguished gathering of representative citizens, were engaged in trading on the N.S.W. Coast, and named respectively Antonia Costa, Vito Loscocco, Peter Jules and J. Lemaire. In addition to the gold medals, Captain Hixson, on behalf of the Society, presented fifty sovereigns to Jules as the first instalment of money being collected for them in appreciation of their heroic deed. The Marine Board, of which Captain Hixson then was president, decided on an additional award to Lemaire, who received a gold watch.

Since that distant date the Society has functioned continuously assisting bona fide seafarers in distress, and awarding its medals — gold, silver or bronze, together with its certificates of merit to men, women and children performing gallant deeds on land and sea.

It is interesting to note that the present chairman of the Society is Commander F. W. Hixson, O.B.E., son of the late Captain Francis Hixson, previously mentioned.

The Navy League

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N.S.W. Branch

Telephone BU 5808

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HIS MAJESTY THE KING

Patron of the NAVY LEAGUE

NE, 1946 6d MONTHL

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YOUTH EXPECTS

ONE of the best friends and staunchest supporters the Sea Cadet Corps in England has ever had is the First Lord of the Admiralty, the Rt. Hon. A. V. Alexander.

Mr. Alexander's keen interest in the work of the boys has for years been an inspiration and a source of encouragement to the Navy League and similar Associations, and his influence at the Admiralty has done much to gain its support of the Sea Cadet Corps.

Here in Australia a not less lively interest by the Minister for the Navy and the Navy Board in the future success of the Sea Cadet Corps could do much to promote its growth and help to establish it more firmly on a properly planned foundation. There is no doubt that a Corps, legally constituted, would become widely popular with many thousands of the youth of the country between the ages of 14 and 18 years. The fact that there are numerous inquiries from parents and boys, clearly indicates a desire to join a Movement such as the Navy League Sea Cadet Corps, and particularly so because it is a voluntary organisation linked with discipline, ships and the sea.

The Navy League Sea Cadet Corps is the senior body of its kind in Australia and is kin to the Sea Cadet Corps in England, Canada, South Africa and New Zealand, and has identical aims and objects. It is hoped that it will commend itself to the Minister of the Navy and to the Navy Board as its counterparts have done to the First Lord of the Admiralty, the Admiralty and to the Governments of the great Dominions overseas.

THE NAVY'S FUTURE

By "TAFFRAIL" in "THE NAVY"

On the 7th March, for the sixth year in succession, Mr. A. V. Alexander introduced the Navy Estimates in the House of Commons. His telling and forthright statement need hardly be summarised here. As the subsequent debate indicated, it should be endorsed by everyone who has the welfare and security of Britain and the Empire at heart.

Above all, the First Lord emphasised that, despite the atomic bomb, and the opinions of some people that the advent of atomic energy has destroyed the need for Navies, the freedom and standard of life of the scattered peoples of the British Commonwealth still depend upon the inviolability of the sea communications. This in turn depends wholly upon Sea Power, and upon Air Power over the sea. Twice within living memory we had narrowly averted defeat at the hands of an enemy who strove to destroy the communications upon which our existence is based. Twice we were unprepared, and the Royal Navy had provided the shield under which our peace-time deficiencies were made good and our war effort developed.

Never again, said the First Lord, must we run the risk of unpreparedness. A weak Britain was no help to world peace. We were resolved to play our full part as a member of the United Nations' Organisation. Until such time as U.N.O. had really come to be "so well established and trusted that the Forces required in its support may be steadily reduced," Parliament and the Nation still "owes the Royal Navy the duty of vigilance—vigilance now and in the years to come so that we may never again be unprepared." It is good to hear that unilateral disarmament in the interests of economy has gone for ever.

Examined in detail, the First Lord's comprehensive statement encourages reflection upon the future function of the Royal Navy and the types of its ships and weapons in relation to the lessons of the recent war. First and foremost in our minds is:—

The Atomic Bomb.

Up to date this new weapon has only been used against shore targets. May it be that a series of these devastating projectiles dropped near a fleet or on a convoy will cause the disintegration of every ship within a certain radius, and thus make it impossible for convoys to sail or warships to protect them? To that question there is no answer until we know the results of the experiments against ships soon to be carried out under the aegis of the United States Government.

Is it possible that an antidote will be found to the atomic bomb? This again cannot be answered, though it is worth noting that the First Lord mentioned that in future a greater proportion of the Navy Estimates will be spent in scientific research. As has been said, there are those who predict that the release of atomic energy has rendered surface Navies obsolete. much the same thing with the advent of steam, armoured ships, rifled cannon, torpedoes, aircraft, and such things as magnetic and acoustic mines. A counter has been found for every one of these new developments or weapons, and the types of ships have changed as each new menace to their existence has appeared. It is possible that this may also be the case with the atomic bomb.

Battleships.

Four battleships of the 1938 and 1939 programmes were cancelled early in the war. We have now only one battleship being completed, H.M.S. "Vanguard," of 42,500 tons standard displacement, armed with eight 15-inch guns, and costing about £9,000,000. This new ship carries the same number and calibre of guns, though of longer range and hitting power, as the five battleships of the "Queen Elizabeth" class, of 31,000 tons, completed in 1915-16. The additional displacement of the "Vanguard" is brought about in the main by increased speed and fuel capacity, greater protection against all forms of attack. There were others, in their day, who predicted and much heavier anti-aircraft armament.

Further decisions upon capital ships and their design depend upon many factors, including, of course, the results of the atomic bomb tests, and the development of new weapons. Battleships of the past were primarily designed to lie in the line of battle against the corresponding units of the enemy, to inflict punishment and to take it. The war has shown that the days of stereotyped fleet actions are ended. Carrier-borne air-

(Continued on page 5)

The above picture was censored during the war. The vessels are the "Muliama," with the "Rabinda" lying astern. The "ANCHUNG" is lying on its side partly wrecked and submerged as a result of shelling by a Japanese cruiser.

The bottom picture shows a Japanese landing barge. The photographs were taken at Milne Bay, New Guinea.

THE NAVY'S FUTURE

craft, with the carriers backed up by battleships, were mainly responsible for the defeat and destruction of the Japanese fleet in the Pacific.

Nevertheless, as the war proved, there are many uses for battleships of the present type. What of the chase and sinking of the "Bismarck" and "Scharnhorst," and of the battle off Calabria in 1940, when a 15-inch shell from Sir Andrew Cunningham's flagship, the old "Warspite," crippled an Italian battleship at more than 26,000 yards? What of the devastating effect of long-range gunfire from battleships at Salerno, in Normandy, and on various occasions in the Pacific?

Years ago, after the last war, Sir Percy Scott was demanding—"What is the use of battleships?" What that distinguished officer really meant was that the battleships of that day were obsolete. When pressed for an answer as to what should replace them he replied in so many words, "I should build something better."

That is more or less our position to-day. Our present-day battleships may be obsolete. The atomic bomb and the development of new weapons will probably bring about a radical change in type. But so long as war against another maritime power is possible, so long as the British Empire is dependent upon its sea communications carried on by surface merchant ships, we must have a Navy to protect them. "Capital ships," in one form or another, must still form the core of our modern Fleet.

That any new capital ships built in the future will cost much money goes without saying. It is uneconomic to refurbish and re-arm old ships over a certain age, just as it is unwise to run a motor-car of ancient vintage. But it has to be remembered that between 80 and 85 per cent. of the price paid for modern warships goes in wages to the men who build them or produce the materials. Because of their complexity and multitudinous fittings, combined with quality of material and workmanship, the construction of fighting ships produces much greater employment than the building of cargo vessels. Moreover, naval orders entrusted to the Royal Dockyards or private building firms bring about an almost instantaneous increase of activity in the principal industrial areas throughout the United Kingdom. It has been calculated that whenever a warship is built, about three-quarters of her cost is distributed directly or indirectly in cities, towns and even villages remote from the building area.

The Navy and the Air.

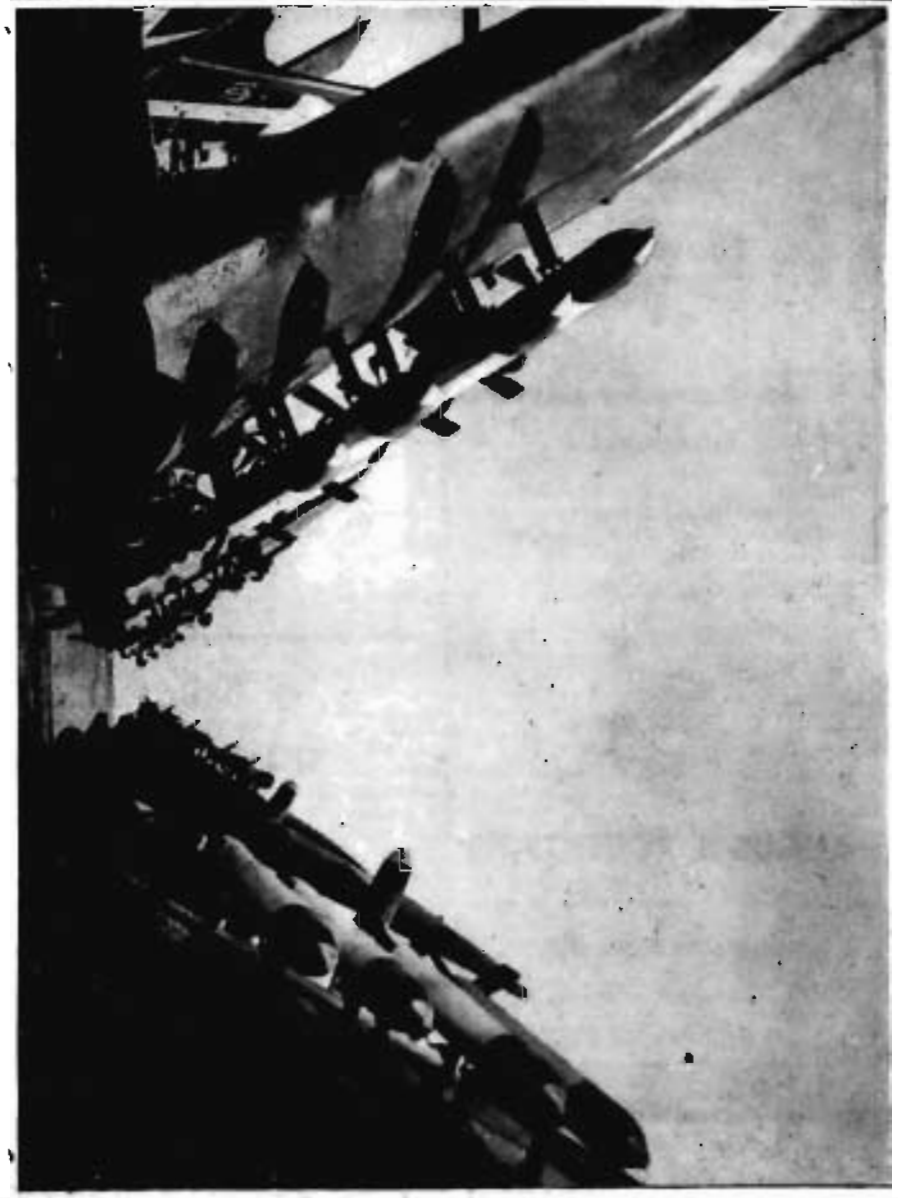
The First Lord said in his speech that "the Naval Air Arm will assuredly play an ever increasing part in the Naval Defence of the future." He mentioned what the Naval Air Arm had done in the war, and pointed out that, whereas its first line strength in September, 1939, was only 232 aircraft, it had reached 1,357 in 1945 and would have risen still higher if the war had continued. Later on, after saying that 727 vessels, from fleet carriers downwards, had been cancelled since VE-Day, Mr. Alexander said that on 1st April, 1946, the new construction remaining on hand would include new types of vessels "such as Light Fleet Carriers" needed for the post-war Fleet.

It would seem that the very large fleet carriers are no longer favoured, probably because they present a huge and vulnerable target and carry too many eggs in one basket. As the war has proved over and over again carrier-borne aircraft now provide the long range reconnaissance and striking force for any fleet or squadron, besides the air cover against attack by enemy aircraft. The battle of Midway was won by naval aircraft. But for aircraft the "Bismarck" might never have been brought to action and destroyed by surface ships. At the battle of Matapan the Italian cruisers blasted into blazing shambles by Sir Andrew Cunningham's battleships had stayed behind as cover for an enemy battleship damaged by torpedo attack by naval carrier-borne aircraft. At Taranto the Italian battle fleet was crippled by the Naval Air Arm. In considering the composition of our post-war Fleet none of these facts will be forgotten.

There is another aspect of air-sea warfare: that of convoy protection against submarines and aircraft. Our Naval Air Arm did fine work on the North Russian convoy route and in the battle of the Atlantic. An American carrier force operating near the Azores exacted a deadly toll from the U-boats. The very long-range squadrons of Coastal Command R.A.F. tipped the scale in our favour during the protracted war against the submarines? What of the future?

It would seem that each and every convoy must have its own carrier or carriers in the

(Continued on page 16)



'Planes Housed on Aircraft Carrier

A CAREER IN THE MERCHANT NAVY

The announcement that ex-members of the R.A.N. and R.A.N.V.R. may qualify for a certificate of competency without previous service in the Merchant Navy will no doubt be hailed with delight by those who, having served in H.M. ships during the war, wish to follow the sea as a profession in the peace-time Merchant Navy.

Deck officers and men with at least four years' sea service in naval sea-going vessels and who have good eyesight and a clean record, are eligible to sit for an examination for second mate (foreign-going).

The syllabus for second mate (F.G.) includes navigation, chartwork, cargo work, ship construction, rule of the road, general seamanship and signalling (Morse, semaphore and international code). It is not an easy examination, and some knowledge of mathematics and trigonometry is essential. Examinations are held every week (with the exception of four weeks at Christmas), commencing on the Friday with practical signalling, written papers on Monday, Tuesday and Wednesday, and ending on Thursday with an oral examination in seamanship and rule of the road. Results are usually available during the following week.

The Rehabilitation Department has arranged to pay the fees for the necessary tuition, cost of books, etc. (Consult your Rehabilitation Officer at the Depot.)

With a second mate (F.G.) certificate a man usually signs on as third mate, and his duties include full charge of the forenoon (8 a.m. to noon) watch and the first watch (8 p.m. to midnight) on the bridge at sea, and supervising the loading and stowing or discharging of cargo in port.

After 1½ years' sea service as a watchkeeping officer he then becomes eligible to sit for the first mate (F.O.) certificate, and will then probably sign on as second mate. Duties are similar, but more exacting, and he is regarded as the navigator.

Another 2 to 2½ years' sea service on the bridge and he is eligible for examination as master (foreign-going).

The question of obtaining a berth after gaining a certificate of competency must also be considered.

Most shipping companies "lent" a number of their officers to the R.A.N. at the outbreak of hostilities, and they will, of course, be reabsorbed before newcomers are appointed.

Australia as a maritime nation is still in its infancy, but ships are being built in British and Australian yards to relieve the shortage of shipping on the coast and to open up new trades with India, America and the Far East.

The four years' sea service in naval vessels must have been served subsequent to September, 1939. If the four years includes naval service prior to the outbreak of war, then it will not be counted as full time, and the candidate will be required to serve for a period in the Merchant Service before being eligible for examination.

The three or four years' sea service required for a coasting certificate or a harbour and river master's certificate must include at least one year in the merchant service, so that even if a candidate has four or five years' naval service and he requires a coasting certificate it will still be necessary for him to serve for at least twelve months in a merchant ship before he can apply for examination.

There are two nautical schools in Sydney offering all the usual facilities to candidates wishing to sit for B.O.T. examinations.

Captain F. J. Bayldon, M.B.E., F.R.G.S., Royal Exchange Building, Pitt and Bridge Streets; and the Richmond Nautical School, Sirius House, Macquarie Place.

• • • •

REMEMBER OUR ADVERTISERS!

We ask you to keep in mind the firms advertising their products in the Journal.

These are the people whose co-operation has made the production of your magazine possible, and you will do both the Journal and the Navy League a service by consulting them for your various requirements. And, in doing so please mention—

"THE NAVY LEAGUE JOURNAL"

FLYING WITH WEATHER

By SQUADRON LDR. ELLIOT GODSA
VE (R.A.F. rtd.), Nautical Magazine."

The experimental air mail trans-Atlantic crossings which were commenced by the pioneers of Imperial Airways in 1937, when Captain Wilcockson and his navigating First Officer, George Bowes, made the first scheduled commercial air mail voyage in R.M.A. "Caledonia," gave us much valuable information on the importance of navigating with the winds and weather, and as some officers of the Merchant Navy, the Meteorological Service, and officials of the Government of Eire will remember, also gave us much fun in the great spirit of good humour which helped us all through the anxieties and hazards of the first flights. The pre-flight plan for route was made in the Meteorological office of the Control rooms at Foynes, the marine airport in the estuary of the River Shannon in Co. Limerick, Eire. In conference were the Captain of the skyship, his navigator, the radio officer, the meteorologists and the control officers, and before them was the weather map, giving the latest information of upper winds and weather conditions over the North Atlantic. This synoptic chart had been compiled with the assistance of the wealth of valuable information collected by the marine observers who were crossing the Atlantic in their surface ships, and we who operated and controlled the air crossings give to them our thanks and appreciation of their work.

The ocean crossing was divided into four stages and a weather forecast made for each stage gave accurate information of general weather conditions and special detailed information of the icing conditions in the clouds likely to be encountered, and the all important forecast of the strength and direction of the upper winds on which the tracks to be followed were arranged. The weather charts were drawn every three hours and at the conference for the pre-flight plan we had before us the pictures giving the movements of the various depressions and the flow of the winds around them. The decision to follow the great circle track, the rhumb line, or make diversions at certain stages was taken in accordance with the area covered by a depression. The weather conditions for the first crossing made the rhumb line more favourable because the head wind component from a depression in mid-ocean was far greater on the great circle, and would decrease the speed made good to such an extent that there was no advantage in the shorter track, so we sent "Caledonia" off on the rhumb. During the night in the control room we received half hourly positions from Captain Wilcockson, and we had our own estimated positions plotted from the forecast winds and our knowledge of the air speed he was making. There was lots of fun, excitement ran high, and the betting was fast and furious. We always backed ourselves against the navigators, who were really doing the job, and there were cries of "He's off the rhumb," shouts of "He's cheating with his air speed," and an interchange of chatty uncensored and somewhat caustic signals. Then, when he was half way across, and battling with the head wind in a depression, came a signal with the final cypher in the ground speed of 110 knots missing. There were frantic cries of—"He's only doing 11 knots" and a stampede into the Met. Office to break the news that they were at least 100 knots out in their ideas on the upper winds. "You can tell him he's daft," replied Mr. Peters, the Meteorologist in charge, so we promptly did and made the famous signal:—

"There was an old man in a draught
Who said—'It's abeam not abaft.'
The Met., unperturbed, merely murmured,
'Absurd.
'Tell the silly old beggar he's daft.'"

Captain Wilcockson and George Bowes were, however, very seldom off the rhumb and we proved the accuracy of the forecast of the winds when the result of the sweepstake on the estimated time of arrival was declared, and we found that our control room calculations were only some twenty minutes adrift from the actual time.

As we gained experience in the succeeding flights we decided to make diversions from the great circle, or rhumb line, to follow the flow

(Continued on next page)

FLYING WITH THE WEATHER

of the winds, and on one occasion there were two very deep depressions moving Eastward, one situated South-West of Eire was giving an air flow of about 40 knots from the North East and this persisted from Foynes down to about Latitude 45 deg. N. when it backed to the North, and gave place to the lighter Westerlies of an anti-cyclone. Between Newfoundland and Iceland was a very deep depression giving gale force at the surface and upper winds of over 100 knots from the West and the South-West, and these were flowing over the great circle and rhumb line tracks. We therefore decided to advise Captain Wilcockson to steer S.W. from Foynes down to the parallel of 45 deg. N., sail along the parallel to about long. 45 deg. W. and from there pick up a South-Easterly flow to take him in to Newfoundland. This was rather a risky experiment and the discussion on it was long, but Captain Wilcockson agreed to try it provided we took the blame if he landed at the Azores in mistake for Newfoundland, and agreed to ensure that he drew the winning ticket in the sweep on his running time. We assured him that if our wicked plan came off he would get a share of our winnings and packed him off.

As a result of following the way of the winds "Caledonia" made the passage in 14 hours, covering many more miles over the surface, but saving 4 hours in time taken had she flown on the great circle track. Captain Gray, the skipper of the Pan-American Airways Clipper, who was making the Eastbound passage for his Company, followed the great circle track, and at times made diversions to the North of it to follow the way of the winds. He made a record time for the crossing and at one period of his voyage had a following wind of 120 knots.

We thus learnt the way of the winds and how to follow them and prepared the way for the economical cruising speeds of future sky ships who will follow the pioneers and the way of the winds.

One of the pioneers, George Bowes, the First Officer and navigator of "Caledonia," gave his life on active service in this war, and with him went an experienced and inventive brain.

Future trans-ocean air voyages will be planned in the control rooms to follow the way of the winds and sail with the weather as did our fathers in the days of sail.

SEA CADET NOTES

NAVY LEAGUE SEA CADET CORPS
(Voluntary) N.S.W.

"VICTORY" DEPOT, North Sydney (J. A. Williams, C.O.).

"WARREGO" DEPOT, Woolwich (R. Crosskill, O.C.).

"PERTH" (late "Vendetta"), Manly (P. H. Tobitt, C.O.).

"AUSTRALIA" DEPOT, Henley (W. L. Hammer, C.O.).

"SIRIUS" DEPOT, Connell's Point (G. W. Round, C.O.).

"CANBERRA" DEPOT, Orange (J. P. Finegan, C.O.).

"ENDEAVOUR" DEPOT, Domain (J. Joynes, C.O.).

Boys between the ages of 10 and 17 years wishing to join, should make application to Commanding Officers any Saturday afternoon.

"Peace" Day, 10th June, 1946, was not only a day of the greatest significance to the people, it was a "red-letter" day in the annals of the Sea Cadet Corps in N.S.W. The Corps was signally honoured in that it was represented by a hundred Cadets in the great march through Sydney. The Royal Navy and Royal Australian Navy, Air Force, Army, Merchant Navy, Allied Forces, Servicewomen, ex-Servicemen of World War II and representative sections from the various auxiliary Services, made an inspiring and colourful spectacle as they marched in the brilliant sunlight, watched by many thousands of spectators.

Mr. W. L. Hammer, ably assisted by Messrs. V. Lloyd and E. Loss, was in charge of the Navy League Sea Cadet Force, "Victory" unit being led by Mr. J. Williams, followed by "Warrego," "Perth," "Australia," "Sirius" and "Endeavour." Officers present included Messrs. D. R. Mathers, C. E. Lithgow, F. E. Soars, W. T. Olsen, N. Rand and J. Joynes.

SEA CADET NOTES

(Continued)

Mr. Cristofani is acting C.O. of N.L.T.D. "Sirius," assisted by Messrs. Schneider and Rand.

* * * *

N.L.T.D. "Canberra" recently had a caller at Headquarters in Alderman R. Itrike. We hope the day is not far distant when Orange Sea Cadet Corps is the headquarters for many cadet units in Central and Western N.S.W. In Canada, South Africa and even in England many cadet units flourish far from the sea.

* * * *

N.L. Sea Cadet officers on no account must wear cap badges as worn by the R.N. and R.A.N. officers.

* * *

Good reports come to hand of the growing strength of "Perth" unit (Mr. P. G. Tobitt, C.O.) and "Australia" unit (Mr. W. T. Olsen, A./C.O.).

* * *

Mr. and Mrs. Forsyth continue their splendid generosity and encouragement to officers and cadets using their property at 10 William Street, Henley.

S.C. Commander, W. L. Hammer, officers and cadets of the Sea Cadet Corps are complimented on the progress and increasing efficiency of the Corps. Their voluntary work and the keen interest they have shown is much appreciated by the Executive Committee.

* * *

Commanding Officers are requested to note that before any further appointments of officers are made to the Corps, they should submit their recommendations to Headquarters, as no appointment is valid unless approved by the Executive Committee.

* * *

Lieut. J. G. Shilcock, R.N., writes:—

"I would like to thank the officers and ratings of the Sea Cadet Corps for the fine pocket compass, which was presented to me before I left Sydney. I shall always take a keen interest in Australia now, and will try to teach cadets at home (when I get there) something of their Australian messmates.

SEA CADET NOTES

(Continued)

"Owing to the necessity for withholding the news of my departure until certain matters were settled, it was not possible for me to say good-bye to many officers and ratings. I hope that they will accept this apology, together with my best wishes for the future.

"I am fully confident that Commander Hammer, Lieutenant-Commander Lloyd and Sub-Lieutenant Loss will continue my work, and that the strength and efficiency of the Corps will increase enormously. This will, however, require a determined effort on the part of each and every officer and rating in the Corps, as no amount of work by Headquarters can succeed without that support. I shall continue to keep in touch with Headquarters and will watch the future of the Corps with keen interest."

BRITAIN'S NEWEST BATTLESHIP

The 42,500-ton battleship Vanguard anchored near the Queen Elizabeth, the world's largest liner, in the Firth of Clyde, after the battleship had been towed down the tricky 14-mile channel from the Clydebank basin where it was built.

THE NAVY'S FUTURE

(Continued from page 5)

wide open spaces, with additional cover from shorebased aircraft in areas accessible from land bases.

Reverting again to the First Lord's speech, he said: "Teamwork between ships and aircraft at sea, between operational, training and scientific staffs on shore, and between different services and different nationalities, has been the secret of the remarkable success of the campaign against the U-boats. It is to perpetuate one aspect of this team-work that a joint R.N.-R.A.F. Anti-Submarine School has recently been established by the Admiralty and Air Ministry."

Taking all this into account one can easily see the preoccupation of the Admiralty with the development of the Naval Air Arm. And so long as submarines are in the hands of any potential enemies, so long as war is possible and the need for a comprehensive convoy system still exists, it is to be hoped that Coastal Command, which worked in such close and efficient co-operation with the Royal Navy during the war, will never again be allowed to become a starved Cinderella.

Other Surface Warships.

The lessons of the war and the development of new weapons, many of which are still in their infancy, may profoundly affect the design and armament of cruisers, destroyers and escort vessels. Ships of all these three main types proved their utility again and again during the war, and that vessels to carry out their functions will be required in the future seems inevitable.

Lack of space prevents any detailed discussion, though what applies to capital ships applies equally to all surface ships. The 10,000-ton, 8-inch gun cruisers were not regarded with particular favour before 1939. The cruisers that proved their value during the war were the smaller ships of 5,000 to 8,000 tons, armed with 6-inch or 5.25-inch guns.

The same must be said for "Fleet" destroyers. They were originally designed for torpedoing the enemy's heavy ships, for breaking up hostile destroyer attacks, and for anti-submarine duties with our own fleet. Nowadays, however, they are really nothing more nor less than very light cruisers of high speed which can be used for many other things besides those mentioned.

Among other things they were employed during the war for shore bombardment, mine-laying and carrying troops and stores.

The smaller "Hunt" class destroyers, slower, cheaper and more rapidly built than the "Fleets," were particularly useful for anti-submarine, anti-aircraft and coastal convoy work. They had insufficient endurance for ocean convoy; but for their size were well-armed, handy ships which paid an ample dividend in a variety of difficult functions.

So long as a convoy system is possible, we shall need surface escorts. With the development of submarines and their increased underwater speed, it seems probable that escort vessels of the future will require still greater seagoing endurance and rather higher speed. This will mean larger ships.

Submarines.

As the German U-boats brought us to the verge of defeat in the First World War, we consistently demanded their abolition in the various conferences for the limitation of Naval Armaments which were held between the wars. Other nations would not agree. All we achieved was an agreement which laid it down that submarines must conform to the same rules as surface ships in conducting war against merchant vessels. We need not go into details, but Germany signed the agreement which drew the sting from submarine warfare. She speedily broke her word when hostilities came, with the result that we all know.

One does not know if we shall again try for the complete abolition of submarines, but if we do we may be no more successful than before. On the other hand, there are some who profess to see in the submarine vessel a partial counter to the atomic bomb, to which suggestion I, who am no expert in such matters, would not dare to venture any opinion.

New Weapons and Devices.

The recent war saw the production and development of a multitude of new weapons and devices. The asdic, for locating submarines under water, was in existence before 1939. But since the outbreak we have had magnetic and acoustic mines; radar in its many forms; acoustic torpedoes which "home" on their targets; radio-directed bombs launched from aircraft; the weapons

(Continued on next page)

known as V1 and V2; projectiles for anti-aircraft guns provided with fuses causing them to burst on coming within a certain distance of their target; and self-propelled rockets of devastating effect fired from landing craft.

Most of these new instruments of warfare are still in their comparative infancy, and nobody can say how they may be developed. If one considers it, a shell fired from a heavy gun in a battleship represents an infinitesimal part of the weight of the gun, the gun turret, the armour and the machinery necessary to send that shell to its target. Moreover, the £9,000,000 battleship of 42,500 tons exists mainly to place a series of projectiles from eight 15-inch guns on their eventual targets.

Rockets, though not so accurate as shell, contain their own propellant, have little or no recoil, and require no weighty apparatus for their discharge and alignment. Can it be possible that in the future we may see ships carrying rockets of great range and explosive power fitted with some for mof "homing" device finally to attract them to their targets towards the end of their flight?

One cannot say; but to the scientific minds who have produced many new weapons since 1939, the development of more novel and deadlier contrivances still is inevitable.

The future of the Royal Navy provides ample food for thought. While leadership, courage and the art of seamanship must still exist, naval officers and men in the years to come will become more and more scientifically-minded.

Never again, said the First Lord, must we be caught unprepared. "This country, this Empire," he added, "has demonstrated its desire for peace again and again, to the point of sacrifice and even of humiliation." To reiterate, a weak Britain is no aid to world peace, and we are resolved to play our full part as a member of the United Nations' Organisation. Mr. Alexander hoped that every nation had recognised the truth—"Ye dare not stand alone." "The Royal Navy," he continued, "must ever be prepared to play its part behind that Organisation in support of Justice and Freedom."

* * * *

MERCHANT NAVY

(2)

(By courtesy of the Chamber of Shipping, London.)

In the last issue it was stated that future notes on the Merchant Navy would deal with the reconstruction of the British Mercantile Marine. That "reconstruction" (the term is used in its widest sense) has begun.

Most people will have read particulars of the Government scheme for the disposal of State-owned ships built during the war. Apart from such vessels as transport ferries, barges, lighters, dredgers, etc., some 470 vessels were included in the scheme, some being offered for purchase, some for charter for two, three or five years, and some for purchase or charter. In most cases the Government fixed a basic price below which tenders would not be accepted. For the 324 ships in groups I and II (mainly the war-built liners, tramps and tankers), for which alone the results of the "auction" have been announced, 110 were purchased and 92 were taken on charter.

British owners bid £19,507,200 for the 110 ships they bought—nearly £3,250,000 above the basic prices—and for the annual charter hire, £1,080,000. It may be thought than an industry which can produce over £19,000,000 has not done too badly out of the war. Much of this money, however, was insurance on lost ships. Shipowners have never concealed the fact that they had substantial liquid resources; what they have lacked have been the "tools of their trade"—ships—and they have taken the earliest opportunity of acquiring them.

It will be useful to consider how the State remunerated shipowners for the use of their vessels for war purposes. The Government decided, quite rightly, that there should be no large profits made out of the war. It was therefore arranged that on an agreed capital value for different classes of ships requisition or "hire" rates should be paid, which were designed to cover operating costs and to enable five per cent. to be set apart for depreciation—it must be remembered that the life of a ship is roughly 20 years, so that in that period its original cost must be provided for—and five per cent. for interest. These percentages were not a guaranteed minimum. Many shipowners, by skilful and efficient management, were able to earn them; others, often through no fault of their own, could not. On the whole the agreement was accepted as a commercially fair bargain. But when a ship was sunk it was not always possible for an owner to replace it from the insurance money he received. There was some building on private account, but there was a shortage of building facilities. All ships laid down during the war had to comply in design and equipment with Admiralty requirements. An owner unable to build could contract to buy a Government ship and take possession of it six months after the war ended. In the meantime, he could only take over the management of the ship, and his remuneration was merely that of a manager. Thus, in many cases, his insurance recoveries usually had no other investment outlet than Government securities.

This will help to explain how the shipowner, apparently well off as regards money, was poorly off as regards ships. Indeed, it has been argued—and not only within the industry—that while the Government plan was successful in ensuring that war profits were not piled up, it cramped the development of the industry insofar as shipowners were not able to earn sufficient money for replacement purposes, having regard to the great increase in building costs.

There remain many ships in Government ownership, but it is to be presumed that sooner or later these will be disposed of, for the Government has indicated quite clearly that it does not want to stay in the shipping business. The Americans have still to dispose of their vast surplus tonnage. Until this is done there will be no health in shipping.

WAR LOSSES

The Royal Navy during the war lost 50,000 men, 730 warships, not including small ships, and 1,500 aircraft, of which 500 were lost in combat.

Coastal Command, supporting the Navy in home waters, lost 1,480 aircraft.

The Merchant Navy lost 12½ million tons of shipping and 30,000 men.

Australian losses are not included in the figures given above.

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