

THE NAVY

4. MONTHLY

JANUARY, 1947

Vol. 10, No. 1 (New Series)



"ABOUT SHIPS"



Clipper Ships Taeping and Ariel racing up ... Channel, September 6, 1866, at the finish of a 16,000 mile ocean race from Foochow. This dramatic illustration is reproduced from one of the many full colour art plates in "About Ships," by Syd Nicholls.

In 1866, one of the greatest sailing ship races took place between five famous British clippers—the Ariel, Taeping, Fiery Cross, Sercia, and Taitsing. They left Foochow within two days of each other at the end of May, 1866. The beginning of September found the ships at the entrance of the English Channel, each of them unaware of the whereabouts of the others. On the morning of September 5, the Taeping and Ariel, which had left Foochow with only 20 minutes dividing them, sighted each other. With straining braces and billowing canvas, these ships made a never-to-be-forgotten sight as they raced up the Channel, with both crews making desperate efforts to win this classic of the sea races. They docked in London on the same tide, to the resounding cheers of the crews of the other vessels docked in the port. The Taeping won the race by only a few minutes. Later, the Sercia came along; the remaining clippers arrived during the next two days. Thus finished the closest and most thrilling race in the history of clipper-ships, three of the five ships having sailed 16,000 miles in ninety-nine days, the remaining two vessels taking only two days more.

The foregoing is one of many exciting episodes from the text of "About Ships." This book contains over 100 paintings of ships, from the Egyptian Galley to the Queen Elizabeth. 10/6 from booksellers or the publisher.

SYD. NICHOLLS PUBLICATIONS
166 Phillip St. Sydney.

THE NAVY Official Organ of The Navy League JANUARY, 1947

CONTENTS

Editorial	3
Promotions in R.A.N.	2
Naval Personalities	
No. 1. Commodore H. B. Farncomb, C.B., M.V.O., D.S.O.	5
The R.A.N. Prior to the Second World War	7
Chronology of Naval Events	9
Overseas News. Merchant Shipping	11
H.M.S. "Valiant"	12
Sea Cadet News	15
Book Review	21

Front Cover

Commodore J. A. Collins, C.B. Commodore H. B. Farncomb C.B., M.V.O., D.S.O.

Relinquishing command of H. M. Royal Australian Squadron, Commodore Collins hands over to his successor, Commodore Farncomb. Commodore Collins has gone to the Admiralty.

Suppose there were no policeman on the corner . . .

. . . Suppose he weren't there to answer questions, to direct the tides of traffic; to step up and solve any emergency. He's the genial host of the city streets: the inexhaustible source of information; the staunch symbol of enduring and dependable things. You'd be lost without him. And, incidentally did you ever stop to think you'd be lost without

a store like Marcus Clark's

a store that stands by you in the smallest matters . . . that rises to all the great occasions of your lives.

THE BIG STORE, CENTRAL SQUARE



The
ROYAL AUSTRALIAN NAVY
REQUIRES

EX-NAVAL MEN
FOR RE-ENGAGEMENT

If you are an ex-Naval Man and find it difficult to settle down in Civil Life the R.A.N. offers you re-engagement for 2 years, the period added to your previous service to complete 12 years, or a full period of 12 years (subject to age) on re-entry. For full particulars apply to:—

The Naval Recruiting Officer
18 LOETUS STREET
SYDNEY

THE NAVY

OFFICIAL ORGAN OF THE NAVY LEAGUE

Price 1/-

JAN 1947

JANUARY, 1947

Vol. 10, No. 1 (New Series)

Editorial

WHITE AUSTRALIA AND DEFENCE

TO the vast majority of Australians the White Australia Policy is a passion that resents criticism from outside. Yet to those who do not approach the question from an Australian's angle it could provide the fire-works of polemics.

There is no need to traverse the oft-repeated reasons for the adoption of such a Policy by Australia, but it may not be unprofitable to again consider how the Policy can be maintained unchanged against the pressing needs of the overflowing coloured peoples to the north of us. Obviously the answer is by a comparatively rapid increase in population. And the means are not less obvious, namely, natural increase and immigration. Any process of discriminatory immigration, no matter how basically sound, coupled with the country's power to successfully absorb must necessarily be on the slow side.

Many years must therefore elapse before Australia is in a position to successfully defend herself unaided against any powerful foe. Much has been written and spoken on "war to end war" and people have become cynical; they know in their hearts that the only thing war ends permanently is much human life. It is for us, then, to cultivate goodwill across the seas, to ensure that we have real friends when the need arises, and

Promotions in R.A.N.

THE following are the names of the officers who have been selected for promotion as from December 31, 1946:—

Commander to Captain: C. C. Clark, O.B.E., D.S.C.

Surgeon-Commander to Surgeon-Captain: L. Lockwood, M.V.O., D.S.C.

Commander (Supply) to Captain (Supply): E. H. Leitch.

Commander to Captain, R.A.N.R. (Seagoing): A. V. Knight, O.B.E., D.S.C., R.D.

Lieutenant-Commander to Commander: T. K. Morrison, O.B.E., D.S.C.

Lieutenant-Commander to Commander, R.A.N.R. (Seagoing): D. H. Richards, R.D., and B. Paul, D.S.C., R.D.

Lieutenant-Commander to Commander (R.A.N.R.): A. H. Lansdell, V.D.

Lieutenant to Lieutenant-Commander: W. A. Wilson.

Lieutenant (Supply) to Commander (Supply), R.A.N.V.R.: H. Stewart-Code and H. R. Gaskill.

Lieutenant (Supply) to Commander (Supply), R.A.N.R.: M. T. Munro and A. E. Bolt.

Lieutenant (Supply) to Lieutenant-Commander (Supply), R.A.N.V.R.: C. F. H. Green.

to keep our defences in order. The people must be taught to value highly its Navy, Air Force and Army. The Services must be given the best conditions, and armed with the best weapons science can devise. We shall then know our country is covered by a form of security, which knows no class distinctions and which is always "alive."

THORNYCROFT



A Name of Repute in Marine Matters

10 YEARS WORLD WIDE EXPERIENCE

Consult Us on all Your Marine Problems

AGENTS OR
BRANCHES IN
ALL STATES

THORNYCROFT (AUST.) PTY. LTD.

HEAD OFFICE: 40-42 QUEEN STREET, PYRMONT, N.S.W.

Naval Personalities

No. 1

Commodore H. B. Farncomb, C.B., M.V.O., D.S.O.

(Appointed Rear-Admiral on January 8th, 1947.)

Commodore H. B. Farncomb, C.B., M.V.O., D.S.O., who became Commodore Commanding Australian Squadron, succeeding Commodore J. A. Collins, C.B., who is in England for service with the Admiralty and to attend the Imperial Defence College, was one of the original term of Cadet-Midshipmen of the Royal Australian Naval College, from which he graduated as a Midshipman in January, 1917. When subsequently doing courses in England for the rank of Lieutenant, he obtained a first class pass in all subjects, and he is the only serving senior R.A.N. Officer who is a graduate of the Imperial Defence College.

Commodore Farncomb's career has been outstanding; he was the first graduate of the Royal Australian Naval College to be promoted to Captain, and during his many terms of exchange with the Royal Navy, he has carried out many varied duties, including representing the R.A.N. at the funeral of King George V.

At the outbreak of the present war he was in command of H.M.A.S. "Perth", relinquishing that command in June, 1940, to take command of H.M.A.S. "Canberra"; he was in command of that ship when she intercepted two German supply ships in the Indian Ocean in March, 1941.

In December, 1941, he was transferred to command H.M.A.S. "Australia", holding that post until March, 1944. During this time he took part in the Battle of the Coral Sea, the landing at Guadalcanal, the Battles of the Solomons, and the landings at Arawa and Cape Gloucester.

He was awarded the D.S.O. "for skill, resolution and coolness during activities around the Solomon Islands", in 1942, and was also mentioned in Despatches during that year.

During operations in the Pacific he acted on many occasions as Chief Staff Officer to the Rear-Admiral Commanding His Majesty's Australian Squadron.

After relinquishing command of H.M.A.S. "Australia" he went to England, and in May, 1944, was appointed to command escort aircraft carrier H.M.S. "Attacker", taking part in the invasion of Southern France.

He was Mentioned in Despatches "for distinguished service and gallantry during the invasion of the South of France". His third Mention in Despatches "for distinguished service, efficiency and zeal while serving in H.M.S. 'Attacker' in the clearance of the Aegean Sea and relief of Greece in 1944."

He was promoted to the rank of Commodore (First Class) while in command of H.M.S. "Attacker."

He succeeded Commodore Collins as Commodore Commanding the Australian Squadron in October, 1944. At the Lingayen landing in January, 1945, his flagship H.M.A.S. "Australia" was severely damaged.

Although wounded, Commodore Farncomb transferred his broad pendant to H.M.A.S. "Shropshire", when the "Australia" withdrew. For his part in the Lingayen landing he received the C.B.

In July, 1945, he was appointed Commodore Superintendent of Training, Flinders

Naval Depot, and became responsible for the main training establishment of the Royal Australian Navy.

On October 21st, 1946, Commodore Farncomb received the United States Legion of Merit, Degree of Commander. The citation in respect of this award reads as follows:—

"Exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commander of the R.A.N. Squadron in action against enemy Japanese forces in the South West Pacific from January 1 to July 15, 1945. Highly effective in conducting operations in his squadron of cruisers and destroyers as a task group with the American Naval forces, Commodore Farncomb participated in many campaigns and actions including those at Lingayen Gulf and Corregidor—Bataan in the Philippines, and Brunei Bay and Balikpapan in Borneo. Fighting his ships with daring tactical skill he succeeded in holding damage to his forces to a minimum through repeated air attacks. Although his flagship was hit four times by Japanese suicide planes in Lingayen Gulf, Commodore Farncomb continued to direct operations with decision and courage enabling units under his command to inflict extensive damage on the enemy and contribute to the forward progress of the Philippines and Borneo campaigns."



FOR YOUR PROTECTION

Lloyd's MARINE INSURANCE

FOR nearly 200 years the name "Lloyd's" has been synonymous with marine insurance.

We are proud of our long association with this tradition and would like to point out that we were the first brokers making Lloyd's insurance directly available to the Australian public.

For many years now we have had an entirely separate and specialised department handling all classes of marine insurance. This department is entirely at your service, free and without obligation, to advise you upon any marine insurance problems.

For all marine business covering—

YACHTS — LAUNCHES — TRAWLERS — FISHING BOATS
and other craft and all classes of cargo, consuls

EDWARD LUMLEY & SONS Pty. Ltd.
(Formerly Besant & Cohen & Son Pty. Ltd.)
263 George Street and 9-11 Market Place, Sydney, and 51 West Street, Newcastle

THE ROYAL AUSTRALIAN NAVY PRIOR TO THE SECOND WORLD WAR

CHAPTER I

Foundation of the Royal Australian Navy

"But for the British Navy, there would be no Australia. That does not mean that Australia should sit still under the shelter of the British Navy; those who say we should sit still are not worthy of the name of Briton."

That statement, made in August, 1908, by the then Prime Minister of Australia, epitomises the spirit of the Royal Australian Navy. That spirit has enabled this young Service to build up a history of its own, based upon the rich heritage of that Royal Navy of which it always regards itself virtually as an integral part.

The Crimean War, with its rumours of Russian warships' threats to the Pacific, gave rise to the first efforts of any Australian Government to provide for local Naval defence. The Government of the colony of New South Wales built a 65-ton wooden gunboat "Spirifire," while the Victorian Government ordered from England the 580-ton steamer "Victoria," armed with six 32-pounders and a 9ft. 6in. swivel gun. She reached Melbourne in 1856.

Such were the origins of the old "State Navies," which vanished on formation of the Commonwealth of Australia with the dawn of the Twentieth Century. The intervening years were marked by a series of proposals and counter-proposals, by Britain and by the Australian colonies, as to the form of Naval defence best suited to the area.

These are dealt with in considerable detail in Volume IX of the "Official History of Australia in the War of 1914-18"; but one extract from the resultant correspondence is worthy of quotation, as representing the basic principle from which the Royal Australian Navy sprang.

The British Government's decision to press the colonies to take over some share of the responsibility for their own defence at sea was followed by the appointment of Vice-Admiral Sir George Tison as the first officer of that rank to command the Australian Squadron of the Royal Navy. He was instructed to discuss the general question of Naval Defence with the Australian Premiers, and in 1886 he wrote as follows to the Premier of Queensland:—

"It is not a mere subsidised force that will do what is wanted. It is not only money that is required to produce effective forces, but the personal service of our countrymen all over the world."

At a conference of colonial Premiers in London in the following year, an agreement was reached whereby Britain would provide an "auxiliary squadron for the better defence of Australasian waters", the Australasian colonies paying interest on the cost of construction and paying the cost of maintenance.

This agreement was taken over by the Federal authorities when the Commonwealth of Australia came into being in 1901, but the question of the most suitable form of sea defence was still a matter of contention, and in 1902 the distinction between the Australian Squadron of the Royal Navy and the "auxiliary squadron" of the 1887 conference was abolished. The Admiralty undertook to maintain a squadron of defined strength, based on Australian ports, but free to be used anywhere on the Australian, China, and East Indies Stations. The cost was to be shared by Britain, Australia and New Zealand.

In March 1909, Australia formulated a definite scheme, which called, inter alia, for the construction of destroyers in Australia, to take over the responsibility of coastal defence. This stage of the development of the Australian Navy also was important because of the then Prime Minister's statement to the British Government that:

"In time of war or emergency, or upon a declaration by the senior Naval Officer representing the British Government that a condition of emergency exists, all the vessels of the Naval Force of the Commonwealth shall be placed by the Commonwealth Government under the order of the Lord Commissioners of the Admiralty."

but the whole question of Australia's sea defence had not yet been settled and discussions between the Dominion and Britain continued until, at the Imperial Conference in London, 1911, that final agreement was reached on the form and status of the future Royal Australian Navy.

(Contd on Page 17)

SUMMER'S ENERGY TOLL



REPLACED WITH VITALISING

Clements Tonic

Summer heat and humidity make constant demands on body and nervous energy, leaving you tired, weary and exhausted. That is the time you need Clements Tonic to give you new energy and revitalise your body and nervous system. Clements Tonic is not just a pleasant drink, but a scientific preparation containing valuable and essential mineral salts and iron compounds which will restore lost energy and build up body resistance during convalescence. Start taking Clements Tonic to-day and feel the revitalising force of each dose.

Clements Tonic starts work immediately! This is what happens.

NERVES:

Nerve Cells and the Nerve Fibres connecting them, form the body's "telegraph system". Clements Tonic soothes, calms and comforts the nerves and allows them to function in a healthy normal manner.

BLOOD STREAM:

White corpuscles build resistance, red corpuscles carry oxygen to cell tissues. Clements Tonic supplies the essential iron compounds to bloodstream, gives new life and vigour to red corpuscles.

DIGESTION:

Without minerals digestive cells cannot make digestive juices. Indigestion, malnutrition result. Clements Tonic adds and encourages the flow of digestive juices, resulting in increased appetite and enjoyment of food.



26/C/46

CHRONOLOGY OF NAVAL EVENTS

Featuring Australia's Contribution

1940

- June 11 At war with Italy.
- " 12 "MANOORA" intercepts Italian ship "ROMOLO" and subsequently rescues crew of "ADMIRAL WILEY".
- " 13 H.M.A.S. "VOYAGER" with 10th Destroyer Flotilla while patrolling off Alexandria sinks submarine.
- " 21 H.M.A.S. "SYDNEY" and "STUART" bombard Bardia.
- " 28 H.M.A.S. "SYDNEY" in action with 7th Cruiser Squadron. Picks up survivors of Italian Destroyer "ESPERO".
- July 1 H.M.A.S. "STUART" sinks submarine between Crete and African Coast.
- " 4 H.M.A.S. "AUSTRALIA" in anti-submarine action off Dakar.
- " 9 H.M.A.S. "SYDNEY", "STUART", "VAMPIRE" and "VOYAGER" co-operate with R.N. ships in action in Gulf of Calabria.
- " 16 H.M.A.S. "STUART" and "WATERHEN" assist in screening British ships in the bombardment of Bardia.
- " 19 H.M.A.S. "SYDNEY" in cruiser action sinks Italian "BARTOLOMEO COLLEONI" and puts her sister ship "GIONVANNI DELLA BANDE NERE" to flight.
- Aug. 16 H.M.A.S. "STUART" acts as S.O. of screening force in further bombardment of Bardia.
- " 16 H.M.A.S. "HOBART" plays prominent part in the evacuation of troops from Somaliland.
- " 23 H.M.A.S. "SYDNEY", "STUART" and "WATERHEN" take part in bombardment of Gulf of Bomba and Bardia.

- Sept. 4 H.M.A.S. "SYDNEY" takes part in the bombardment of Scarpanto Is.
- " 14-25 H.M.A.S. "AUSTRALIA" participates in British Action off Dakar.
- " 29 H.M.A.S. "STUART" destroys Italian submarine off Alexandria. (During this month H.M.A.S. "STUART" took part in the operation of reinforcement of Mediterranean Fleet until 28th.)

- Oct. 2 H.M.A.S. "SYDNEY" bombards Port Maktesana, Scarpanto.
- " 12 H.M.A.S. "SYDNEY" in action with 3rd Cruiser Squadron against three Italian "Fiume" Class Cruisers.

- " 25 H.M.A.S. "VAMPIRE" and "VOYAGER" act as screening force for aircraft carriers in raid on Scarpanto.

- Nov. 7 H.M.A.S. "VAMPIRE", "WATERHEN" and "SYDNEY" take part in establishment of base at Suda Bay.

- " 11 H.M.A.S. "SYDNEY" joins Battle-Beet of 7th Cruiser Squadron in raid in the Straits of Otranto.

- " 12 H.M.A.S. "SYDNEY" attacks convoy coming out of Valona Bay.
- " 20 H.M.A.S. "GOORANGAI" sunk in Port Phillip Bay.

1941

- Jan. 1 H.M.A.S. "VOYAGER" assists in bombardment of Sollum.
- " 3 H.M.A.S. "VOYAGER" assists in bombardment of Bardia.
- " 13 H.M.A.S. "STUART" among destroyers in carrier screen in air search of coast of Cyrenaica.
- " 21 H.M.A.S. "STUART" and "VAMPIRE" patrolling off Tobruk intercept Italian schooner "SAN DIEGO" which was sunk by "VAMPIRE'S" gunfire.

- „ 23 Tobruk captured. All Australian destroyers have been prominent in the "Tobruk Perry" Service, including H.M.A.S. "WATERHEN," "STUART," "VAMPIRE," "VEN-
DETTA," "NAPIER," "NORMAN," "NESTOR," "NIZAM" and "PARRAMATTA."
- Feb. 22 H.M.A.S. "STUART" and "VAMPIRE" join R.A. 1st Battle Squadron for operational sweep towards Rhodes.
- Mar. 4 H.M.A.S. "CANBERRA" with H.M.S. "LEEANDER" intercepts German vessels "KETTY BROVIG" and "COBURG."
- „ 19 H.M.A.S. "WATERHEN" salvaged burning merchantman "MARIE MAERSK" in the Mediterranean.
- „ 28 Battle of Cape Macapan (Ionian Sea) in which H.M.A.S. "VENIETTA" was the first Australian Unit to come under fire, H.M.A.S. "PERTH" and "STUART" also participated.
- Apr. 13 H.M.A.S. "STUART" and H.M.S. "GRIFFIN" bombard Sollum.
- „ 19 H.M.A.S. "STUART," "VOYAGER" and "WATERHEN" in company with R.N. Destroyers land night raiding party at Bardia.
- „ 24 Evacuation of Greece. H.M.A.S. "STUART," "VOYAGER," "VAMPIRE" "VEN-
DETTA" and "WATERHEN" play important part.
- June 24 H.M.A.S. "PARRAMATTA" in heavy raid between Alexandria and Mersa Matruh.
- „ 30 H.M.A.S. "WATERHEN" sunk by dive-bomber while on Tobruk shuttle service.
- July 8 H.M.A.S. "STUART" strikes a shoal, damages propeller and suffers heavy air raids on return to Alexandria.
- Aug. 23 H.M.A.S. "YARRA" and "KANIMBLA" take part in seizure of enemy shipping and landing at Bandar Shapur.
- „ 27 H.M.A.S. "YARRA" captures "HILDA" in Persian Gulf.
- Sep. H.M.A.S. "NORMAN" takes part in convoys to Russia.
- Nov. 19 H.M.A.S. "SYDNEY" sunk by German raider "KORMORAN" off the coast of Western Australia.
- „ 27 H.M.A.S. "PARRAMATTA" torpedoed off Tobruk run by submarine.
- Dec. 7 Pearl Harbour attacked by Japanese.
- „ 7 H.M.A.S. "VAMPIRE" in action in which H.M.S. "PRINCE OF WALES" and "RE-
PULSE" lost.

(To be continued next month.)

MUTUAL LIFE & CITIZENS' ASSURANCE CO. LTD.

CASTLEREAGH STREET AND MARTIN PLACE
SYDNEY

THE M.L.C. FOR YOUR LIFE ASSURANCE

M.L.C.

Overseas News

Ship-Building

THERE is much concern over high prices for new merchant ships. The "Shipping World," 13/11/46, mentions £270,000 with delivery 1948 for a 9,000 tons d.w. open shelterdeck steamer, oil fired; and continues: "As an example the Empire Seconia, 10,150 tons d.w. 11 knots, now building and expected to complete early in 1947, is reported to be sold at over £260,000. For a ship to wartime specification, this is an extremely high price and represents an advance of more than £100,000 over the basic price quoted for a similar ship in the 'Second Invitation to Tender'."

The "Journal of Commerce" gave a full summary of the position in its Shipbuilding and Engineering Edition of 28/11/46:—

"We hear repeatedly at launching ceremonies the managing directors of shipping companies complaining of the present high cost of new tonnage, and suggesting that this high cost is preventing them from placing further orders, though, for the moment, the amount of tonnage under construction is phenomenally high, including a large amount for foreign owners."

These repeated complaints cause a certain amount of doubt to exist in the minds of some owners whether they would be better advised to contract for new tonnage now or wait until something brings prices down nearer to pre-war levels.

There are many factors to be taken into account when comparing conditions to-day with those existing after the 1914-18 war, when we saw, during the post-war crisis, prices tumbling down, so that at the lowest point owners who had held back, were able to contract for tonnage at as low as one-third of 1920 prices; steel fell, led by American manufacturers, from round £28 per ton to about £8 in a few weeks and wages fell to approximately pre-war levels.

At the present moment wages are actually not far short of double those of pre-war, and the present price of steel about three times its pre-war levels, so that the price of new tonnage to-day is not excessive in comparison. It is more than possible, certainly, that when the bulk of urgently required tonnage has been worked off, that there will be a certain slackening off of

orders for steel for shipbuilding. As the Government now have the control of the steel and coal industries, it is doubtful whether for the sake of their pledges to the unions, upon whom they depend largely for support, they will allow prices and wages in these industries to slump as badly as they did after the 1914-18 war, should the same tendencies present themselves, so there is little to hope for in this respect to reduce steel prices.

We have lost the high output and competition prices of the German steelworks, and although there remain America and the smaller producing countries, who have increased their production during the war, the demands for steel for constructional engineering to repair the ravages of war, together with a more than probable increase in the price of coal, are factors to be reckoned with to keep up steel prices, and it may be years before our nationalised steel industry becomes fully operative and supply comes up to demand.

It will also probably take years before supply will overtake demand in the timber market, and prices fall appreciably. Russia, herself, will for years be a big consumer of timber for her own reconstruction, and so prices will remain high.

The only item susceptible to reduction is that of shipyard wages, but the Government will be behind the unions to keep these, at least, at their present levels, as the Government will depend appreciably on the taxation from high wages and the small savings groups to finance nationalisation schemes and continue the food subsidies, without which the cost of living would rise considerably, and bring about increases in wages and costs to the detriment of our export trade.

Overhead charges will be appreciably increased by the augmented cost of coal and power, more particularly as it is quite possible that the workers will resent the extra deduction from their wages for the new social services, and either demand a compensating increase of wages or that the whole contribution should be paid by their firms. Consequently there is not much to expect from reduced wages and costs.

(Contd. on Page 45)

H.M.S. "VANGUARD", Britain's latest and largest battleship.

"VANGUARD" has been chosen to carry the British Royal Family to South Africa. The great ship has been specially prepared to accommodate the Royal Party.

"Vanguard" is the eighth ship to bear that name in the Royal Navy. The first "Vanguard" was launched 360 years ago, was of 500 tons displacement and fought throughout the nine days engagements against the Spanish Armada.

The latest "Vanguard" is of 42,000 tons and is commanded by Captain W. G. Agnew, C.B., C.V.O., D.S.O., R.N.



S. Hoffnung & Co. Ltd.

CLARENCE STREET

SYDNEY



**WHO WISHES THE NAVY LEAGUE
EVERY SUCCESS**

WILHELMSSEN LINE

(Norwegian Australian Line)

Regular Services maintained with fast motor
vessels.

For further particulars, apply:

**WILH. WILHELMSSEN AGENCY
PTY. LTD.**

63 PITT ST., SYDNEY

51 WILLIAM ST., MELBOURNE

Famous Leaders



Lord Nelson, K.C.B., 1758-1805
English Naval Commander. He went
to sea at 12 and was Post Captain
at 21. Took a leading part in the
Battle of the Nile; Battle of Copen-
hagen and led the Fleet at The
Battle of Trafalgar, in which he
was killed.

Leadership is the reward of honest en-
deavour and faithful service.
It is these qualities which have gained for
us leadership in the Insurance World.
Honest advice to our clients, based on
expert knowledge of insurance, combined
with faithful service in their interests are
factors which have brought us this reward.

Insurances Effected at
LLOYDS OF LONDON

HARVEY TRINDER NSW PTY LTD

WE HAVE THE POLICY YOU WANT



SEA CADET NEWS

NAVY LEAGUE SEA CADET CORPS

(Voluntary) N.S.W.

W. L. HAMMER, S.S.D., D.S.E.O.

"VICTORY" DEPOT, North Sydney (V. Lloyd,
C.O.).

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

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

"AUSTRALIA" DEPOT, Henley.

"SIRIUS" DEPOT, Connell's Point (R. Cristo-
fani, Act'g. C.O.).

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

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

(By D.R.)

The Annual Xmas Party and Prizegiving Cere-
mony of N.L.T.D. "Perth" was held in the Dis-
pensary Hall on Saturday afternoon, 21st Decem-
ber, 1946.

The guest of honour was Mr. Douglas Cooper
of the Corso, Manly, who, accompanied by the
Commanding Officer, Mr. P. H. Tobitt and Mrs.
Tobitt, presented the trophies and prizes to the
successful cadets.

The Cooper Cup, donated every year by Mr.
Douglas Cooper, together with a cheque for two
guineas, was won by Ian Cornish. A Silver Yacht
donated by Miss Edna Cousins for "Seamanship"
was won by Colin Flanagan, who also won the
Morley Cup. Another cup also donated by Morley
Johnston was won by Bob Reeve.

The following cadets were successful prize-
winners:—Third Officer F. Reeve; Midshipman
B. Walsh; Chief Petty Officer Colin Neilsen (2
books); Petty Officers Dwyer, Keiley, Sussel,
Woolstan, Flanagan and Crocker; Leading Seamen
prizes.

The ceremony concluded with the playing of
the National Anthem.

A Church Parade of the ship's company was
held on Sunday, 22nd December, 1946, at St.
Matthew's Church. The flowers on the altar were
given by N.L.T.D. "Perth" and dedicated to the
memory of H.M.A.S. "Perth" and her gallant
crew.

Cornish, Fehr, Riley, Plunkett; Able Seamen
Walker (2 books), McDowell, Perry, Reeve,
Wells, Goodman; Ordinary Seamen Abernethy,
Sinclair, Vickers, Treherne, Byron, James Oxley
and Jamieson.

The Ship's Company spent a very enjoyable
afternoon, entertainment being provided by magi-
cians, a ventriloquist and a novelty accordionist
who led the community singing. The ship's purser
played the accompaniments.

Tea was served to all ship's company, their
parents and friends, and it was indeed very en-
couraging to the Commanding Officer to see the
parents and friends taking an interest in the
cadets' welfare.

The Australian Navy League Council met in
Melbourne on 27th November last under the
chairmanship of Captain S. A. Pidgeon. Vic-
torian, South Australian and New South Wales
Branches of the League were represented.

FOSTER'S LAGER

BREWED BY
CARLTON & UNITED BREWERIES LTD.

DUCON CONDENSERS

On all Australian ships of war Ducon Condensers will be found giving excellent service in all radar and transmitting equipment.

Ducon Condensers are of sound workmanship — as Australian as the crew.

DUCON CONDENSER LTD.
WATERLOO
N.S.W.

METAL MANUFACTURES LTD.

Part Kemplie, N.S.W.



Makers of . . .

Non-Flammable Wire and Braided Conductors, Tubes,
Telephone Cables, Braided Wire and Cables, etc.

SELLING AGENTS

(with Distributors in all States)

Wire, Cables, etc.	Tubes & Braided Wire
HEATH INSULATED CABLES LTD.	ENOX SHELLAC & CO.
54-56 William St., Melb. Kemplie Bldg., Sydney	Cableway House, Melb. Kemplie Bldg., Sydney

F. W. HUGHES PTY. LTD.

WOOLLEN MILLS

BOTANY AND ALEXANDRIA

30 Grosvenor Street
Sydney

Telephone: B 7224

R.A.N. PRIOR TO SECOND WORLD WAR

(From Page 7)

The main points in this agreement included stipulations that, so long as they were in Australian waters, the Naval services and forces of Australia were to be controlled exclusively by the Australian Governments; in foreign ports, Australian warships were to take instructions from the British Government, the Australian Government being kept advised. Training and discipline were to be generally uniform with that of the Royal Navy, and officers and men were to be interchangeable. Service in either Navy was to count equally in all respects for promotion, pay, retirement, etc.

One of the most important clauses was that reading:—

"When in war time Australian ships are put at the disposal of the Imperial Government, they automatically become an integral part of the Royal Navy, and remain under Admiralty control as long as the war may last."

This has remained a cardinal principle in the policy of the Royal Australian Navy. It is a principle which has paid rich dividends, as shown by that Navy's work in both the First and the Second World War.

CHAPTER II

The Royal Australian Navy's Part in the First World War

When the first World War broke out, on 4th August, 1914, the Australian Squadron consisted of the following vessels:—

Type	Name
Battle Cruiser	"Australia"
Light Cruisers	"Melbourne"
Destroyers	"Sydney"
Submarines	"Brisbane" (building)
Gunboats	"Encounter" (lent by Admiralty)
Torpedo Boats	"Pioneer" (gift from Admiralty)
	"Parramatta"
	"Yarra"
	"Warrego"
	(and three others building)
	"A.E.1"
	"A.E.2"
	"Protector"
	"Gayundah"
	"Childers"
	"Countess of Hopetoun"

The following figures show the increase in personnel from the peak of the war to June, 1919 (by which time most of the ships serving overseas had returned to Australia):—

At	Outbreak	1918	June, 1919
	of War		
Permanent Forces (x)	3800	5050	5250

R.A.N. Brigade	1646	2670	2817
Cadets training under } compulsory service } scheme.	3092	3790	3834

In addition, there were 254 personnel in the R.A.N. Radio Service during the war.

When the war began, there were 39 Cadet Midshipmen in training at the Royal Australian Naval College.

(x) Of the Permanent Forces personnel shown above, 22 per cent. of those serving at the outbreak of the war were on loan from the Royal Navy. By 1918 that percentage had decreased to 16 per cent., but it had risen slightly again, to 19½ per cent. by June, 1919.

It is interesting to compare the strength, in ships and personnel, during the First World War, with that of the Royal Australian Navy during the Second World War as shown in Chapter III of this history.

Britain declared war on Germany on 4th August, 1914, but precautions already had been taken by the Australian Naval Board, which, two days earlier, had established an Examination Service to check arrivals and departures of shipping at defended ports.

As the official record of the Australian Navy in the First World War points out, nine-tenths of a Naval war is made up of "the continuous drudgery of patrol work, and the search for enemy vessels which are not there—but which would be there if the patrols were not." This certainly was borne out during 1914-18; and history unfortunately,

**AARONS
EXCHANGE HOTEL**
1 GRESHAM STREET, SYDNEY

Only the Best Brands Stocked
Dining Room Unsurpassed

AARONS EXCHANGE HOTEL

PAUL & GRAY LTD.
SHIP CHANDLERS

82 Sussex Street, Sydney

PHONE: BW 1851

**AUSTRAL BRONZE COMPANY
PTY. LIMITED**

Established 1914
Head Office and Works:
O'Riordan Street, Alexandria, Sydney
MANUFACTURERS OF:
Copper Rods and Bars; Banners for Electrical Work;
Manganese Bronze Rods; Bars and Ingots; Extruded
Bronze, Architectural Bronze, Muntz's Metal and Copper
in Round, Square, Hexagon and Special Sections;
Copper Plates and Rolled Copper Anodes, Aluminium
Bronze Rods and Bars, Copper, Bronze, Gilding Metal,
Phosphor Bronze and Nickel Silver in Sheets and Strip.
Muntz Metal and Naval Brass Condenser Plates
Sheets and Sheathing
(Manufacturers of Under Licence)
Stano's Manganese Brasses for Marine Craft Propellers
Branch Office:
101-102 KING STREET, MELBOURNE

cannot do justice to this vital, if usually monotonous, side of the story.

An outline of the extent of the work done by the Royal Australian Navy is given in the following brief summary of the activities of its major ships:—

H.M.A.S. "AUSTRALIA" (Battle Cruiser)

Her presence in the Pacific in the opening months of the war was of inestimable value in the defence of Australia and in the general war at sea, especially as she was a distinct deterrent to hostilities on the part of Vice-Admiral von Spee's German ships. With other Australian Ships, the battle cruiser escorted the New Zealand forces to Samoa late in August, 1914, and later shared in the capture of German New Guinea. In January 1915, the Admiralty decided to make her the flagship of the Second Battle Cruiser Squadron—a new Squadron for service in British waters. She took up those duties in the following month, and remained in that employment until the close of the war. A detachment of her personnel shared in the Zeebrugge operations in April, 1918. When the German fleet surrendered, on 21st November, 1918, H.M.A.S. "Australia" led the port division of Britain's Grand Fleet. She returned to Australia in May, 1919.

H.M.A.S. "SYDNEY" (Light Cruiser)

H.M.A.S. "Sydney" achieved fame for her destruction of the German light cruiser "Emden", off Cocos Islands, in November, 1914. With a British cruiser, a Japanese battle cruiser, and H.M.A.S. "Melbourne", she was escorting the first convoy of A.I.F. troops to go overseas, when she was detached to intercept the German raider, in response to an alarm from the Cocos wireless station.

Ordered overseas by the Admiralty, H.M.A.S. "Sydney" passed through Malta in December, 1914, for service in West Indies and South American waters. After patrols in the North Atlantic, she transferred to the Grand Fleet in June, 1916. By the end of that year she was on North Sea patrols, and did not rejoin the Second Light Cruiser Squadron until December, 1917. She returned to Australia in July, 1919, with a reputation which was destined to be upheld by her namesake in the Second World War.

H.M.A.S. "MELBOURNE" (Light Cruiser)

After patrol and escorting duties in the Pacific and Indian Oceans, similar to those of H.M.A.S. "Sydney", "Melbourne" was moved to North Atlantic patrols, and finally joined the Second Light Cruiser Squadron in October, 1916. She left

England on her return voyage to Australia in February, 1919.

H.M.A.S. "BRISBANE" (Light Cruiser)

She was under construction at Cockatoo Dock, Sydney, when the war broke out, and was commissioned in October, 1916. Two months later she left for the Mediterranean.

After service with the East Indies Squadron, and again in Australian waters, she was despatched to England, in October, 1918. She returned to Australia in June, 1919.

The two older light cruisers "ENCOUNTER" and "PIONEER" also saw extensive service. "Pioneer" was first allotted to patrols off Western Australia, but was sent to German East Africa in December, 1914, to join in the blockading of the German cruiser "Konigsberg." She was back in Australia by October, 1916. "Encounter" played a considerable part in the capture of German New Guinea, patrolled the Malayan Archipelago in 1916 and 1917, and assisted in the escorting of the A.I.F. convoy in the latter year. At intervals throughout the war she covered many miles of sea in patrols off the Australian coast.

Both the Submarines "A.E.1" and "A.E.2" were lost during the war. "A.E.1" disappeared while on patrol off Rabaul, in September, 1914. "A.E.2" went overseas with the second convoy of A.I.F. troops in December, 1914, and served in the Mediterranean with the British Squadron detailed for the Gallipoli operations. She achieved the distinction of being the first submarine to pass through the Dardanelles into the sea of Marmora. She accomplished that feat in April, 1915, but was sunk by the Turks. Her crew were taken prisoner.

While this story of the war work of Australia's main units is largely one of the "continuous drudgery of patrol work" to which the Official History refers, it provided experiences which were invaluable to a Navy which was in its infancy when the war came. Such experiences—and those of the smaller units more closely connected with the immediate defence of Australian waters—moulded the New Navy into a compact body, no longer theorists in sea warfare. More important still was the practical proof that Australia could make a definite and direct contribution to the defence of the Empire as a whole, and its Allies, as part of the scheme of defence of Australia itself. More than 20 years were to elapse before war came again, but the new conflict was to find the Royal Australian Navy again ready to put into practice its sure knowledge of the law that war at sea can know no boundaries.

(To be continued)

Three Famous Names

B.E.E.

ELECTRIC HOME HELPS

Osram

LAMPS

GENALEX

Electric

Clothes Washers, Refrigerators and Radios.

Products bearing these famous names are guaranteed by B.E.E. Sole Australian representatives of The General Electric Co. Ltd., of England—the largest British controlled electrical organisation in the World.

British General Electric Co. Pty. Ltd.

SYDNEY, NEWCASTLE, MELBOURNE, ADELAIDE,
PERTH, BRISBANE, HOBART, LAUNCESTON



In Empire Air Development

FIRST Aerial Service in Eastern Australia . . . by Charlevilla to Cloncurry, hence "Queensland and Northern Territory Aerial Services" . . . Q.A.N.T.A.S. . . . 1922

FIRST Aircraft to be manufactured in Australia under license from overseas . . . a DH80A, built by Qantas at Longreach . . . 1926

FIRST Flying Doctor service established in Australia by Qantas at Cloncurry . . . 1928

FIRST Official experimental Airmail between Australia and Britain, in association with Imperial Airways . . . 1931

FIRST Four-engined Plane used in Australia . . . by Qantas on Brisbane-Singapore service (a DH86) . . . 1935

FIRST Through Flying Boat service to Singapore by Qantas, and—in association with Imperial Airways—to London . . . 1938

FIRST Regular Crossing of the Indian Ocean . . . the world's longest air hop by Qantas in association with B.O.A.C. with Catalinas . . . 1943

FIRST With B.O.A.C. and Tasman Empire Airways. Qantas re-affirm established policy to fully support British Air Transport on Empire routes . . . to help maintain British Empire Air supremacy in the revolutionary developments in the Age of Flight . . . 1946

Qantas Empire Airways

AUSTRALIA'S INTERNATIONAL AIRLINE

In association with

BRITISH OVERSEAS AIRWAYS CORPORATION B.O.A.C.



Romance Outsails Time and Storm

In an age of rockets, helicopters and jet-propulsion, the ship which rides the sea, whether driven by sails or engines, retains a special and haunting beauty which the new devices of science can never destroy.

Syd Nicholls has fixed and assembled some of this vanishing magic in his book, "About Ships," which traces the development of seafaring craft from the Egyptian galley to the Queen Elizabeth. Mostly he does it with clever drawings, in line and colour, of some 70 vessels, each of them typical of a phase in the long ancestry which culminates in the Cunard liners.

In addition he adds an extremely condensed but extraordinarily fascinating history of man's eternal battle with the sea. This section is crammed with facts and figures of the kind which the ordinary reader could get only after months of excavation in a library.

Nicholls begins with the dug-out logs of the Stone Age, ranges through the ships of the Nile, the Phoenicians, the Greeks and Romans and Carthaginians, describes the seafaring of the Vikings and Danes, and sketches the rise of the British Navy from the days of its founder, Alfred the Great.

The great navigators come next, from Prince Henry of Portugal, through Diaz, Columbus, Magellan, Drake, Tasman and Dampier, to Captain Cook. Their ships come alive in the gaily coloured plates, drawn with meticulous care for

detail and technical correctness, yet real ships, plunging out of the page with the breath of the wind in their sails.

For the landsman, whose sea voyages are made only in print, Syd Nicholls has included a diagram showing the sail-plan of a full-rigged ship. Here, clearly numbered and outlined, are such mysteries as the mizzen topmast, staysail, the main royal staysail, the flying jib, the outer jib, the cross jack and the spanker, according to whether the rig is square or fore-and-aft.

Steam forms a separate section. The queer, experimental paddle-boats, half-sail and half-steam, lead in the early P. and O. liners, Precursor and Chusan. Australia's Murray River steam-boats are contrasted with the steamboats of the Mississippi. The liners come to a climax with the "ship of the future," the artist's own design for a huge streamlined giant.

A great deal of hard work has gone into the making of Nicholls' book, but obviously it has also been a labour of love. The book will be a joy for all boys, and for other people besides, even for those whose adventures by sea have been confined to the smoking-saloon of the 8.15 from Manly.—K.S.

("About Ships," written and illustrated by Syd Nicholls; published by the author, 166 Phillip Street, Sydney.)

(We are indebted to "The Sun" for permission to reprint this excellent review, a review which in no way exaggerates the magnificence of this wonderful book.)

OVERSEAS NEWS

(From Page 11)

Moreover, in addition to this it is quite possible that the Government may, even against their better judgment, be stampeded by the Trade Union Congress into legislation enacting a general 40-hour week, with the corresponding increase of hourly wages and reduction in output. Even should the argument of the Trades Union Congress be true, that the 40-hour week would not reduce output—it certainly is not true as regards shipbuilding and repairing—there is the increase in hourly wages, as the reduction of working hours is to be qualified by the condition that the amount of weekly wages is not to be reduced,

and that alone would indicate an increase of about 15 per cent. in wage costs.

It may be feasible to maintain output in certain mechanised mass production industries, but certainly not in such industries as shipbuilding, depending more on human skill and effort. Even with the best possible organisation, depending as it does on materials supplied from outside, a shipyard cannot be worked with the clockwork regularity of a motor factory.

There is another side of the question of increased cost not always fully appreciated by the owner and affecting prices. Every shipbuilder knows from his experience after the 1914-18 war that post-war specifications are invariably more

GLOBEX

MEF EXTRACT

For appetizing Bœuf, strength-building nourishment and economy in use... you can't beat GLOBEX. It contains the full strength and concentrated essence of the prime beef and it is made in a second.

Try it for soups, gravies, nourishing beef tea, and it makes really delicious sandwiches... but spread it thinly.

OBTAINABLE FROM ALL CHEMISTS AND STORES
1, 2, 4 and 8 oz. jars or 4 and 8 oz. containers

Cockatoo Docks & Engineering Co. Pty Ltd.

Contractors to...
H.M. AUSTRALIAN NAVY
Ship-builders, Marine & General Engineers
Inquiries invited
COCKATOO ISLAND
SYDNEY

Phone: W 1941 (10 lines)

BIRT & COMPANY (PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.
P.O. BOX 844 R, G.P.O.

Also at

84 Eagle Street, Brisbane; Macgregor Cold Storage, Railway Street, South Brisbane.

SHIPPING AND GENERAL AGENTS

elaborate than those of pre-war. Most of the owners having considerable capital after the war demand better equipment, speeds, etc., making for greater efficiency and economy, and efficiency has to be paid for.

Some owners have only a vague idea of what an additional knot in speed can make to the price per ton deadweight, by which they compare the cost. The addition of one knot can add anything up to 20 per cent. more machinery power with about the same increase of weight and cost of machinery, reducing the deadweight accordingly, and if it should be found desirable to reduce somewhat the block coefficient this would correspondingly reduce the displacement and deadweight, so that as the cost increases the deadweight diminishes, with a double effect on the cost per ton deadweight.

Any extra weight of equipment, such as extra winches and derricks, crew's accommodation and machinery auxiliaries, must also be deducted from the deadweight. There is also the question whether the individual output per man is, or will be, that of pre-war, in spite of all the appeals for output by union leaders and the Government.

This tendency to "go easy" is sometimes attributed to "war weariness," but some of those who had the supervision of war work in shipyards would attribute it rather to the ingrained influence of the Essential Works Order and give it another name. It will be a very long time before workers are convinced that extra effort on their part will not mean only more profit for the employer, and it would be optimistic to expect any reduction of costs on this score.

The greater use of electric welding and the introduction of more modern methods might reduce labour costs, but our British workmen are nothing if not conservative. It may be that when some of the Continental yards get into full swing we shall see competition, at any rate for Continental-owned tonnage, and foreign orders, in consequence, slacken off appreciably.

Builders may, of course, have eventually to cut their profits, but after their experience in the last crisis it is doubtful whether they will cut into their overhead charges and capital reserves as they did then, waiting for the turn of the tide, which was such a long time coming, and for some never came at all.

It is also possible that, some day, American-built war-time ships will be available so cheaply as to allow of them being modernised and adapted to the requirements of other trades and still leave a good margin between the final cost and that of new tonnage.

It is therefore for each owner to make his own decision whether the present level of freights will last long enough to wipe out the extra cost of present-day tonnage. This will depend on early re-establishment of world trade and international credits, which at present do not seem too hopeful.

The signs at present, however, are that owners who hold off in anticipation of lower quotations are likely to be disappointed, and that for a long time quotations are rather likely to be higher than lower.

To this not very encouraging review may be added some words of Sir Amos Ayre, chairman of the Shipbuilding Conference, at Sunderland, quoted by "Journal of Commerce," 20/11/46. After referring to the slump conditions in the industry after 1930, Sir Amos said: "The future must be closely watched, by looking well ahead, and every endeavour must be made to avoid a repetition of such conditions. After the first world war there were thoughts of meeting such a possibility by planning to build naval vessels in times of low merchant ship demand, but when the time came these were forgotten. In 1933 the unprecedented depression in merchant building was accompanied by a condition of practically no naval vessels, and the reconstruction of the industry, in fact, forgotten by the Government."

"If this state of affairs is to be repeated we will have to reconcile ourselves to shipbuilding having become a war industry with full demand being reached only in time of war and immediately thereafter, in replacement of losses. Such a thought is, however, most fearful."

"The nation must appreciate that the defence of these islands depends upon its Navy, and its merchant ships, and its real ultimate defence must, therefore, be recognised to lie in its shipyards in which the vessels are produced."

Ex-servicemen of the United Kingdom, the British Empire and the Allied countries who take their discharge in Australia are eligible to apply for various benefits such as re-employment aids, re-employment allowances, reconstruction training, re-establishment loans, free transport from port of disembarkation to final inland destination, fares to employment, gifts of tools of trade, etc. They are NOT eligible under the War Service Homes Act. They may participate in the housing programme, but their status would be that of a civilian and their priority would be very low. In the case of Allied or other Dominion servicemen, most of these benefits are limited to those who arrive in Australia before June, 1946.

When ships of the Navy "heave to"

this rope holds fast!

MILLER'S ANCHOR BRAND

NORCO



STEWARTS & LLOYDS (Aust.) Pty. Ltd.

TUBE ALL SIZES AND QUALITIES
STEEL PLATES AND SECTIONS
GALVANISED IRON

157-165 CITY ROAD
SOUTH MELBOURNE
MX 5221



"WET or FINE
NUGGET
WILL
SHINE!"

THE DAILY DOSE OF
NUGGET
DOES IT!

NUGGET
SHOE POLISH

for a fast & lasting shine

J. T. STAPLETON PTY. LTD.

Estate Agents

133 PITT St., Sydney

'Phones: B 1992, B 1737



**Time for a
CAPSTAN**

CAPSTAN: THE EMPIRE'S
FAVOURITE CIGARETTE



THE NAVY LEAGUE

Patron: H.M. The KING.

Head Office:

Grand Buildings,
Trafalgar Square,
LONDON, W.C.2

Branches:

Great Britain, New South Wales, Victoria,
South Australia, Tasmania, New Zealand,
Ceylon, Rhodesia.

Affiliated Leagues:

The Navy League of Canada
The Navy League of South Africa

N.S.W. BRANCH

Patron: His Excellency the Governor of N.S.W.
President: T. H. Silk, M.I.C.E., M.I.N.A.

Hon. Treasurers: J. L. Milson C. M. C. Shannon
Hon. Auditors: Robertson, Crane and Gibbons.
Hon. Secretary: Comdr. F. W. Hixson, O.B.E.,
S.S.D.

Secretary and Editor: W. W. Beale, O.B.E.

VICTORIAN BRANCH

(Incorporating Navy League Sea Cadet Corps)
Patron: His Excellency the Governor of Victoria
President: Captain S. A. Pidgeon, R.D., R.N.R.
Hon. Treasurer: C. W. Lucas, Esq.
Secretary: L. S. Digby, Esq.

PLEASE NOTE

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

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

Telephone BU 5808

JOIN THE NAVY LEAGUE

FOR 60 YEARS

the

MERCANTILE MUTUAL
Insurance Coy. Ltd.

an Australian Institution has been
providing security for the homes of
the people, its motto being

"Service to the Public"

Under the protection of Insurance Policies ships sell
the oceans, land and air transport moves, men work,
and homes and factories are built and safeguarded.
Injuries are compensated and distress relieved.

Insurance is a contract of good faith.

Our funds are used to assist in the development of the
Country and with our properties are held in trust for
the protection of our Policy Holders.

Fire, Marine, Accident, Motor Car
and

Householders' House-Owners
(Combined) Insurance

Crops, Stocks, Fencing, Pluvius
All Classes of Agricultural Insurance

Head Office: 117 PITT STREET, SYDNEY
SELWYN KING, Managing Director.

Agencies in all Suburban and Country Centres
throughout the Commonwealth where all classes of
Insurance can be arranged by any of the Company's
4000 Agents trained to give

"Service to the Public"



Ready to Serve.

Delicious, nourishing
"IMPERIAL"

Canned Meat Delicacies . . .
Imperial Hampe, Imperial Meatloaf and
Imperial Camp Pie are three loyal food
subjects—always ready for that exacting
job of pleasing the palate and nourishing
the body.

Ask for "Imperial" canned
meats—you'll get the best!

Imperial GOOD FOODS

W. ANGLISS & CO. (AUST.) PTY. LTD.

★ DOMINATING THE COURT.....

**SLAZENGERS
CHALLENGE
RACKET**

SLAZENGERS the most widely used TENNIS BALLS
..... in Australia

THE NAVY

MONTHLY FEBRUARY, 1947 Vol. 10, No. 2 (New Series)



"ABOUT SHIPS"



Clipper Ships Taeping and Ariel racing up the Channel, September 6, 1866, at the finish of a 16,000 mile ocean race from Foochow. This dramatic illustration is reproduced from one of the many full colour art plates in "About Ships," by Syd Nicholls.

In 1866, one of the greatest sailing ship races took place between five famous British clippers—the Ariel, Taeping, Fiery Cross, Sercia, and Taitting. They left Foochow within two days of each other at the end of May, 1866. The beginning of September found the ships at the entrance of the English Channel, each of them unaware of the whereabouts of the others. On the morning of September 5, the Taeping and Ariel, which had left Foochow with only 20 minutes dividing them, sighted each other. With straining braces and billowing canvas, these ships made a never-to-be-forgotten sight as they raced up the Channel, with both crews making desperate efforts to win this classic of the sea races. They docked in London on the same tide, to the resounding cheers of the crews of the other vessels docked in the port. The Taeping won the race by only a few minutes. Later, the Sercia came along; the remaining clippers arrived during the next two days. Thus finished the closest and most thrilling race in the history of clipper-ships, three of the five ships having sailed 16,000 miles in ninety-nine days, the remaining two vessels taking only two days more.

The foregoing is one of many exciting episodes from the text of "About Ships." This book contains over 100 paintings of ships, from the Egyptian Galley to the Queen Elizabeth, 10/6 from booksellers or the publisher.

SYD. NICHOLLS PUBLICATIONS
168 Phillip St. Sydney.

THE NAVY Official Organ of The Navy League FEBRUARY, 1947

CONTENTS

Editorial	27
The March of Fashion	28
Troops Boarding Manoora: Illustration	31
Naval Personalities	
No. 2. Rear-Admiral George Dunbar Moore, C.B.E.	33
Why Sea Cadet Training At All?	35
The R.A.N. in the Second World War	39
111th Anniversary Regatta: Illustration	41
Overseas News	43
Chronology of Naval Events	45
Book Review	48

Front Cover

Rear Admiral G. D. Moore, C.B.E., on tour of inspection at Captain Cook Graving Dock.

FOR YOUR PROTECTION

Lloyd's MARINE INSURANCE

FOR nearly 250 years the name "Lloyd's" has been synonymous with marine insurance.

We are proud of our long association with this tradition and would like to point out that we were the first Brokers making Lloyd's Insurances directly available to the Australian public.

For many years now we have had an entirely separate and specialised department handling all classes of marine insurance. This department is entirely at your service, free and without obligation, to advise you upon any marine insurance problem.

For all marine business covering—

YACHTS — LAUNCHES — TRAWLERS — FISHING BOATS
and other craft and all classes of cargo, consult

EDWARD LUMLEY & SONS Pty. Ltd.

(Formerly Messrs E. Cahoon & Son Pty. Ltd.)

283 George Street and 9-11 Martin Place, Sydney, and 31 Wall Street, Newcastle

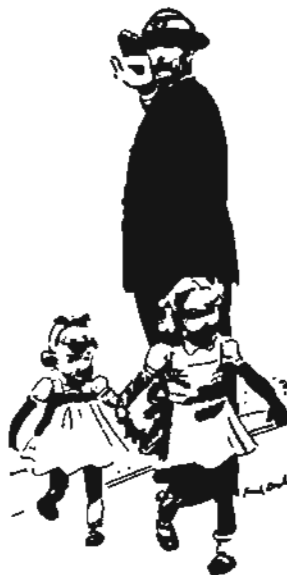
**Suppose there were no police-
man on the corner . . .**

. . . Suppose he weren't there to answer questions, to direct the tides of traffic; to step up and solve any emergency. He's the genial host of the city streets: the inexhaustible source of information; the staunch symbol of enduring and dependable things. You'd be lost without him. And, incidentally did you ever stop to think you'd be lost without

a store like Marcus Clark's

a store that stands by you in the smallest matters . . . that rises to all the great occasions of your lives.

THE BIG STORE, CENTRAL SQUARE



WINNS...BOYS' MERCERY VALUES

BOYS' TWILL WINCEYETTE PYJAMAS, good quality medium weight, bright striped designs in Blue or Pink. Chest sizes 24 to 32.

KEEN PRICE
9 Coupons

BOYS' ALL WOOL NAVY FLANNEL BLAZERS with 2-tone corded edges, sleeves and pockets. Strongly sewn and good fitting. Sizes 4 to 13.

SPECIAL VALUE
6 Coupons

WINNS OXFORD STREET, SYDNEY
REDFERN — ASHFIELD — HURSTVILLE

THE NAVY

OFFICIAL ORGAN OF THE NAVY LEAGUE

Price 1/-

FEBRUARY, 1947

Vol. 10, No. 2 (New Series)

MICHAEL LIGHAM
14 MAR 1947
SYDNEY

Editorial

THE first issue in its new form of our official organ "The Navy" last month had a most favourable reception by readers. In the war years, due to causes outside the League's control it was not possible to maintain the early standard we had set ourselves. Paper became scarce and was of inferior quality. The League expected no favours and received none. That it published its magazine despite a multitude of adverse war-time circumstances is the post-war reason why it still appears monthly. The support of old and new advertisers, without which the newly dressed monthly could not appear in public, and the co-operation of publishers and printers with the League augurs well for the future stability and success of this new venture "The Navy."

For upwards of twenty-six years in New South Wales the Navy League has done all in its power to keep the public informed of the paramount importance of the Royal Navy and the Royal Australian Navy. Air power and air transport are of vast and ever increasing significance; the unloosing of atomic energy may imply changes at present undreamed of by man; but there is no fundamental change as yet regarding the Navy's position as chief protector of a maritime Empire with its vital life-line of sea-borne trade.

Despite every innovation the Navy remains the guardian of the seas, and it is mainly to the seas an island nation must turn in war if it is not to be beaten to its knees by overwhelming force.

A navy, then, whether it consists chiefly of aircraft carriers or any other type of surface or under-water craft is as essential to our safety and for the protection of our commerce as hitherto.

KEEP WATCH and HANDS OFF THE NAVY must be our slogan.

Royal Australian Navy personalities are being featured in "The Navy." Rear-Admiral H. B. Farncomb and Rear-Admiral J. A. Collins were shown on the front cover of the January issue. This month Rear-Admiral G. D. Moore appears.

A fine picture of Britain's new battleship "Vanguard" is seen in the January "Navy." The King and Queen and the Royal Princesses journeyed to South Africa in this great ship.

Supplementary to her crew are twelve specially selected Navy League Sea Cadets from Great Britain. These lads owe their marvellous good fortune to the King himself, His Majesty requesting that the Sea Cadet Corps be represented on board.

Two officers and twenty-five English Sea Cadets have recently returned home after a fascinating and most enlightening tour of Canada. They were the guests of the Navy League of Canada.

Overseas news comes to us by special arrangement with the Navy League, London.

The March of Fashion

By "TAFFRAIL"

I.—THE OFFICERS

UNIFORM for naval officers of executive rank was authorised in 1748, the first patterns conforming closely to the costume of the period worn on shore; but of distinctive colours, with special buttons and embroidery. Blue with red facings, or red with blue, had been suggested for the full-dress coat. However, this was vetoed by George II who had seen the Duchess of Bedford, wife of the First Lord of the Admiralty, riding in the park in a habit of blue with white facings, and had fancied those colours.

The blue, collarless tail coat, with pockets and wide lapels heavily embroidered with gold lace in the case of Flag Officers and Captains, was worn over a long white waistcoat with white knee-breeches, stockings and buckled shoes. Ruffles of elegant white lace appeared at the neck and round the wrists.

The uniform varied from time to time in cut and the arrangement of embroidery and buttons, and it was not until 1787 that stereotyped garments were established for Warrant Officers, which at that time comprised Masters and Masters' Mates, who were the navigating officers, together with Surgeons, Purser, Gunners, Boatswains and Carpenters. It was now that Captains over three years' seniority wore two rows of gold lace round the cuffs and pockets of their full dress, and junior Captains one. Lieutenants had no gold lace.

The white facings disappeared in 1795 and were not re-introduced until 1812, while in 1833 William IV changed them to red and they so remained for ten years. The familiar white collar patches of the midshipmen, however, persisted throughout, and those seen to-day originated in 1748. Incidentally, the midshipman's dirk in place of a sword or a hanger worn from a broad leather belt over the shoulder, did not receive official recognition until 1856, though they had been worn unofficially at least 30 years before.

Epaulettes for full dress became uniform in 1795, and originated in a curious way. They had been worn for some time in the French and Spanish Navies, and by officers of the Royal Marines in

silver. Naval officers visiting France during peace found that the French sentries did not carry arms to them, as they did to Marine officers. Later, when one of the naval officers became a Lord of the Admiralty epaulettes were introduced. Admirals wore one on each shoulder with stars to indicate rank; Captains over three years plain gold epaulettes; those under three years one epaulette on the right shoulder; and Masters and Commanders, an intermediate rank between Lieutenants and Captains not to be confused with Masters, who were Warrant Officers, one on the left shoulder. In 1812, however, all Captains and Commanders were given two epaulettes, and Lieutenants one on the right shoulder. It was not until the Crimean War that all commissioned officers of or above the rank of Lieutenant were given two epaulettes, with scales, or epaulettes without bullion, for Masters, or what we should now call Sub-Lieutenants. The insignia on the epaulette strap varied according to rank.

Fashions were constantly changing. In 1805 some officers were wearing Hessian boots with white pantaloons. Twenty years later, though white knee-breeches were still uniform, officers were permitted to wear blue or white pantaloons. In 1827 knee-breeches were ordered to be worn at Court only.

The year 1837 saw the introduction of a uniform for Engineers, who at first were Warrant Officers. In 1843 all executive officers were ordered to wear double-breasted full-dress coats. Those for other officers were single-breasted; Masters having their buttons regularly spaced, Paymasters in twos, and Doctors in threes. Engineers, who had a special device on their buttons of a steam engine surmounted by a crown instead of the usual crown and anchor, wore them in fours.

Headgear varied. At the time of Trafalgar all officers wore cocked hats athwartships in full dress and undress, though by 1825 they were being worn fore and aft. A blue cloth cap with peak or round black hat embellished with a black silk band and cockade might be worn at sea. On

shore cocked hats were still de rigueur though subordinate and warrant officers wore a sort of low-crowned top-hat with cockade. Caps with a gold-laced band and crown, came in at some period before 1846 for wear at sea, though ten years later, after the Crimean War, mohair braid was substituted for the gold lace and the familiar cap badge of the crown and anchor surrounded by laurel leaves was made uniform. At that time the peak was usually horizontal. The sloping peak as worn to-day was not brought in until later. The year 1856, too, saw the abolition of the special button for engineer officers.

In 1863 officers of the military branch were given another row of gold lace with a curl on top, thus conforming to the practice of to-day. Other officers had no curl; but were ordered to wear distinctive colours between the stripes—red for the Medical branch, white for Paymasters and purple for Engineers. Pale blue, previously worn by the Navigating branch, was given to Naval Instructors in 1879. In 1867 sashes were authorised for naval aides-de-camp to the Queen; but were replaced in '74 by aiguillettes worn on the right shoulder. These latter, of course, are now also worn on the left shoulder by officers on the personal staff of any Flag Officer.

The year 1874 also brought the introduction of the "half stripe" for Lieutenants and officers of equivalent rank of over eight years' seniority. In 1825 all officers had been permitted to wear a

short, round jacket at sea, while in 1879 was introduced a single-breasted tunic. This was replaced ten years later by the familiar double-breasted "monkey" jacket worn to-day. The specific rank of Lieutenant-Commander for executive "half-stripes" was introduced in 1914, while a little later the curl was authorised for officers of the engineering branch who also adopted executive titles prefixed by the name of their branch. Officers of the new engineering entry established in 1903 used the executive title alone followed by "(E)," and until 1925 appeared in the same list as executive officers.

The curl above the top row of lace was made uniform for all commissioned naval officers in 1918, after the First World War, while officers of all branches were ordered to use executive titles preceded, as the case might be, by "Instructor," "Surgeon," "Paymaster," etc., to indicate their branch. Within the past year or two there has been another change, officers of the accountancy branch being ordered to use executive titles with the suffix "(S)," for "Supply and Secretariat."

In conclusion, the important matter of beards. Until the end of the Napoleonic Wars the Navy went virtually clean-shaven. Then came a period when the sailors wore enormous whiskers, and the officers side-whiskers of the "mutton chop" variety. The habit was to have a clear patch, about three fingers wide, from the nose, over the mouth, and under the chin, presumably so that



Lieutenant 1796



Midshipman 1796



Captain 1796



Admiral 1801



Lieutenant-Commander 1918

a barrage of hair should not interfere with plain speaking. Heavy beards and moustaches were a product of the Crimean war, and the fashion is supposed to have been set by Commander Lord John Hay, of the "Wasp," who was later an Admiral of the Fleet. The habit caught on, and the first officer wearing the new adornment to enter the sacred precincts of the Admiralty was Commander C. R. Moorson, lately returned from the Black Sea. He entered the room of the First Naval Lord, Rear Admiral Maurice Fitzhardinge Berkeley, and the latter, pallid with rage and astonishment, waved the daring intruder to the door with the incisive remark—"Horse Guards, next door."

It was not until the late '70's or early '80's of last century, at the instigation of Queen Victoria's second son, Admiral of the Fleet the Duke of Edinburgh, later Duke of Saxe-Coburg-Gotha, that officers and men of the Royal Navy were permitted to wear beards. The King's Regulations and Admiralty Instructions of to-day lay down that—"The Captain is to permit all officers and men of the ship, including the Royal Marines, to wear beards and moustaches if they so desire. When the permission is taken advantage of, the use of the razor is to be discontinued entirely, as moustaches are not to be worn without the beard, nor the beard without moustaches. . . . The hair of the beard is to be kept well cut and trimmed. The Captain is to give such directions as may seem to him desirable on these points,

and is to establish, so far as practicable, uniformity as to the length of the hair, beard, moustaches, or whiskers of the men—"

The Navy is nothing if not meticulous, and one wonders who wrote that regulation, and when it first appeared. Judging from some of the truly terrifying face fungus that appeared during the late war in destroyers, submarines, crawlers, M.T.B.'s and other small craft, it seems to have passed into the limbo of forgotten things.

AARONS EXCHANGE HOTEL

1 GRESHAM STREET, SYDNEY

Only the Best Brands Stocked
Dining Room Unsurpassed

AARONS EXCHANGE HOTEL



FOR KUIJE: Troop of the Australian occupation forces in Japan, who now completed furlough in Australia, boarding the troopship "Manoora," to return to their duties at home. The vessel took a large number of service personnel.



**Time for a
CAPSTAN**

CAPSTAN: THE EMPIRE'S
FAVOURITE CIGARETTE

POOLE & STEEL LTD.

43 STEPHEN STREET
BALMAIN
N.S.W.

GENERAL ENGINEERS
BOILERMAKERS
SHIPBUILDERS
DREDGE BUILDERS

Plans, Specifications and Estimates prepared
for Mining Dredges and Plant of all kinds.
Electric Welding and Oxy-Acetylene Work.

Telegrams:

"POOLSTEEL," BALMAIN, N.S.W.

If It's from . . .

MORAN & CATO'S

It MUST be Good



WILHELSEN LINE

(Norwegian Australian Line)

Regular Services maintained with fast motor
vessels.

For further particulars, apply:

**WILH. WILHELSEN AGENCY
PTY. LTD.**

63 PITT ST., SYDNEY

51 WILLIAM ST., MELBOURNE

Naval Personalities

Rear-Admiral George Dunbar Moore, C.B.E.

Flag Officer in Charge, New South Wales

Rear-Admiral Moore was born in Queensland nearly 54 years ago. He is the son of the late Dr. John Irwin Moore, and received his education at Southport High School, Brisbane Grammar School and in the famous Cadet Training Ship, H.M.S. "Conway," where he became a King's Gold Medallist in 1912.

Joining the Royal Australian Navy in 1913, he served throughout the 1914/18 World War, first in H.M.S. "Defence," in the Mediterranean, South Atlantic and North Sea, 1914-16; H.M.A.S. "Melbourne," West Indies and North Sea, 1916-19; during present war served in command of H.M.S. "Dauntless," July, 1939-July, 1941; H.M.A.S. "Australia," August, 1941-December, 1941; H.M.A.S. "Canberra," December, 1941-June, 1942. Sub-Lieutenant, July, 1914; Lieutenant, March, 1916; Commander, December, 1928; Captain, December, 1935; Commodore, 2nd class, June, 1942; Acting Rear-Admiral, September, 1944; Second Naval Member of Naval Board, June, 1942, to October, 1944; Acting First Naval Member of the Commonwealth Naval Board, August, 1945, while Admiral Sir Louis Hamilton was indisposed, during which time he was present in Tokio Bay at the Official Signing of Surrender of Japanese Forces.

Rear-Admiral Moore, since September, 1944 has been Flag Officer-in-Charge of New South Wales Command, including:—

H.M.A. Naval Dockyard; H.M.A.S. "Penguin" (Balmoral Naval Depot); H.M.A.S. "Watson"; H.M.A.S. "Rushcutter"; H.M.A. Reserve Ships; and a miscellaneous assortment of smaller Naval Establishments, Stores, etc., now in the process of closing down.

The Rear-Admiral's official residence is "Tresco," Elizabeth Bay, Sydney, where he and Mrs. Moore find relaxation when duty is done.



FOSTER'S LAGER

BREWED BY
CARLTON & UNITED BREWERIES LTD.

AUSTRALIAN JOCKEY CLUB

(Randwick Racecourse)

AUTUMN MEETING, 1947

5th, 7th, 9th and 12th APRIL

PRINCIPAL EVENTS

First Day: Saturday, 5th April

The A.J.C. Sires' Produce Stakes, £4,000 added. Seven Furlongs.

The Doncaster Handicap, £3,500 added. One Mile.

The A.J.C. St. Leger, £2,000 added. 1½ Miles.

Second Day: Monday, 7th April

The Sydney Cup, £6,000 added and a gold cup valued at £250. Two Miles.

Third Day: Wednesday, 9th April

The All-Aged Stakes, £1,500 added. One Mile.

The Champagne Stakes, £2,000 added. 6 Furlongs.

Fourth Day: Saturday, 12th April

The Adrian Knox Stakes, £2,000 added. 1½ Miles.

The A.J.C. Plate, £1,500 added. 2½ Miles.

Admission tickets for the Saddling Paddock only may be purchased in the City on the afternoon before and on the days of the races at the Hotel Australia, Castlereagh Street, Sydney.

T. Nicholson, W. N. Parry-Okeden,
Racing Secretary, Secretary,
6 Bligh Street, Sydney.

HERMETICALLY GLASS-SEALED

TO ENSURE
GAS-TIGHTNESS



- NO ESCAPE GAPS
- NO LOSS OF POWER

The "Corundite" Insulated Automotive Plug incorporates exclusive features previously associated only with K.L.G. Aircraft Plugs. By hermetically sealing the plug with a glass powder vitrified into position, gas-tightness is secured, and faultless performance ensured, because there is no escape of power.



AVAILABLE FROM ALL LEADING MOTOR AND
MOTOR TYRE ACCESSORY HOUSES & GARAGES

Why Sea Cadet Training At All?

(J.B.)

I ASK that question purposely, not because it is customary to introduce the subject in that manner, but, as I say, strictly on principle. It may have been sufficient that the immortal Light Brigade knew not the reason why but an officer must know it, see it, and appreciate it. Only thus can best results be obtained. Muddleheaded good intentions lead only to personal frustration, and irreparable damage to the Service to which we have consecrated ourselves. On all considerations, then, it's imperative that we know what we are doing, and why.

In exploring this question of Sea Cadet Training we find that while remaining an indivisible whole it may be viewed from three different aspects, national, social and educational. But let us not lose sight of the fact these divisions are purely a matter of convenience, that they are but ASPECTS of a whole. To view our subject from any one angle to the exclusion of the others, is to betray to all and sundry refractive defects in our mental vision. As our work proceeds we shall see how closely these three aspects are interwoven, how interdependent they are. Bearing this in mind we can now safely proceed to examine each of them.

Firstly, the national. This brings us face to face with the cardinal factor in the development of the British Commonwealth of Free Nations, seapower. We may read in many learned tomes much that will lead us, rightly, to see that these British peoples have created a political institution unique in the history of man and empires. Yet, one lays aside these learned works with some dissatisfaction. These brilliant scholars have noted and annotated each factor in the growth of this great institution, but have failed, for the most part, to ask themselves what one factor made all this possible. That factor was seapower. British history read without reference to seapower is but a quotation divorced from its context.

The discoveries of the late 16th century awoke the British peoples to the fact that they were not, as they had believed, on the edge of the world, but, in fact, almost at its centre. This was, at the time, an astonishing discovery. Previously ships had only been used for local defence and trading, but now it was seen that by means of

ships new avenues of commerce could be opened up.

Unfortunately, the dominating powers of that time, Spain and Portugal, were of a monopolistic character and by the famous Papal Bull apportioned the world between them with the intention of debarring all later entrants on the path of discovery and trade. This was a state of affairs English monarchs were quite understandably loath to dispute, England of that time being one of the lesser European powers, but the seamen of Somerset, Devon and Cornwall together with the merchants of Bristol held different views on that subject. Compelled by Papal Bull and deference to Royal authority they attempted to discover a northwest passage to Cathay. They failed, gloriously, but discovered our oldest Dominion, Newfoundland, the fabled wealth of the Grand Banks, Canada, Labrador, and not least, in that testing ground of seamen that is the North Atlantic, tempered the steel of their seamanship. The ice, cold, fog, and unrelenting gales of those high latitudes were ruthless masters but they formed the character of the British seaman.

Finding a northwest passage to Cathay could not be made, seamen such as Drake and his many contemporaries, decided that Spain or no Spain they would trade where they willed. They did, leaving behind them the smell of burning Royal hair. Inevitably this brought England and Spain into conflict. In that conflict the power of Spain was shattered. The splendid ships of Henry VII and the all big gun battleships of the much-maligned Henry VIII, backed by the unsurpassable seamanship of the West Country, gave England a sea weapon second to none. It was English broadsides, not the English weather, that shattered the Armada. Henry's all big gun battleships rendered the fleets of the world as obsolete as did Lord Fisher's "Dreadnought," in 1906. Coupled with this was the fact that the Elizabethan seamen fought seafaring as seamen, while the fleets of Spain were but soldiers deployed afloat.

Following upon this the ships of the English merchants expanded their trade and we must always bear in mind that it is upon trading ships and commerce that true seapower is based. Unfortunately, the British people have the lamentable

Three Famous Names

B.G.E.

ELECTRIC HOME HELPS

Osram

LAMPS

GENALEX

Electric

Clothes Washers, Refrigerators and Radios.

Products bearing these famous names are guaranteed by B.G.E. Sole Australian representatives of The General Electric Co. Ltd., of England—the largest British controlled electrical organisation in the World.

British General Electric Co. Pty. Ltd.

SYDNEY, NEWCASTLE, MELBOURNE, ADELAIDE,
PERTH, BRISBANE, HOBART, LAUNCESTON

habit of neglecting in times of peace the fighting ships under whose shield the trading ships are enabled to voyage unmolested. Holland saw this and while nominally a friendly power committed some very warlike acts upon the goods and chattels of His Majesty's subjects in all parts of the world.

Britain was, for a time, powerless to interfere. It has always seemed to me a great pity that the Dutch nation with which we had so much in common should also view the exercise of seapower from a monopolistic angle. This was regrettable, but even more regrettable was the disappearance of the British flag from the seaways of the world. From this resulted the Dutch wars wherein we met, and thanks largely to Blake, defeated the most doughty sea warriors we have yet encountered.

But wars were only incidents in the growth of British seapower. Exploration, trading and colonising were its keynote. So valuable to the world in general were the voyages of Cook it is on record that the French gave orders to their warships that if encountered he was to be allowed to proceed unmolested. It would be impertinence on my part to recommend Cook to the notice of Australian seamen, but in Cook we see merging for the first time the scientific seaman. While the work of the marine surveyor is never at an end, it is worthwhile recalling to ourselves that most modern charts of the St. Lawrence, Newfoundland, Labrador, New South Wales and many Pacific islands are based upon the original surveys of James Cook. We are further indebted to this splendid seaman for the earliest scientific observation of Antarctic conditions.

It is tempting to linger among memories of Cook, Anson, Jervis, Blake, Duncan, Probbisher, Boscawen, Nelson and his captains but we must go on to the work they established.

In the century following Trafalgar, British seamen charted the coasts of the world, suppressed piracy, slavery, and brought a freedom the oceans had never known before. Unlike its predecessors British seapower was not monopolistic. The seas were now open to ALL that passed upon their lawful occasions. Under that guarantee the British Colonies, the United States, and South American republics grew to nationhood. When our American friends speak of the Monroe Doctrine, it should be remembered that at the time of its formulation there was only one agency capable of implementing it—The Royal Navy.

And now to the Australia of to-day.

Since the beginning of the present century, Australia has made her own contribution toward the maintenance of that seapower upon which her very existence depends. With admirable strategical foresight Australia has designed her Navy to fit into the general framework of the British Fleet and Australian officers are thus able to obtain a much wider experience of Fleet working and advanced naval matters than the material size of the Royal Australian Navy permits. I need only mention that in the two recent world wars His Majesty's Australian ships have given abundant proof that the highest traditions of British seamanship are nobly upheld. It is well that this is so. Australia's sea communications are among the longest in the world. Australia needs the outside world and the world needs Australia. On exports and imports is based the whole fabric of Australian life. Should any power ever succeed in severing those communications, Australia as we know her would cease to exist, a tragedy for this young nation and the civilisation of which she forms an integral part.

It follows from this then, that Australians, in their own interests, national and international, cannot afford to neglect matters relating to the sea and shipping. Australia demands a public intelligently informed in sea affairs, a steady flow of human material of good type into her Royal and Merchant Navies, and a strong seafaring reserve among her population. The Sea Cadet Corps, can, if its officers are well-informed, well-instructed, and so determined, make a large contribution toward meeting the nation's demands. Let me, however, emphasise the fact again that the value of that contribution is directly proportional to the skill, imagination, and initiative of the Sea Cadet Officer. It is not enough that he be a competent seaman. He must be, too, an instructor of the type that brings out as well as instills, who shows how the particular is related to the general and the general to the particular. Nor does the matter end there. To these qualities we must add something of the advocate and not a little of the devotee.

All this may seem a rather tall order. It is, indeed, but it must be met. Australia demands it.

As we proceed now to consider the Sea Cadet Training in its social aspect we shall see that this training is not an end in itself nor merely an interesting, instructive hobby; it is a way of life.

(To be continued.)

De Reszke



A typically
English blend
of imported and
selected quality
Virginia tobacco.

Cork Tipped

THE ARISTOCRAT OF CIGARETTES



SHINIO

The ONE Perfect Polish
for Silver and Brass

MAKES TWO POLISHES
UNNECESSARY

"SHINIO" will PROTECT and impart the most exquisite lustre to your SILVER and PLATE, and will add a new beauty to your BRASS.

S. Hoffnung & Co. Ltd.

**CLARENCE STREET
SYDNEY**



WHO WISHES THE NAVY LEAGUE
EVERY SUCCESS

**PITTWATER MARINE
SERVICE STATION**

**CHURCH POINT
PITTWATER**

Marine Engineers
Slipping, Painting, Moorings, etc.

For all enquiries, 'phone
XW 9007

PART II

The Royal Australian Navy in the Second World War

CHAPTER I

OPERATIONAL

In the Second World War, as in the First, one of the earliest actions taken by the Australian Government was to place the Australian Naval Forces at the disposal of Great Britain. Since then, the Royal Australian Navy has been represented by ships or men, or both, on all the world's seaways—Egypt, The United Kingdom, Libya, Somaliland, the Persian Gulf, West Africa, Greece, Crete, Cyprus, Syria, Malta convoys, North Africa, Russia, the Battle of the Atlantic, the invasion of Normandy, Sicily, Italy, the Aegean, Malaya, Singapore, Sumatra, Java, Timor, Madagascar, the Bay of Bengal, Papua, the Solomon Islands, New Guinea, the Philippine Islands, Borneo, the China Sea, and the Japanese Homeland.

For purposes of convenience, the operational story may be dealt with from two aspects: Before and subsequent to, the commencement of hostilities by the Japanese (7th December, 1941).

Nevertheless—like the Royal Navy and the other Dominion Navies—the Royal Australian Navy was careful to base its activities on the fact that it was one war, not two; and that the war at sea could know no boundaries. An illustration of this attitude was provided by the fact that, although the outbreak of war with Japan had called for the concentration of most of Australia's ships and men in the Pacific, there still remained several hundred Australian Navy personnel serving on loan to the Royal Navy, apart from those in ships attached to the Eastern Fleet. The work of these loan personnel is dealt with in Section (C) of this history.

The summaries given below outline the operational history of the Royal Australian Navy in the war, under the following headings:—

(A) Prior to Japan's entry into the war; (B) since 7th December, 1941; (C) the story of Australian Navy personnel serving in ships of the Royal Navy, and of Australian-manned ships which served in the Mediterranean, with the Eastern Fleet and with the British Pacific Fleet after Japan entered the war.

(A) PRIOR TO JAPAN'S ENTRY INTO THE WAR

While the organisation of Australia's local defences and the patrolling of coastal waters was a primary necessity, dealt with as soon as the state of emergency arose, the story of most H.M.A. Ships from September, 1939, to the beginning of what has come to be known as the "Pacific War" is largely one of co-operation with the Royal Navy in the Mediterranean, the Atlantic, and other zones remote from Australia.

It is interesting to note that all but one of the major war vessels of the R.A.N. Squadron as at the outbreak of war have served with the Royal Navy in widely separated parts of the world. The percentage of time thus served by these ships in their total period afloat up to December, 1941, was 66.4 per cent.

Below is a general outline of the more important operations in which H.M.A. Ships participated in areas remote from their home waters:—

Middle East

By Christmas, 1939, H.M.A. Destroyers "Stuart," "Vampire," "Vendetta," "Voyager," and "Waterhen" had reached the Middle East, and the last of them did not leave there until October, 1941. (H.M.A.S. "Waterhen" was sunk in June, 1941.) H.M.A. Cruiser "Sydney" was in that area from May, 1940, to January, 1941; H.M.A. Cruiser "Hobart," from May, 1940, to December, 1941; H.M.A. Cruiser "Perth" from December, 1940, to July, 1941; H.M.A. Sloop "Yarra" from September, 1940, to December, 1941; and H.M.A. Sloop "Parramatta" from August, 1940, until she was sunk in November, 1941.

The following are the major actions and some other activities in which those ships participated during that period. In most cases the work was done in collaboration with R.N. Ships.

Sinking of Italian Destroyer "Espero" by "Sydney" (June, 1940).

Battle of Calabria (July, 1940): "Sydney," "Stuart," "Vampire," and "Voyager" participated.

Sinking of Italian Cruiser "Barolomeo Col-
leoni" (July, 1940); she was put out of action
by "Sydney" and sunk by torpedoes from R.N.
Destroyers "Ilex" and "Hyperion."

Evacuation of Berbera (August, 1940); "Ho-
bart" covered the evacuation and then bombarded
the town.

Bombardment of Rhodes (September, 1940);
"Sydney."

In October, 1940, "Vampire," "Voyager" and
"Watchmen" were among the first arrivals at the
advanced base at Suda Bay, Crete.

In November, 1940, "Sydney" was one of the
striking force in the Straits of Otranto, and in the
bombardment of Valona.

Battle of Matapan (March, 1941); "Perth,"
"Stuart" and "Vendetta" participated.

Bombardment of Solum (April, 1941);
"Stuart."

The majority of the R.A.N. Ships then in the
Middle East participated in the evacuations of
Greece and Crete.

An outstanding contribution of H.M.A. Ships
to the work in the Mediterranean was their
pioneering of the "Tobruk Ferry Service," which
H.M.A. Destroyers inaugurated, carrying supplies
from Mersa Matruh and Alexandria to the be-
seiged troops at Tobruk. It was on this service
that H.M.A.S. "Watchmen" and H.M.A.S. "Para-
matta" were lost.

In the Persian Gulf, in August, 1941, H.M.S.
"Kanimbla" (Australian-manned) and H.M.A.S.
"Yarra" helped to immobilise Iranian warships
in the Karun River and captured several Axis
merchant ships at Bandar Shapur.

After such contributions to the campaign dur-
ing the darkest days of the fighting in the Middle
East, it is appropriate that the R.A.N. was again
represented in the triumphant landings in North
Africa, Sicily and Italy. Those phases are touched
upon later in this operational outline.

Far East

In addition to H.M.S. "Kanimbla," H.M.S.
"Moreton Bay" and "Arawe" (commissioned in
Australia late in 1939 and principally manned by
Australians) were for some months under the
operational control of the Commander-in-Chief,
China. Subsequently, H.M.S. "Moreton Bay" and
"Arawe" proceeded to the Atlantic, where they
were engaged in convoy work between Freetown
and the United Kingdom.

Atlantic

Apart from the work done by individual Aus-
tralian personnel on loan to the Royal Navy, the

Atlantic was the scene of H.M.A.S. "Australia's"
work from June, 1940, to February, 1941.

During that period she did much valuable patrol
work, but the most interesting incidents in which
she was involved were the operations off Dakar
(July and September, 1940). In the second phase
of that undertaking she put out of action a Vichy
French Fantasque Class Destroyer. Before leav-
ing Dakar, "Australia" herself was slightly dam-
aged.

Indian Ocean

In March, 1941, H.M.A.S. "Canberra," on patrol
with H.M.S. "Leander" intercepted the German
raider supply ship "Coburg" and the tanker
"Ketty Brovig," whose crews scuttled their ships
to prevent capture.

In November of the same year, H.M.A.S. "Syd-
ney" sank, and was sunk by, the German surface
raider, "Stiermark" (often called "Kormoran").
As there has been no trace of "Sydney's" 645
officers and men, the story of the action had to
be reconstructed from accounts given by the
raider's survivors, 317 of whom reached Australia.
Apparently the action was fought about 300 miles
off the West Australian coast. Darkness came
with both ships on fire. The enemy abandoned
their vessel, which subsequently blew up and
sank. From their boats the Germans saw "Syd-
ney" disappear over the horizon. She was then
on fire amidships, and that was the last seen of
her.

(B) SINCE JAPAN'S ENTRY INTO THE WAR

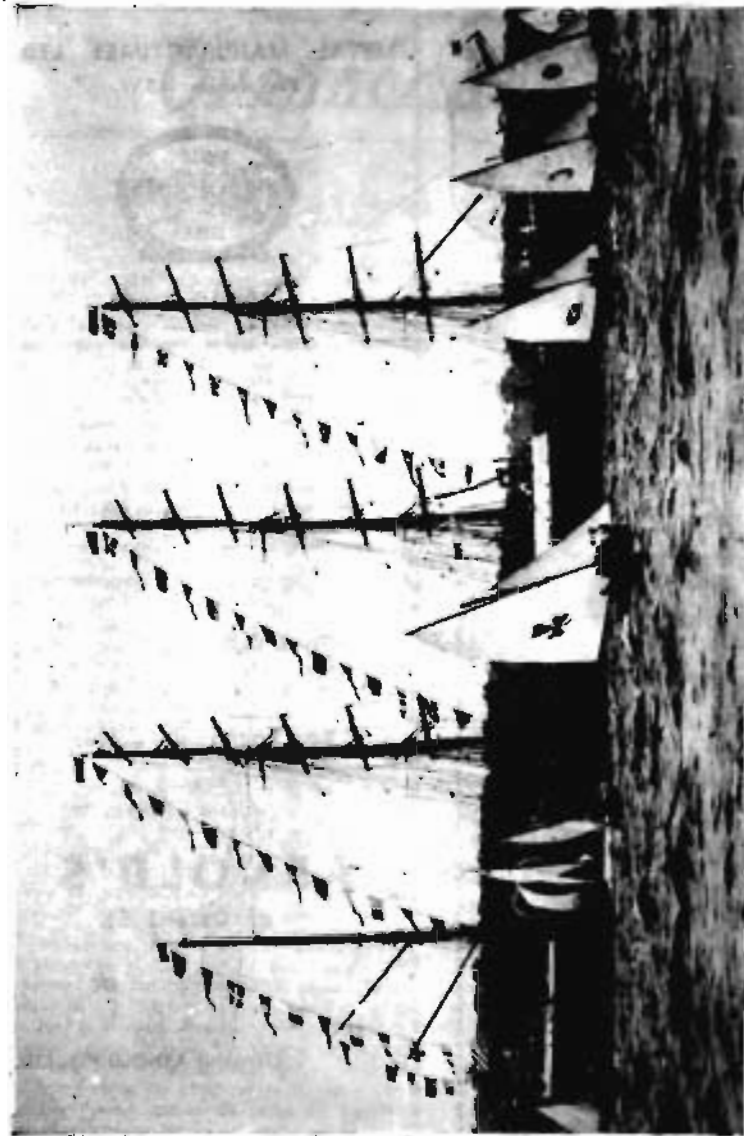
When Japan commenced hostilities, the Royal
Australian Navy was already represented in the
Singapore area by H.M.A. Destroyer "Vampire"
and four Australian Mine-sweeping Vessels.
Three days later, "Vampire" was on the destroyer
screen of H.M.S. "Prince of Wales" and "Repulse"
when they were sunk by Japanese torpedo bombers
off Malaya. "Vampire" picked up 225 survivors.

On the night of 26th January, 1942, "Vampire,"
with H.M. Destroyer "Thanet" engaged an enemy
cruiser and three destroyers off the eastern coast
of Malaya. One Japanese Destroyer was sunk
and another driven ashore. H.M.S. "Thanet" was
lost in this action.

"Vampire" herself was sunk by Japanese air-
craft in the Bay of Bengal in April, 1942.

Meanwhile, during January, the R.A.N. forces
in the Singapore-Malaya area had been strength-
ened by the arrival of H.M.A. Cruiser "Hobart,"
H.M.A. Sloop "Yarra," and three more Australian
Mine-sweeping Vessels.

(Continued on page 47.)



Memories of the old days were revived when, for the first time for many years,
a sailing ship acted as flagship for the Anniversary Regatta. Eighteen-footers,
competing in the handicap race are shown hoisting the four-masted barque "Panir,"
moored off Kurraba Point and "dressed" for the occasion.

**"WET or FINE
NUGGET
WILL
SHINE!"**

**"THE ONLY
DOSE OF
NUGGET
DOES IT!"**

**NUGGET
SHOE POLISH**

for a fast & lasting shine

MP-50/100

METAL MANUFACTURES LTD.

Port Kembla, N.S.W.



Makers of . . .

Non-Ferrous Wire and Braided Conductors, Tubes,
Telephone Cables, Braided Wire and Cables, etc.

SELLING AGENTS

(in N.S.W. Distribution to all States)

Wire, Cables, etc. Tubes & Braided Wire

BRITISH INSULATED
CABLES LTD.

KNOX SCHLAPP
& CO.

66-68 William St., M.B.
Kembla Bldg., Sydney

Colleen Street, M.B.
Kembla Bldg., Sydney

Overseas News

ATOMIC ENERGY

We quote without comment the following
excerpt from "Fairplay," London, 12.12.46.

"No one can predict what a Navy will look like ten years from now, but we shall make every attempt to produce as rapidly as possible a Navy in which full consideration has been given to the possibilities of atomic energy, gas turbines, guided missiles and pilotless aircraft. We are neither pro-battleship nor anti-battleship, we are only interested in cold-blooded evolution."

This statement, taken from a speech delivered before the American Association for Advancement of Science by Rear-Admiral H. G. Bowen, U.S.N., Chief of the Office of Research and Inventions, United States Navy, and reported in my contemporary, "Marine News," seems to sum up the position of naval design at the present time adequately. As to the lines along which development may be guided, Admiral Bowen advances some very interesting suggestions. In his opinion, the prospect of harnessing atomic energy for the purpose of driving ships in the near future is a very attractive proposition, for in the first place the elimination of boilers and associated auxiliaries as well as thousands of tons of fuel oil, offers the possibility of more advantageously disposing of weight, and this applies to merchant as well as naval ships. So far as naval ships are concerned, the bottoms can be materially strengthened by using thicker plating, the hull can be made more robust, and the area covered by armour increased, so that the ship may be made less vulnerable to attack by "atomic or other forms of bombing."

"Furthermore, speeds will be increased, with the same end in view. With the elements used at present for the production of atomic energy, uranium and plutonium, it appears that an atomic pile may not weigh less than 100 tons, but this is trivial compared with the weight of the machinery and fuel which it will replace, and there are other elements which may be used with a reduction in the size of the pile. Ultimately at the other end of the scale, energy may be obtained not by the fission of heavy elements, but

by the fission of lighter ones, and it is indicated that hydrogen may be the cheap atomic fuel of the future. A problem which arises is that of a suitable coolant for the atomic pile, which should be fluid from room temperature to 1,500 or 2,000 deg. Fah., which in turn will involve the design of the necessary heat exchangers. For offensive armament there is the choice of a guided missile, ranging from simple gravity-powered, steerable bombs (a form which, in the opinion of Admiral Bowen, is clearly obsolete for any conflict not in the immediate future) to the ocean-crossing jet-powered supersonic velocity atomic bomb-carrier, the development of which, involving as it does problems of aerodynamics, propulsion, guiding, control and launching obviously presents some difficulties.

"The range of such a warship, which may well be of the submersible type, will be limited only by the amount of food which can be carried; periodical dry-docking will not be necessary, in view of the advances which have been made in anti-fouling compositions. So much for offence; for defence, Admiral Bowen thinks that unless some countermeasure is produced short of destruction at the source—and I cannot imagine a really effective one—the main defence lies in dispersion. Let us be clear about this matter of the atomic bomb. Admiral Bowen puts the matter very succinctly by pointing out that, while a rifle bullet exceeds the speed of an arrow by a factor of three or four, our best organic explosive is almost twice as powerful as T.N.T., and aeroplanes are almost 25 times faster than horses, the new weapon is many thousand times more destructive than anything hitherto known. Without doubt, naval architects and engineers will produce the atomic-driven ship, and that probably in a measurable time, and here we have a welcome and legitimate advance. But, concurrently, with new equal certainty, the difficulties in the way of producing the new weapons, and those even more powerful in their results than the atomic bomb, will be surmounted. It is well that this aspect of the business should be realised, otherwise the time may come when Hersey's 'Hiroshima' may be read as something not much more significant than the account of a cricket match."

With the Compliments of the
Manufacturers of . . .



SILVER



STAR



STARCH

EDWARD ARNOLD PTY. LTD.

**You cannot do better
than**

ARNOLD'S
of Oxford St.



EDWARD ARNOLD PTY. LTD.

AUSTRAL BRONZE COMPANY PTY. LIMITED

Established 1914

Head Office and Works:

O'Riordan Street, Alexandria, Sydney

MANUFACTURERS OF:

Copper Rods and Bars; Busbars for Electrical Work;
Manganese Bronze Rods; Bars and Ingots; Extruded
Brass, Architectural Bronze, Muntz's Metal and Copper
in Round, Square, Hexagon and Special Sections;
Copper Plates and Rolled Copper Anodes, Aluminium
Bronze Rods and Bars, Copper, Brass, Gilding Metal,
Phosphor Bronze and Nickel Silver in Sheets and Strip
Muntz Metal and Naval Brass Condenser Plates
Sheets and Sheathing

Manufacturers of (under licence)

Stone's Manganese Brasses for Marine Craft Propellers
Branch Office:

101-103 KING STREET, MELBOURNE



MENZIES

The Hotel of Distinction

To-day, as for several generations, Menzies is
Melbourne's best-known hotel. As a guest at
Menzies you can be sure of every comfort—
every needed service and facility. In these
days of war-time activity there is definite value
in the efficiency of Menzies' service.

Telegraphic Address: Menzotel, Melbourne

ALLOWRIE BUTTER, CHEESE, BACON, HAMS AND HONEY

Products of . . .

PRODUCERS' CO-OPERATIVE DISTRIBUTING SOCIETY LTD.
SYDNEY

Wholesale Grocers

Sole Agents for: "TUMUT" all-millet Brooms

Country Orders for Fresh Fruit promptly despatched.

All Fruit Case requirements at Bedrock Rates

BIRT & COMPANY (PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.

P.O. BOX 5418, G.P.O.



AND AT

64 Eagle Street, Brisbane; Mungrave Cold Stores,
Stanley Street, South Brisbane.

SHIPPING AND GENERAL AGENTS

Cockatoo Docks & Engineering Co. Pty. Ltd.

Contractors to . . .

H.M. AUSTRALIAN NAVY

Ship-builders, Marine &
General Engineers

Inquiries invited

COCKATOO ISLAND
SYDNEY

Phone: W 1941 (10 lines)

CHRONOLOGY OF NAVAL EVENTS

Featuring Australia's Contribution

(Continued from last issue.)

- Jan. 27 H.M.A.S. "VAMPIRE" and H.M.S. "THANET" attack Japanese Force off Endau.
- Feb. 5 H.M.A.S. "YARRA" rescues 1,800 troops from burning ship "EMPRESS OF ASIA" at Singapore.
- Feb. 15 Surrender of Singapore.
- " 17 H.M.A.S. "SWAN", "WARREGO", "VOYAGER", "ARMIDALE", and "CASTLE MAINE" escorting convoy to Koepang heavily attacked by aircraft.
- " 18-19 Air Raid at Darwin, ships there included H.M.A.S. "SWAN", "PLATYPUS", "GUNBAR", "CONGOOLA" and "MANUNDA".
- " 20 Evacuation of Sumatra, H.M.A. Ships assisting included "GOULBURN", "BURNIE", "WOLLONGONG", "BALLARAT" and "BENDIGO".
- " 27-28 Java Sea Battle. H.M.A.S. "PERTH" in action with British and U.S. Ships.
- " 27 H.M.A.S. "HOBART" slightly damaged and casualties caused by bomb attack in West Java Sea.
- Mar. 1 H.M.A.S. "PERTH" sunk in Java Sea during night attack in Sunda Strait.
- " 2 Evacuation of Java, H.M.A. Corvettes, "BALLARAT" and "BURNIE" assist.
- " 4 H.M.A.S. "YARRA" lost off Tjilarjap. Attacked by vastly superior enemy force while escorting convoy from Java to Australia.
- Dec., 1941, H.M.A.S. "VENDETTA", "BENDIGO", "BURNIE", "GOULBURN", "MARY-
gill BOROUGH", "BALLARAT", "TOOWOOMBA", "WOLLONGONG", "NAPIER",
Mar., 1942 "NESTOR" and "NIZAM" were used for A.A. Defence of Malaya Area.
- Apr. 10 H.M.A.S. "VAMPIRE" sunk in Bay of Bengal.
- May 4-8 Battle of Coral Sea. H.M.A.S. "AUSTRALIA" and "HOBART" take part in first big
"Carrier Battle".
- " 24 H.M.A.S. "NESTOR" takes part in the hunting down of German battleship "BISMARCK".
- June 1 Midger Submarine attack by Japanese on Sydney Harbour, H.M.A.S. "KUTTABUL", depots
ship, sunk in Harbour.
- " 3-6 Battle of Midway. (U.S. Action.)
- " 16 H.M.A.S. "NESTOR" sunk by dive-bomber attack in Mediterranean.
- Aug. 7 Landings at Guadalcanal. H.M.A.S. "AUSTRALIA", "CANBERRA" and "HOBART"
assist U.S. Force.
- " 9 H.M.A.S. "CANBERRA" sunk by torpedo during night action off Guadalcanal.
- Sept. H.M.A.S. "NORMAN", "NAPIER" and "NIZAM" take part in convoys to Madagascar.
- Nov. 8 H.M.A.S. "QUIBERON" takes part in North African Landings.
- " 12 H.M.A.S. "FAURO CHIEF" (Ketch) shelled at Misima Harbour.
- " 28 H.M.A.S. "ADELAIDE" intercepts German supply ship "RAMSES".
- Nov. 30 H.M.A.S. "ARMIDALE" sunk by aircraft attack South of Timor.
- Dec. 13 Landings at Buna. H.M.A.S. "COLAC", "BROOME", "BALLARAT" and "WHYALLA"
assist in troop movements in New Guinea Area.
- " 15 H.M.A.S. "CASTLEMAINE" attacked by aircraft in convoy off Cape Wessel, N.T.

1943

- Jan. 22 H.M.A.S. "PATRICIA CAM" bombed and sunk, Wessel Island.
- Feb. 2 H.M.A.S. "WHYALLA" attacked McLaren Harbour.
- Mar. 2-3 Battle of Bismarck Sea. U.S. Action 18 out of 22 ships in Japanese Convoy sunk.
- Apr. 15 Air attack on Naval Installations at Darwin.
- " 11 H.M.A.S. "PIRIE" defends convoy against heavy air attack.
- " 14 H.M.A.S. "KAPUNDA", "WAGGA" and "WHYALLA" defend convoy heavily attacked by aircraft.
- May 9 Air Attack on H.M.A.S. "LATROBE".
- " 14 Sinking of Hospital Ship "CENTAUR" off coast of Queensland.
- June 10 H.M.A.S. "WALLAROO" sunk in collision.
- " 25 H.M.S. "SHROPSHIRE" transferred to R.A.N.
- " 30 Landing at Nassau.
- July 10 Sicily landings and subsequent operations, included H.M.A.S. "CAIRNS", "CESSNOCK", "GAWLER", "GERALDTON", "IPSWICH", "LISMORE", "MARYBOROUGH" and "WOLLONGONG".
- Aug. 4 H.M.A.S. "COOTAMUNDRA" escorting S.S. "MACUMBA" attacked by aircraft off Thursday Island.
- Sept. 4 Landing at Lae, H.M.A.S. "SHEPPARTON" and "BENALLA" take part in Naval Bombardment and H.M.A.S. "STELLA" and "POLARIS" assist in preliminary surveys of area.
- Nov. 29 H.M.A.S. "WARRAMUNGA" and "ARUNTA" bombard Gasmata Area.
- Dec. 15 Landing at Arawe, New Britain, H.M.A.S. "SHROPSHIRE", "AUSTRALIA", "WARRAMUNGA", "ARUNTA" and "WESTRALIA" participate in operations.
- " 26 U.S. Landing at Cape Gloucester. H.M.A.S. "AUSTRALIA", "ARUNTA", "WARRAMUNGA" and "SHROPSHIRE" take part in operations.

MUTUAL LIFE & CITIZENS' ASSURANCE CO. LTD.

CASTLEREAGH STREET AND MARTIN PLACE
SYDNEY

THE M.L.C. FOR YOUR LIFE ASSURANCE

M.L.C.

THE R.A.N. IN THE SECOND WORLD WAR

(From page 40.)

In the weeks which followed, the Australian Mine-sweeping Vessels, in particular, did valuable work. Their duties ranged from the rescuing of shipwrecked crews to anti-submarine patrols and the escorting of fleeing merchant ships. Throughout the evacuation of Sumatra and Java they carried out similar tasks and did valuable demolition work.

The Battle of the Java Sea was fought on 27th February; after taking on stores and ammunition at Batavia next day, H.M.A. Cruiser "Perth," with

CHAPTER III

The Royal Australian Navy Between Two Wars

As with the Navies of other nations, the Royal Australian Navy was considerably affected by two major factors during the period which separated the First and Second World Wars; the Washington Conference of 1921, and the world economic depression of the 1930's. The first of these set a limit to Naval strengths and programmes by agreement; the second set almost as rigid restrictions through the demands of economy.

Consequent upon the Washington Conference, all warship and Naval base construction was, for a time, suspended. The personnel of the Royal Australian Navy, which totalled 3,250 in June, 1919, was 4,843 in 1921; by 1923 it had been reduced to 3,500. The Commonwealth's only battle cruiser, H.M.A.S. "Australia," was dismantled and sunk off Sydney Heads on 12th April, 1924, in accordance with the terms of the Washington Naval Treaty. The Official Year Book of the Commonwealth of Australia shows that, from 1921 to 1923, the number of R.A.N. ships in commission was reduced from 25 to 13. Work on the light cruiser "Adelaide," under construction in Sydney, was continued, and she was commissioned in August, 1922.

In 1925, however, the Australian Naval Board, faced with the obsolescence of most of its cruisers, decided to acquire from Britain two new cruisers of 10,000 tons each (the maximum size for new construction under the Washington Treaty). In addition, submarines were to be obtained from Britain, and a seaplane carrier to be built in Australia.

U.S.S. "Houston," engaged a superior enemy force. At 12.20 a.m. on 1st March "Perth" was sunk in Sunda Strait by enemy action.

On 4th March, H.M.A. Sloop "Yarra" was sunk after a brief, but heroic, action against three Japanese heavy cruisers and four destroyers. A small motor mine-sweeper and two merchant ships in company with "Yarra" also were destroyed.

Two days earlier, the last R.A.N. personnel were evacuated from Java. The seven Australian Mine-sweepers were the last Australian ships to leave, and they reached their home waters safely.

The first of these moves had its outcome in 1928 with the commissioning of H.M.A.S. "Australia" and "Canberra"—the heavy cruisers which were to do such outstanding work in the coming war. Early in 1929 the submarines "Oxley" and "Orway" reached Australia. But, as these were only portion of the number originally intended, their maintenance in the highest state of efficiency was difficult in Australia, where they were a small specialised unit, and the British Government agreed to take them over as a gift, maintaining them at its own expense. They reverted to the Royal Navy in April, 1931.

Meanwhile, the seaplane carrier, H.M.A.S. "Albatross," built at Cockatoo Dock, Sydney, commissioned in January, 1929. Ultimately she was handed over to the Royal Navy, in part consideration for the cruiser, "Hobart."

In 1930, for reasons of economy, the Royal Australian Naval College (for training of Cadet Midshipmen) was transferred from Jervis Bay to the Flinders Naval Depot area. The College had first opened at Geelong, 1913, transferring to Jervis Bay two years later.

By February, 1932, the Permanent Forces personnel of the Royal Australian Navy stood at 3,117; plus 131 members of the Auxiliary Service, and 3,446 in all sections of the Reserves.

But further expansion was at hand. In 1933, the British Government made a gift to Australia of the destroyers "Stuart" (Flotilla Leader), "Vampire," "Vendetta," "Voyager," and "Water-

(Continued on next page.)

hen." When they commissioned in Britain as H.M.A. Ships, in October, 1933, they were far from new. But they were destined to form the 'scrap iron flotilla' (in Germany's contemptuous phrase) which did such yeoman service in the Mediterranean in the early stages of the war against the Axis.

Within six years of receiving these destroyers, Australia increased her cruiser strength by the

addition of three new 6-inch units. The namesake of H.M.A.S. "Sydney," commissioned in Britain in September, 1935, and H.M.A.S. "Hobart," in September, 1938. "Perth" did not commission as a H.M.A. Ship until June, 1939, and the war broke out when she was on her way to Australia.

(To be continued.)



Australia For Others

"This is Australia," produced by Oswald L. Ziegler in collaboration with the Commonwealth and States' Governments; published by Oswald L. Ziegler in association with Gotham (A Asia) Pty. Ltd.

That "This is Australia" is to assume too much. It is a revelation of Australia, as we would like it to be, and as the official mind, with immigration in view, hopes people abroad will think it is.

Ostensibly, the purpose of this magnificently designed book is to present a "clear picture" of the Commonwealth after a century and a half of white settlement. Actually it presents a picture of a paradise in which, here and there, a serpent

moves in the shape of disguised advertising, and there are no traces of taxes, strikes, or shortages.

However, the book, as a production, has much to commend it and can be counted upon to create a favourable impression overseas. It is printed on art paper made in Australia, the letterpress is informative (without, of course, giving all the facts), and the arrangement of the pictures, both in colour and photography, is beyond criticism.

The cost must have been enormous, and one cannot help wondering how it could ever be recovered without Governmental "co-operation."

—J.T.

(By Courtesy "Sydney Morning Herald")

THE HIGHEST STANDARD OF PURIFICATION
FINEST QUALITY
FOLEY'S
SUPERFINE
BUTTER

**BETTER BUTTER...
BETTER BUY IT**

GLOBEX BEEF EXTRACT

For appetizing flavour, strength-building nourishment and economy in use... you can't beat GLOBEX. It contains the full strength and concentrated essence of the primest beef and it is made in a second.

Try it for soups, gravies, nourishing beef tea, and it makes really delicious sandwiches... but spread it thinly.

OBTAINABLE FROM ALL CHEMISTS AND STORES
1, 2, 4 and 8 oz. jars or 4 and 8 oz. containers



THE NAVY LEAGUE

Patron: H.M. The KING.

Head Office:

Grand Buildings,
Trafalgar Square,
LONDON, W.C.2

Branches:

Great Britain, New South Wales, Victoria,
South Australia, Tasmania, New Zealand,
Ceylon, Rhodesia.

Affiliated Leagues:

The Navy League of Canada
The Navy League of South Africa

N.S.W. BRANCH

Patron: His Excellency the Governor of N.S.W.

President: T. H. Silk, M.I.C.E., M.I.N.A.

Hon. Treasurer: C. M. C. Shannon

Hon. Auditors: Robertson, Crane and Gibbons.

Hon. Secretary: Comdr. F. W. Hixson, O.B.E.,
S.S.D.

Secretary and Editor: W. W. Beale, O.B.E.

VICTORIAN BRANCH

(Incorporating Navy League Sea Cadet Corps)

Patron: His Excellency the Governor of Victoria

President: Captain S. A. Pidgeon, R.D., R.N.R.

Hon. Treasurer: C. W. Lucas, Esq.

Secretary: L. S. Digby, Esq.

PLEASE NOTE

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

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

Telephone - - - BU 5808

JOIN THE NAVY LEAGUE

FOR 60 YEARS

the

MERCANTILE MUTUAL
Insurance Coy. Ltd.

an Australian Institution has been
providing security for the homes of
the people, its motto being

"Service to the Public"

Under the protection of Insurance Policies ships sail the oceans, land and air transport moves, men work, and homes and factories are built and safeguarded. Injuries are compensated and distress relieved.

Insurance is a contract of good faith.

Our funds are used to assist in the development of the Country and with our properties are held in trust for the protection of our Policy Holders.

Fire, Marine, Accident, Motor Car
and

Householders', House-Owners
(Combined) Insurance

Crops, Stocks, Fencing, Pluvius

All Classes of Agricultural Insurance

Head Office: 117 PITT STREET, SYDNEY
SELWYN KING, Managing Director.

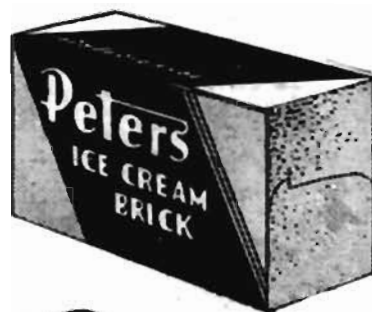
Agencies in all Suburban and Country Centres throughout the Commonwealth where all classes of Insurance can be arranged by any of the Company's 4000 Agents trained to give

"Service to the Public"



THE FASHION
FOR *Modern Sweets*

Good-bye for ever to dull, uninteresting sweets. The trend is towards dishes gay and colourful—light, yet nourishing! Naturally the accent is on Peters. Peters—because there's nothing so well designed to delight both guests and family. Peters, too: because it's an authentic dairy food—equally important for children and adults alike.



Peters

Ice Cream Bricks

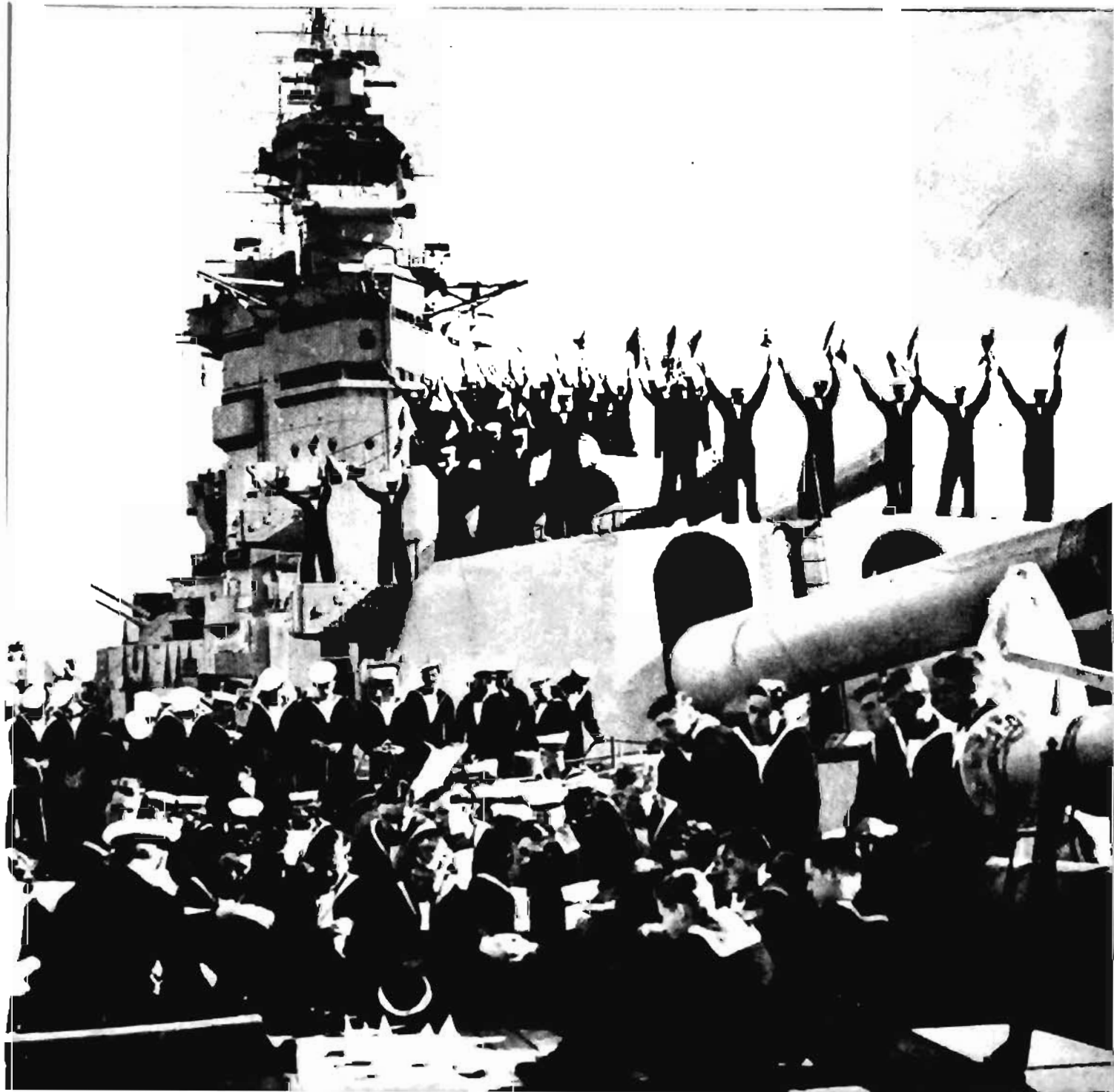
"THE HEALTH FOOD OF A NATION"

THE NAVY

/- MONTHLY

MARCH, 1947

Vol. 10, No. 3 (New Series)



THE ROYAL AUSTRALIAN NAVY

Wants YOUNG MEN

To enlist for 2 YEARS (with possibility of extension to 12 YEARS as Vacancies permit) in the ratings of Seamen, Signalmen, Telegraphists, Stokers, Writers (Clerks), Stores Assistants, Sick Berth Attendants, Cooks, Stewards, Shipwrights (approved Carpenters, Bridge Carpenters and Boat Builders acceptable), Plumbers, Apprentice Shipwrights and Apprentice Joiners.

Ex-Naval Men also required for Re-entry

For full particulars apply to . . .

The Naval Recruiting Officer
18 LOFTUS STREET
SYDNEY

THE NAVY

Official Organ of
The Navy League

MARCH, 1947

CONTENTS

Editorial	51
The March of Fashion	52
Australian Navy Still on the Job: Illustration	53
Naval Personalities	
No. 3. Commodore G. M. Armstrong, D.S.O.	57
Overseas News	59
Chronology of Naval Events	63
The R.A.N. Between Two Wars	67
Why Sea Cadet Training At All?	75
Radar	78
Book Reviews	79



DRAWING YOUR ATTENTION TO...

GRACE BROS.



ALET SERVICE

Your clothes will retain their original shape and neatness if you are careful in your choice of a Cleaning and Pressing service. Grace Bros. employ only fully qualified and experienced MEN TAILORS' PRESSERS and all garments are HAND-PRESSED.

Phone: M 6506. Orders Called for and Delivered.



EXPERT
CLEANING
AND
PRESSING

DUCON CONDENSERS

On all Australian ships of war Ducon Condensers will be found giving excellent service in all radar and transmitting equipment.

Ducon Condensers are of sound workmanship — as Australian as the crew.

DUCON CONDENSER LTD.
WATERLOO
N.S.W.

Better and British . . .

"HOFFMANN"

Ball and Roller

"TIMKEN"

Tapered Roller Bearings

BEARING SERVICE CO. OF AUST.
PTY. LTD.

38 WENTWORTH AVENUE, SYDNEY

'Phone: M 6038, MA 6411

JAMES SANDY PTY. LTD.

268-70 George St., Sydney

SANDY'S . . .

For Paints, Glass, Wallpaper,
etc.



JAMES SANDY PTY. LTD.
SYDNEY — NEWCASTLE

Newcastle address . . .

123 SCOTT ST., NEWCASTLE

W. G. PICKRELL PTY. LTD.

42 King St., Newtown

ENGINEERS

ELECTRIC WELDERS

SHEET METAL WORKERS

'Phone: LA 5084

P.O. Box 44, Newtown

THE NAVY

OFFICIAL ORGAN OF THE NAVY LEAGUE

Price 1/-

MARCH, 1947

Vol. 10, No. 3 (New Series)

6-APR 1947
SYDNEY

Editorial . . .

IT is understood that the Australian Government has not yet formulated its Policy on post-war defence. The reason for this "wait and see" attitude is understandable in view of the advent of atomic bombs and the development of guided projectiles. But if the Government is content to wait till scientists are able to provide effective checkmates to these terrible weapons of destruction, the "seeing" part of the good intention may never be witnessed by large numbers of persons. The next war, if war is inevitable, will burst upon the world with the rapidity of a tropic electric storm. It surely is the duty of the people's representatives—the Government particularly, to see to it that this country's defences do not become inadequate. The fighting Services must have at their command the highest technical skill available, and the Government should be ever ready to invite and consider the advice of the most authoritative experts inside and outside Australia, on the subject of defence and its latest developments.

Overseas news appearing in these pages has been made possible through the agency of the Navy League, London. It is hoped that our readers will find it both informative and interesting.

Peoples do not make war. War-makers usually were a small minority, but their influence and power, acquisitiveness, ambition, and their control and manipulation of the instruments of propaganda, and of the sources of materials necessary for the waging of war was such that Government could not resist their pressure and so plunged the country into war.

Let us hope that such minorities will never again impose their will on the majority.

Wars have, of course, resulted from the pressure of other factors, but the machinations of a powerful and unscrupulous minority have contributed more than their share to the horrors and tribulations that have befallen mankind.

REMEMBER OUR ADVERTISING!

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"

The March of Fashion

By "TAFFRAIL"

2—THE SEAMEN



because the sailors wore breeches. Short tarpaulin or canvas petticoats, useful for boatwork or leaning over the yards to furl or make sail in bad weather, were far more common. They were in use in the fourteenth century and continued until the early nineteenth.

Anyhow, in 1623, to "avoid nasty beastliness by diseases and unwholesome ill smells in every ship," slop clothing was first issued by the Crown and ordered to be carried in all men-of-war, a practice which has continued ever since. The slops issued in 1706 consisted of grey jackets, red waistcoats, red and striped breeches, and grey stockings, while in 1740 the sailors could buy green and blue baize frocks and trousers, worn as a rule with a garment not unlike a kilt. A certain amount of uniformity thus prevailed in the same ship, though much depended upon the whim of the Captain and the individual fancies of the men.

Towards the end of the eighteenth century the sailor's dress often consisted of a short blue jacket, lined with white and decorated with many buttons, and with narrow strips of white tape or canvas outside the seams to reinforce the sewing. The waistcoat might be scarlet or buff, and the check shirt beneath it red and blue, or blue and white. The neckerchief was black or brightly coloured, while the trousers might be white, blue or striped. The rig was completed by buckled black shoes, and a bar of tarred canvas or straw with the name of the ship painted on the ribbon.



A smart seaman of the "Royal Sovereign," in 1805, the year of Trafalgar, was depicted as wearing white duck trousers, long in the legs, loose over the ankles and taut over the hips; check shirt; a short blue jacket with bright buttons; black tie; white stockings; buckled shoes; a low-crowned tarpaulin hat with the ship's name on the ribbon, and "a pigtail down to his stern-post."

In 1840 we hear of the captain of the "Ver-non" on commissioning ordering his men to wear red serge jumpers and red woollen comforters. After a time the supply of red garments ran short, whereupon one watch was dressed in the blue obtainable from the purser and the other in what red clothing remained, with a colour scheme that can be imagined when both watches were aloft furling sail. Again, in the "Blazer," in 1845, the men wore blue and white striped jerseys and short blue jackets, while the captain of the brig "Harlequin" dressed his boat's crew as harlequins, which at any rate, was distinctive. Another captain of the same period had his sailors in red shirts and fancy caps. None of these whimsicalities, however, was quite so noteworthy as that of Captain Hon. William Montague, well known for eccentricity, who in a night affray at Lisbon in the middle of the eighteenth century received a black eye. Before going ashore the next day he caused his boat's crew to blacken their eyes with burnt cork—those pulling the starboard oars their right eyes, those

at the port oars their left eyes, and the coxswain both. What the Portuguese thought when this extraordinary boatload reached the shore was not translated.

It was not until 1857, as the result of an Admiralty committee, that uniform clothing for seamen, which probably followed the fashions aboard already existing, was finally laid down by regulation. It was basically the same as to-day, with the jumper, the blue jean collar with its three rows of white tape, black silk kerchief, and bell-bottomed trousers. The short blue "Eton" jacket established in 1857 was not done away with until 1891, though the blue cloth trousers, worn outside the "frock" or jumper for full dress, did not disappear until just before the First World War on the score of expense. In 1939, however, the blue cloth trousers were still being worn by the seamen of the Royal Yacht "Victoria and Albert," who also had their badges in silver and white for what may be called "full dress" and "undress" respectively, instead of the gold and red used by the rest of the Navy.

The white straw hat, the use of which had begun in the West Indies late in the eighteenth century, finally vanished after the First World War because of the difficulty of stowage in modern ships.

But the blue and white jumpers remain, and so does the square collar with its three rows of rolling their trousers up to the knees in the days they habitually went barefooted, which I can well recollect. Boots were an anathema to the seamen in the old days of masted ships. Men of a Naval Brigade landed in the Sudan in the 'eighties were so unused to footgear and became so footsore while trudging through miles of desert sand that they preferred to wear their boots slung round their necks:



Admiralty Committees have sat from time to time to consider the uniform of the seamen. Utilitarian innovations have been made from time to time, such as the institution of tropical white shorts and open-necked shirts, and, more recently still, a new working dress consisting of a lightish blue shirt and trousers of darker blue denim to replace the unsightly overalls. But in its main essentials the uniform of our sailors, unlike that of the soldiers, has not changed for about a century, and is the direct outcome of garments gradually evolved by the sailors themselves long before hard-and-fast regulations on the subject came into being.

cape, the black silk kerchief, and the flowing trousers, which have been closely copied by all the Navies of the world.

It is sometimes supposed that the three rows of tape on the collar were put there to commemorate Nelson's victories of the Nile, Copenhagen and Trafalgar. One hates to explode a popular belief; but the fact is that the members of the Admiralty Committee of 1857 thought that three stripes looked better than two. The collar is said to be a survival of the old collar or kerchief worn to prevent the grease and flour with which the old pigtail was anointed from soiling the back of the jacket.

The black silk neckerchief, too, is not worn in perpetual mourning for Nelson. Neckerchiefs, black or coloured, were worn long before Trafalgar. In the heat of action on the crowded gun-decks men knotted them round their foreheads to prevent perspiration running down into their eyes. At ordinary times they were worn knotted loosely round the neck. I can, however, remember the time when sailors wore their spare black silk handkerchiefs tied in a bow round the left arm at official funerals on shore.

The present-day flowing trousers originated partly from the desire of the men to use the full width of the cloth or serge they bought from the ship's stores to be made up into nether garments by the ship's tailors; partly to facilitate





**"WET or FINE
NUGGET
WILL
SHINE!"**

**"THE DAILY
BOSS OF
NUGGET
DOES IT!"**

NUGGET
SHOE POLISH

for a fast & lasting shine

N-30120



**Time for a
CAPSTAN**

**CAPSTAN: THE EMPIRE'S
FAVOURITE CIGARETTE**

FOSTER'S LAGER

BREWED BY
CARLTON & UNITED BREWERIES LTD.

METAL MANUFACTURES LTD.
Port Kembla, N.S.W.



Makers of . . .

Non-Ferrous Wire and Stranded Conductors, Tubes,
Telephone Cables, Braided Wire and Cables, etc.

SELLING AGENTS
(with Distributors in all States)

Wire, Cables, etc.	Tubes & Brass Wire
REITING INSULATED CABLES LTD.	HOWE BOWLBY & CO.
21-23 WILSON ST., MELB.	Collins Street, MELB.
Rockville Bldg., Sydney	Kembla Bldg., Sydney



AUSTRALIAN NAVY STILL ON THE JOB

A member of the crew of H.M.A.S. "Hobart" at action station as an electrically controlled light anti-aircraft gun as the cruiser steamed full-speed ahead during full-scale manoeuvres. "Hobart" flew the flag of Rear-Admiral Farquhar, Commander of the Royal Australian Navy, and the cruiser "Bellona", of the Royal New Zealand Navy, took part in the exercises.

H. STOREY ENGINEERING CO.

MARINE AND GENERAL REPAIRS
BOILERMAKERS :: BLACKSMITHS

OXY-ACETYLENE AND ELECTRIC WELDING IN ALL BRANCHES

SUSSEX LANE, SYDNEY

PHONE: B 5866

LYKE-NU

70 Suburban Branches
and Depots



DRY CLEANING CO. PTY. LTD.

575-77 PARRAMATTA ROAD,
LEIGHARDT. - - 'Phone LM 4724

AND

MENTMORE AVENUE, ROSEBERY
'Phone MU 2471

MAYFAIR DISTRIBUTING PTY. LTD.

Distributors of the famous...

MAYFAIR CANNED HAMS, PICNIC HAMS, CANNED
LOAF, and other Pork Delicacies.

Manufactured by...

INTECOLONIAL PACKERS PTY. LTD.

State Abattoirs, Homebush
and Bendigo, Victoria

Naval Personalities

No. 3

Commodore John Malet Armstrong, D.S.O.

Commodore Armstrong was born in Sydney, N.S.W. on 5th January, 1900. He was educated at All Saints College, Barhurst, and Sydney Grammar School. Entered the Royal Australian Naval College at Geelong in 1914 with the second term of cadet midshipmen and saw service in World War One, with the Grand Fleet.

Promotions:

Midshipman	1/1/1918	Lieutenant-Commander	15/3/1929
Sub-Lieutenant	1/9/1919	Commander	30/6/1935
Lieutenant	15/3/1921	Captain	31/12/1942

The Commodore specialised in gunnery as a Lieutenant and did 2 courses with the Royal Navy during the years 1922 to 1925.

From 1925 to 1927 Commodore Armstrong (then Lieutenant) was instructor in Gunnery at Flinders Naval Depot, Victoria. From 1928 to 1930 on Exchange duty with the Royal Navy. 1930 to 1932 was spent in H.M.A.S. "AUSTRALIA" as Squadron Gunnery Officer, and his next appointment until 1935 was in charge of the Gunnery School at Flinders.

From 1937 to 1938 he was in command of the Destroyer H.M.S. "BROKE."

When war broke out in 1939 he was serving in H.M.A.S. "AUSTRALIA" and remained in this cruiser until March 1942. During this period "AUSTRALIA" saw considerable action with enemy ships and aircraft, whilst during the blitzes in Christmas 1940 on Liverpool the "AUSTRALIA" had several narrow escapes, when in dock.

In 1942 "AUSTRALIA" was part of the heavy cruiser escort which took the first big convoy of troops to Port Moresby.

In April 1942 the Commodore (then Commander) left "AUSTRALIA" and assumed command of H.M.A.S. "MANOORA" which then was operating as an armed merchant cruiser, and in October of the same year left "MANOORA" for H.M.A.S. "WESTRALIA" a Landing Ship (Infantry).

At the end of 1942, with the rank of Captain, he was appointed Naval Officer-in-Charge, New Guinea, an appointment he held until October, 1944, when he was appointed Commanding Officer of H.M.A.S. "AUSTRALIA" and Chief Staff Officer to the Commodore Commanding the Australian Squadron.

In January, 1945, "AUSTRALIA" was again the victim of suicide attacks in Lingayen Gulf and for his gallantry Captain Armstrong was awarded the D.S.O. and the U.S. Navy Cross. As a result of this action "AUSTRALIA" was sent to England for repairs, and Captain Armstrong was appointed to command the escort carrier "RULER" and later H.M.S. "VINDEK," another carrier.

He returned to Australia in April, 1946. He was appointed as Second Naval Member to the Naval Board, with the rank of Commodore (Second Class), an appointment he still holds.

He was mentioned in Despatches, June, 1941, whilst in "AUSTRALIA" "for outstanding zeal, patience and cheerfulness, and for never failing to set an example of whole hearted devotion to duty."

Awarded D.S.O. in April, 1945 "for gallantry, skill and devotion to duty whilst serving in H.M.A.S. "AUSTRALIA" in the successful assault operations in Lingayen Gulf, Luzon Island."

Awarded the United States Navy Cross "for distinguishing himself conspicuously by gallantry and intrepidity in action as Commanding Officer of H.M.A.S. "AUSTRALIA" during the capture of Lingayen Gulf and the landing of Luzon, Philippine Islands in January, 1945."

Commodore Armstrong is a family man, and is keenly interested in sport.



Queen Elizabeth, "Pride of the Oceans," works up to high speed.



LET LLOYD'S TAKE THE RISK " " "

There is always the risk of mishap.
But you can save yourself the expense of costly repairs and replacements by taking out a LLOYD'S Marine Policy, through—

EDWARD LUMLEY & SONS PTY. LTD.

(Formerly BENNIE S. COHEN & SON PTY. LTD.)

(265 George Street and 9-11 Martin Place, SYDNEY, and 33 Watt Street, NEWCASTLE)

The oldest and largest Brokers in Australasia effecting insurances at

LLOYD'S OF LONDON

Overseas News

The Future of the Battleship

With the Service Estimates (England) coming on, some interest has been roused by an article in the "Daily Telegraph", 21/1/47, from Lieutenant-General H. G. Martin. Foreseeing that the Services would be faced with the necessity to cut their estimates, he wrote: "From time immemorial, in this matter of estimates, the Services have followed what has been well called the 'balloon principle'. For example, the Royal Navy to-day has, let us say, X battleships, Y cruisers, Z destroyers in commission. It has been told to reduce. After the process it will find itself with x battle ships, y cruisers, and so on. Nothing could be fairer. Or could it?"

"When did a British battle-line of capital ships last engage? Not since Jutland—and then the engagement happened by the purest chance. In the late war it was by air-power that the 'BISMARCK' was crippled; the 'TIRPITZ' was sunk by it. Similarly, the United States Navy won all its fleet engagements over the Japanese by means of air-power alone.

"So long as the Japanese had a fleet in being, so long, no doubt, had the Allies good reason to support their carriers by fast battleships. Now, however, that justification has gone. Now there is no opposing battle-line left on the Seven Seas—for the Royal Navy cannot propose to engage that of the United States Navy. Yet, in face of these facts, has the Royal Navy ever asked itself the question: Is the battleship really necessary? It does not seem so.

"True, apart from fleet engagements, battleships proved immensely useful in the late war when used as mobile gun platforms for bombardment purposes. I suggest, however, that the Allies were glad to use them thus because they already had them. They would not have spent millions on building these battleships and locked up untold manpower in them for bombardment purposes alone.

"At least, they would not have done so if they had had a 'unifying influence' at work on their

respective Admiralties. They would have provided more bombers instead, land-based or carrier-borne—or monitors perhaps—which would have done the job much more cheaply."

General Martin was answered two days later, on 23/1/47, by Captain E. Altham, R.N., Secretary of the R.U.S.I., in a letter to the Editor of the "Daily Telegraph":

"Your Military Correspondent, Lt.-Gen. H. G. Martin, in his article forecasting big changes in Service estimates, suggests that the Navy's 'balloon' might be appreciably deflated by the elimination of battleships. In support of this contention he asserts that the 'BISMARCK' was crippled by air power, and that the United States Navy won all its fleet engagements over the Japanese by means of air power alone."

"The experience of the last war is not necessarily a sound guide for insurance against the next, but if it is to be invoked the facts should be stated fully and correctly.

"It is true that the 'BISMARCK' was severely damaged by aircraft, but they were flown from carriers operating under cover of battleships. Despite her injuries, she was able to put up a stiff fight in a gunnery duel with the 'RODNEY' and 'KING GEORGE V' the next day until she was so battered by the battleships' guns that she could be torpedoed at close range to avoid further expenditure of ammunition.

"General Martin omits to note that aircraft played no part when the 'SCHARNHORST' was reduced to a sinking condition by the guns of the 'DUKE OF YORK'. Yet this was another example of the vital part played by the Home Fleet battleships in countering German capital ships trying to run amok in the Atlantic and Arctic. Without them the whole system of convoys would have collapsed, and our sea-borne supplies been at the mercy of those powerful raiders.

"The aircraft which operated so successfully against the Japanese fleet were mainly carrier-borne, and we have it on no less authority than

IT MUST BE GOOD
IF IT'S PACKED IN . . .



Glass

There is no camouflage about glass-packed products . . . no guesswork about buying them. Goods packed in glass tell their own sales story . . . a straightforward story of quality which needs no concealment. Remember, too, that glass-packed goods offer extra value, because every glass container is re-usable . . . glass does not end as garbage, it goes on giving service. See what you buy and be sure you are buying the best by always asking for goods in glass—the one form of packing which is **TRANSPARENTLY** honest!

AUSTRALIAN GLASS MFRS. CO.
PTY. LTD.

430-432 SPENCER ST., MELBOURNE. Ph: F&101

that of Admiral Spruance, the United States Commander-in-Chief, who fought the most successful of these naval air actions, that the carriers could not have done without the fast battleships in support. "Battleships and carriers are complementary to each other," he said in his lecture to the Royal United Service Institution as recently as October.

"But it was battleships, and not air power" in any form, which saved the situation at a vital moment in the Pacific campaign. A Japanese battle squadron, in the course of the battle of Leyte Gulf, penetrated the Surigao Straits, and on the night of Oct. 25-26, 1944, was almost within striking distance of the thousands of troops disembarking in the Philippines and of the tankers with practically all the fuel the Americans had concentrated in the whole Central and South Pacific. It was the United States battleships in support of other surface craft which routed the enemy and prevented dire disaster. Aircraft were unable to take any part in that night engagement.

"The battleship of to-day may not be the battleship of to-morrow; indeed, the Americans have made known that they are already adapting two of their uncompleted capital ships to mount rocket tubes firing guided missiles instead of their original heavy gun armament. Four British battleships of the 1938-9 programme were cancelled before the end of the war. There are now only two battleships in full commission, one of which is the 'VANGUARD'.

"It is safe to say that no more will be built until there has been full investigation of the functions and design of the capital ship of the future. Meanwhile, we are not at a stage when we can say, 'Scrap the lot,' for in this, as in other vital matters affecting our sure shield, it is well to reverse the old adage and be quite certain that we are well on with the new love before we are off with the old."

The remark of Admiral Spruance quoted by Captain Altham was made in reply to a question: Do you think there is any future for the battleship? His answer was as follows: "I most certainly do. I am not one of those people who believe that the battleship is obsolete. They can be used very effectively in my opinion. The old battleships were used for the purpose of bombardment because they did not have the speed to operate with the fast carriers. The carrier people were very glad to have with them the new fast battleships.

"I remember when the 'FRANKLIN' was hit off Japan at about seven o'clock in the morning of

the second day of our strike, at a time, unfortunately, when she had planes on deck ready to take off. She lay there disabled and we could see fires and explosions until about four o'clock in the afternoon when they managed to get the fires under control. A cruiser took her in tow and, although we were only sixty miles from the Japanese coast, because we had plenty of battleships with their big guns, nobody came out to bother us.

"Again, this war was fought in the tropics where you get good flying weather except for the typhoons; but if you get fighting farther North, where there is a lot of thick weather, your carrier is not going to be effective unless we get some method of operating the take-off and landing in the fog. That is where the battleship plays an extremely important role, because a big gun with radar control is an effective weapon in poor visibility. I think battleships and carriers are complementary to each other."

—(R.U.S.I. Journal, November, 1946.)

Perhaps the last word may be left to another American, Admiral Nimitz, U.S. Chief of Naval Operations, writing in the November, 1946, issue of "SEA POWER", the magazine published by the Navy League of the United States.

"To think of the Navy only in terms of battleships is not the weakness of admirals. It is the ignorance of people who know nothing of sea power. The Navy is not battleships, submarines, PT boats, or airplanes. The Navy is an organization of men and women, using whatever instruments are most adaptable to the solving of current problems. That's all."

Panama as a Sea Power

The position of Panama as a shipowning country is beginning to cause a certain amount of disquiet. On the 15/1/47 the "Shipping World", in its Annual Review, published several short appreciations of the shipping outlook, some signed and others unsigned, from a number of shipowners. One of the unsigned contributions referred to the existing licence restrictions on shipping and the refusal from time to time of licences to British vessels. The writer continued: "This has also enabled some vessels, chiefly under the Panamanian flag, which are not subject to licence and therefore free to trade anywhere, to take advantage of the market, thus obtaining better rates to the detriment of British owners." In commenting on this the author was echoing anxiety already expressed

Do you see Little Betty?

No . . . I see a talented
young Musician



She thrills with the magic
of her music . . . thousands acclaim her
equally for her lovely smile . . . a smile
that owes much to the lifelong use
of Ipana.

Already they're saying Betty is a born musician . . . forever humming little melodies . . . flashing white teeth in a quick smile at Mother's praise . . . a smile that tells of adequate dental care and the regular use of Ipana.

This childhood care will spare Betty the embarrassment of ugly teeth in years to come, for statistics reveal that only one person in five receives proper tooth attention.

You, too, can have white, more healthy teeth. Start the habit to-day. Get a tube of Ipana.

According to a National Survey three out of four dentists personally use Ipana. Let their choice be your guide.

Ipana
TOOTH PASTE



in the United States. On 1/1/47 the "Shipping World" quoted "an American writer" as saying that Panama "may yet be a Sea Power to be reckoned with" since the shipping policy of the United States Government may lead to further transfers to that flag. He recalled that this stratagem "dates from the days of the Neutrality Act, when American ships were forbidden to enter the war zones. Today the red and blue stars of Panama free the shipowner from the exacting navigation and safety requirements of other countries and from the necessity of bargaining with any union. In shipping, Panama provides a foreign replica of Delaware, that small state which, by virtue of the leniency of its corporation law, became the home of many of the mightiest business enterprises in the United States." According to the latest figures of ships of 1,000 tons gross and over issued by the U.S. Maritime Commission, 164 vessels totalling 868,855 tons gross were on the register of Panama on June 30 last, as compared with 130 of 719,041 tons gross before the war. Consequently, this Republic, which is represented at no international maritime conferences, now ranks above Denmark and Greece as a Sea Power. The current practice of ignoring Panama as an expanding Sea Power suggests possible trouble in the future.

It is perhaps worth bearing in mind that the "DROTNINGHOLM", now transferred to a joint Swedish-Italian company, is to be registered in Panama; and on 29/1/47 the "Shipping World" announced that a Swedish Trans subsidiary, formed to run a regular service between North American Pacific ports and Ecuador and Colombia, had its headquarters at Panama.

The point made by the American writer quoted above, regarding international agreements, is of importance when it is remembered that the conventions negotiated at the Maritime Conference at Seattle were intended by their authors to lay down standards for the merchant navies of the world. Mr. Jarman, general secretary of the National Union of Seamen, wrote of them in this sense in a contribution to the same Annual Review of the "Shipping World" and added: "The Conventions now must be considered for ratification by the British and other Governments. . . . Countries are not under an obligation to ratify—no country has yet expressed a willingness to allow an international authority to write its legislation. But if a country freely ratified a Convention, it is then obliged to implement its provisions and to advise the I.L.O. how this has been done." The "Shipping World" commented on this the following week (22/1/47) that "the immediate question is: 'Will these new standards be accepted by all the nations interested in shipping and will such acceptance be loyally translated into action?'"

While the question is obviously of importance to British shipowners, it should be noted that Mr. Basil Sanderson, Chairman of the Shipping Federation, wrote in his contribution to the "Shipping World" Annual Review: "It should also be stated quite clearly that when it comes to securing sea-going personnel for their ships, British shipowners are necessarily much more concerned with British shore industries than with conditions of employment on ships flying foreign flags."

PORT LINE LTD.



1 BENT STREET, SYDNEY

CHRONOLOGY OF NAVAL EVENTS

Featuring Australia's Contribution

(Continued from last issue.)

1944

- Jan. 2 Landing at Saidor, H.M.A.S. "ARUNTA" and "WARRAMUNGA" in covering force.
- Feb. 29 Landing at Admiralty Islands, H.M.A.S. "SHROPSHIRE" and "WARRAMUNGA" included in these operations.
- Mar. 4-7 Bombardment of Hauwei Island, Admiralty Group included H.M.A.S. "SHROPSHIRE" and "WARRAMUNGA".
- " 14 H.M.A.S. "SHEPPARTON" assists at landing at Talasea.
- Apr. 19 Attack on Sabang, H.M.A.S. "NAPIER", "NEPAL", "NIZAM", "QUIBERON" and "QUICKMATCH" participate.
- " 22 U.S. Landings at Tanamerah Bay, Humboldt Bay, Aitape Area. H.M.A.S. "AUSTRALIA", "SHROPSHIRE", "ARUNTA", "WARRAMUNGA", "WESTRALIA", "MANOORA" and "KANIMBLA" take part with preliminary surveys by H.M.A.S. "MORESBY", "BENALLA", "SHEPPARTON", "CAPE LEEUWIN" and "POLARIS".
- " 25 Australians capture Madang. H.M.A.S. "VENDETTA" and "BUNDABERG" present.
- May 17 Australian Landing at Wakde included H.M.A.S. "AUSTRALIA", "ARUNTA", "SHROPSHIRE", "WARRAMUNGA" and "MANOORA".
- " 17 Allied carrier attack on Sourabaya. H.M.A.S. "NAPIER", "NEPAL", "QUIBERON", "QUICKMATCH" present.
- " 13-28 Bombardment of Karkar Island Area by Allied Force including H.M.A.S. "STAWELL", "BARCOO", "KAPUNDA" and "FAIRMILES".
- " 27 Landings at Biak. H.M.A.S. "SHROPSHIRE", "AUSTRALIA", "WARRAMUNGA" and "ARUNTA" assisted.
- " 28 H.M.A.S. "GOULBURN" and "GYMPIE" assist cover Army occupation of Bunabun Harbour.
- June 8 Running action between Allied ships and Japanese destroyers. H.M.A.S. "AUSTRALIA", "ARUNTA" and "WARRAMUNGA" included in action.
- July 2 U.S. Landings at Noemfoor Is. Preliminary bombardment Force included H.M.A.S. "AUSTRALIA", "ARUNTA" and "WARRAMUNGA".
- " 30 Landing Cape Sansapor area included H.M.A.S. "SHROPSHIRE" and "ARUNTA".
- Aug. 12 Bombardment southerly end of Wide Bay, New Britain by H.M.A.S. "SWAN".
- Sept. 15 Assault Landing by Allied troops Morotai. Force included H.M.A.S. "AUSTRALIA", "SHROPSHIRE", "WARRAMUNGA", "ARUNTA", "KANIMBLA" and "MANOORA".
- Oct. 18 H.M.A.S. "GEELONG" lost in collision.
- " 20 Allied assault landing and bombardment of Leyte. H.M.A.S. Ships included were "AUSTRALIA", "SHROPSHIRE", "WARRAMUNGA", "MANOORA", "ARUNTA", "KANIMBLA". H.M.A.S. "AUSTRALIA" suffered damage and casualties.
- " 25 Bombardment of Suriago Strait by H.M.A.S. "SHROPSHIRE" and "ARUNTA".
- Nov. 4 A.I.F. Landing at Jacquinot Bay assisted by H.M.A.S. "SWAN", "BARCOO" and "VENDETTA".
- " 6 Bombardment Wide Bay Area by H.M.A.S. "SWAN", "BARCOO" and "VENDETTA".
- " 19 Bombardment Halmahera Island by H.M.A.S. "BURDEKIN".
- Dec. 14 H.M.A.S. "NAPIER" and "NEPAL" bombard Burma Coast to cover Troop movements.

GLOBEX

MEAT EXTRACT

For appetising flavour, strength-building nourishment and economy in use . . . you can't beat GLOBEX. It contains the full strength and concentrated essence of the prime beef and it is made in a second.

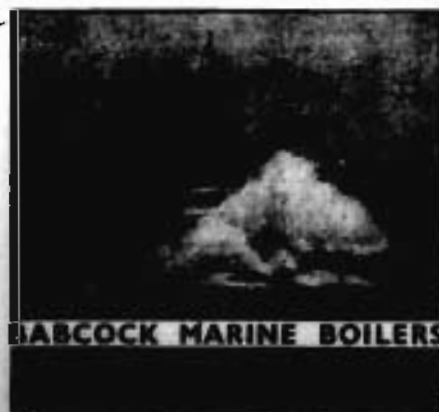
Try it for soups, gravies, nourishing beef tea, and it makes really delicious sandwiches . . . but spread it thinly.

OBTAINABLE FROM ALL CHEMISTS AND STORES
1, 2, 4 and 8 oz. jars or 4 and 8 oz. containers

AARONS EXCHANGE HOTEL 1 GRESHAM STREET, SYDNEY

Only the Best Brands Stocked
Dining Room Unsurpassed

AARONS EXCHANGE HOTEL



BARBOCK MARINE BOILERS

Cockatoo Docks & Engineering Co. Pty. Ltd.

Contractors to . . .
H.M. AUSTRALIAN NAVY
Ship-builders, Marine & Engineers
General
Inquiries invited
COCKATOO ISLAND
SYDNEY
Phone: W 1941 (10 lines)

BIRT & COMPANY (PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.
P.O. BOX 544 B., G.P.O.

Also at

44 Eagle Street, Brisbane; Musgrave Cold Stores,
Stanley Street, South Brisbane.

SHIPPING AND GENERAL AGENTS

AUSTRAL BRONZE COMPANY PTY. LIMITED

Established 1914
Head Office and Works
O'Riordan Street, Alexandria, Sydney
MANUFACTURERS OF:
Copper Rods and Bars; Bushes for Electrical Work;
Manganese Bronze Rods; Bars and Ingots; Extruded
Brass; Architectural Bronze; Munz's Metal and Copper
in Round, Square, Hexagon and Special Sections;
Copper Plates and Rolled Copper Anodes; Aluminium
Bronze Rods and Bars; Copper, Brass, Gilding Metal,
Phosphor Bronze and Nickel Silver in Sheets and Strip.
Muntz Metal and Naval Brass Condenser Plates
Sheets and Sheetmetal
Manufacturers of (under Licence)
Stearns' Manganese Brasses for Marine Craft Propellers
Branch Office:
101-103 KING STREET, MELBOURNE

- .. 30 Bombardment Galela Bay Area by H.M.A.S. "COOTAMUNDRA".
1945.
- Jan. 3 Occupation of Akyab Island. H.M.A.S. "NAPIER" and "NEPAL" present.
- .. 3-6 Bombardment of Lingayen Gulf. H.M.A.S. "SHROPSHIRE", "ARUNTA", "WARRAMUNGA", "AUSTRALIA", "MANOORA", "KANIMBLA", "WESTRALIA", survey ships, and minesweepers of R.A.N. take part. H.M.A.S. "AUSTRALIA" damaged by aircraft, 5th Jan., 1945.
- .. 9 H.M.A.S. "VENDETTA" bombards Danmap River (Aitape Area).
- .. 21 H.M.A.S. "NAPIER" with 7th Destroyer Flotilla takes part in engagement off Burma Coast.
- Feb. 16 Corregidor Landing in which H.M.A.S. "SHROPSHIRE", "ARUNTA", and "WARRAMUNGA" assist U.S. Forces.
- .. 23 Bombardment of Wewak-Aitape Area by H.M.A.S. "SWAN".
- Mar. 9-17 Bombardment of Open Bay Area, H.M.A.S. "SWAN".
- .. 26 Bombardment of Cebu Island. H.M.A.S. "HOBART" and "WARRAMUNGA".
- May 1 Landing on Tarakan. H.M.A.S. "WARRAMUNGA", "WESTRALIA", "LACHLAN", "BARCOO", "HAWKESBURY", "BURDEKIN", "MANOORA" assist U.S. Forces.
- .. 1 Landing on Ryukyu Islands, H.M.A. Ships present included—
"QUIBERON", "QUICKMATCH", "NEPAL", "NORMAN", "NIZAM".
- .. 2 Bombardment of Wewak Area by H.M.A.S. "SWAN", "COLAC", "DUBBO".
- .. 10 Landing at Wewak assisted by H.M.A.S. "HOBART", "ARUNTA", "WARRAMUNGA", "SWAN", "COLAC", "DUBBO".
- .. 15 Bombardment of Cape Borom, N. of Wewak Point, by H.M.A.S. "SWAN", "BUNBURY" and 3 M.L's.
- .. 20 Bombardment East Coast of Buka by H.M.A.S. "KIAMA".
- .. 26 H.M.A.S. "SWAN" bombards Banahitan and Passam villages from Borom Harbour.
- June 10 Landing at Brunei Bay. H.M.A.S. "HOBART", "ARUNTA", "MANOORA", "WESTRALIA", "KANIMBLA", "LACHLAN", "BARCOO", "HAWKESBURY" take part in operation.
- .. 20 H.M.A.S. "ARUNTA" helps land troops in Miri-Lutong Area.
- .. 20 Bombardment Bougainville Area by H.M.A.S. "DUBBO", "LITHGOW" and "KIAMA".
- July 1 Balikpapan Landing. H.M.A.S. "SHROPSHIRE", "HOBART", "ARUNTA", "MANOORA", "WESTRALIA", "KANIMBLA", "GASCOYNE" and "WARREGO" present.
- .. 7 H.M.A.S. "DIAMANTINA" bombards Sohana Islands, Torokina Area.
- .. 17 H.M.A.S. "QUIBERON" and "QUICKMATCH" in action with B.P.F. in air strikes against Japan. H.M.A.S. "NAPIER", "NIZAM", "NORMAN" and "NEPAL" assist in fuelling and general service.
- Aug. 15 Japanese Surrender.
- .. 18 Surrender at Bougainville signed in H.M.A.S. "LITHGOW".
- .. 28 Ships enter Tokyo Bay. H.M.A.S. "NAPIER" and "NIZAM" join U.S. Task Force 38.4.
- .. 30 Ships enter Hong Kong Harbour, H.M.A.S. "BATHURST", "WAGGA", "CASTLEMAINE", "MILDURA", "FREMANTLE" and "BROOME" present.
- Sept. 1 H.M.A.S. "SHROPSHIRE", "HOBART", "BATAAN" and "WARRAMUNGA" move into Tokyo Bay.
- .. 2 Japanese sign surrender in U.S.S. "MISSOURI", H.M.A.S. "SHROPSHIRE", "HOBART", "WARRAMUNGA", "BATAAN", "IPSWICH", "CESSNOCK" and "BALLARAT" among ships present.
- .. 6 Surrender at Rabaul signed in H.M.S. "GLORY", H.M.A.S. ships in that area included "VENDETTA", "TOWNSVILLE", "KIAMA", "DUBBO" and "LITHGOW".
- .. 9 Surrender at Balikpapan. H.M.A.S. "GASCOYNE", "BURDEKIN" and "INVERELL" present.

(To be continued)

AGINIANS

GIFT SHOP

85 Castlereagh St.

Sydney

AGINIANS

When ships of the
Navy "heave to"
this rope
holds fast!



MILLER'S
ANCHOR BRAND

PAUL & GRAY LTD.

SHIP CHANDLERS

82 Sussex Street, Sydney

"PHONE: IX 2121



BETTER BUTTER...
BETTER BUY IT



MENZIES

The Hotel of Distinction

That deep sense of comfort which you experience with the really good things of life is always found at Menzies. You could wish for nothing more in hotel service, facilities, and really personal attention. ... Menzies, Melbourne's best-known hotel, gives continuously of its best.
Telegraphic Address: Menzotel, Melbourne

H. PEEL & SONS

Purveyors of Fresh and Smoked Fish

Shipping Providers

239 HARRIS STREET — PYRMONT

Phones: MW 1603, FX 5011

CHAPTER III

The Royal Australian Navy Between Two Wars

(Continued from last issue.)

CONVOY DUTIES.

The development, first of Japan's and later of the United Nations' offensive in the South West Pacific placed a dual task upon Australia's Navy. On the one hand, Australian ships, with those of Britain and America, had to play their part in maintaining the long lines of communication between Australia and her Allies, and in the Task Force operations for the recapture of strategic islands. On the other hand, Australia's own 12,000 mile coastline and the sea supply lines to Darwin, Torres Straits, New Guinea and Papua had to be patrolled.

If the first of these tasks had been the more spectacular, the second was none the less vital; and, at least in its earlier stages, equally as difficult. Before United States surface units reached the New Guinea area, the R.A.N. carried on surface escort work in these waters unaided.

In January 1942, H.M.A. Ships escorted the first large-scale reinforcements, with supplies, to Papua. They also escorted A.I.F. transports to such points as Dutch Timor and Ambon.

The establishment of an advanced operational base at Milne Bay was the key-stone of the movement to drive the Japanese from the northern shores of New Guinea. From Milne Bay the smaller units of the R.A.N., particularly the Australian Minesweeping Vessels, carried the Allied advance to Porlock Harbour, Oro Bay and Buna—frequently in the face of enemy air attacks.

The tanks and artillery which set the seal of success on that phase of the Allied campaign were carried in Australian and Dutch merchant ships, escorted by A.M.S. Vessels. The small warships themselves carried from Milne Bay the troops who made the flank attack at Cape Endiadeere.

Much of the success of that north coast drive was due to the work of the R.A.N. survey ships, which, working ahead of the advancing forces, charted their way through reef-studded waters.

Meanwhile, the wisdom of convoying on the eastern coast of the Australian mainland itself had been emphasised by sporadic visits by Japanese submarines to the route linking Australia's main in-

dustrial centres with the battle front. The fact that there were no enemy submarine attacks in Australian coastal waters between June 1943 and December 1944 is an illustration of the development of the Australian Navy's anti-submarine work, and of the collaboration of the Royal Australian Air Force.

Just as Japan's failure to maintain her sea communications was a strong factor in the turn of the tide of war in the Pacific, so the maintenance of the sea lanes from Australia to the scene of the fighting was a vital contribution to the achievement of the Australian and American land and air forces. It was a task which did not diminish as the spearheads of the Allied attack continued to advance.

TASK FORCE WORK:

While this work was in progress, larger units of the Royal Australian Navy had been assigned to the Task Forces operating under the general control of the (U.S.) Commander of Allied Naval Forces, South West Pacific Area.

Apart from the unending duty of policing the trans-ocean routes within the area, these ships took part in practically every one of the series of amphibious operations which marked the steady driving back of the Japanese in the South-West Pacific and the re-occupation of strategic points by the Allies. In many instances, the Task Force was under the command of a Royal Navy Flag Officer, on loan to the Royal Australian Navy, and flying his flag in the Australian flagship. Until June 1942, the officer concerned was Rear-Admiral J. G. Crace, C.B., who was then succeeded by Rear-Admiral V. A. C. Crutchley, V.C., D.S.C. In June 1944 Rear-Admiral Crutchley was succeeded by Commodore J. A. Collins, C.B. Commodore Collins is the first graduate of the Royal Australian Naval College to become a Commodore First Class, and the first graduate of the College to command H.M.A. Squadron. Commodore Collins was seriously injured during October 1944 in the Battle of Leyte Gulf, when his Flagship, H.M.A.S. "Australia", was repeatedly attacked by Japanese suicide bombers. During the six months of his convales-

cence his place as Commodore Commanding the Australian Squadron was taken by Commodore, First Class, H. B. Farncomb, C.B., D.S.O., M.V.O., also a graduate of the R.A.N. College.

The following is a brief summary of the actions in which R.A.N. Ships shared as units of South West Pacific Task Forces. It does not include operations other than U.S.-R.A.N. Task Forces:—

Date	Action	R.A.N. Ships Involved.
4-8/5/43	Coral Sea Battle.	"Australia" and "Hobart".
7-9/8/43	First Solomons campaign (landings Guadalcanal and Tulagi).	"Australia", "Canberra" and "Hobart".
29/11/43	Gasmata bombardment.	"Arunta" and "Warramunga".
13/12/43	Arawe.	"Australia", "Shropshire", "Warramunga", "Arunta" and "Westralia".
29/12/43	Cape Gloucester.	"Australia", "Shropshire", "Warramunga" and "Arunta".
2/1/44	Saidor.	"Arunta" and "Warramunga".
29/2-12/3/44	Admiralty Islands.	"Shropshire", "Warramunga", and "Arunta".
22/4/44	Hollandia and Tanamerah Bay.	"Australia", "Shropshire", "Arunta", "Warramunga", "Kanimbla", "Manoora" and "Westralia".
April 1944	Reinforcements to Madang and Alexishafen.	"Vendetta" and "Bundaberg".

NOTE: In the general operations in Northern New Guinea during April, 1944 (above), approximately 4,000 R.A.N. personnel took part. Six H.M.A. Survey Ships were prominent in the preliminary work for the entire operations.

26/5/44 and 4-9/6/44	Biak Island and Schouten Group Islands.	H.M.A. Cruisers and Destroyers.
1/7/44	Noemfor Island.	"Australia", "Arunta" and "Warramunga".
12-25/7/44	Airape. Support for military operations. Bombardments, and anti-barge activity.	"Australia", "Shropshire", "Warramunga", "Arunta".
30/7/44	Sansapor.	"Shropshire", "Arunta".
13/9/44	Morotai.	"Australia", "Shropshire", "Warramunga", "Arunta".
20/10/44	Leyte Gulf.	"Australia", "Shropshire", "Warramunga", "Arunta", "Manoora", "Westralia", "Kanimbla".
25/10/44	Surigao Strait action.	"Shropshire" and "Arunta".
5-9/1/45 et seq.	Lingayen Gulf, Luzon.	"Australia", "Shropshire", "Warramunga", "Arunta", "Manoora", "Kanimbla", "Westralia" and Survey group.
26/2/45	Fire support and bombardment supporting U.S. troops.	"Shropshire", "Warramunga", "Arunta".
	Reinforcements for Lingayen Gulf area.	"Manoora", "Kanimbla", "Westralia".
10/3/45	Surveying and installing navigational aids during landing on Mindanao Island, Philippines.	"Lachlan".
22/3/45-2/5/45	Philippines area, covering operations.	"Hobart", "Warramunga", "Manoora".
March 1945	Surveying and establishing navigational aids in Philippines at all landings.	"Warrego", "Lachlan", H.D.M.L. 1074 "Cape Leeuwin".

Ships of the Task Force supported the three Borneo landings (Tarakan, Brunei and Balikpapan) of the A.I.F.

H.M.A. Ships of all types supported Australian Army operations in the New Guinea, New Britain and Solomons areas.

THE R.A.N. IN THE JAPANESE SURRENDER.

H.M.A. Ships were represented at the various Japanese surrender points as follows:—

Sept. 2	Tokyo.	"Shropshire", "Hobart", "Bataan", "Warramunga", "Nizam", "Napier", "Ipswich", "Cessnock", "Ballarat", "Piric".
Sept. 8	S. Bougainville.	"Diamantina".
Sept. 8	S. Borneo (Balikpapan).	"Burdekin", "Gascoyne", "Inverell", M.L. 1359.
Sept. 11	Timor.	"Moresby", "Benalla", "Echuca", "Horsham", "Katoomba", "Parkes", "Kangaroo", "Bombo", M.L. 1322, 1324, 1329.
Sept. 14	Nauru.	"Diamantina".
Sept. 6	Rabaul.	"Vendetta", "Townsville", "Kiama", "Dubbo", "Lithgow".
Sept. 9	Kuching, Jesselton, Sandakan.	"Bundaberg", "Kapunda", M.L. 1343, "Black Snake", "River Snake", A.Ms. 1629, 1499, 1983, 1985.
Sept. 10	Muschu Is. and Kairiru Is.	M.L. 805.
Sept. 13	Wewak.	M.L. 805.
Sept. 19.	Namatani (New Ireland).	"Swan".

(C) SERVICE WITH THE ROYAL NAVY.

From its earliest days, the R.A.N. has regarded itself virtually as an integral part of the Royal Navy, seeking to build its own history on the rich traditions and heritage of the Mother Service. A country with a population as small as Australia's could not, of itself, maintain a Navy large enough completely to defend herself. Yet the defence of the Empire in general is a direct contribution to the defence of Australia's own shores; and, no matter who the enemy may be, those shores cannot always be most logically defended in Australian waters. Hence Australian ships and sailors must be able to work in close collaboration with others. What better storehouse of knowledge and experience could there be than the Royal Navy? Sound reasoning and filial sentiment alike dictate that course.

Thus, for many years, the Royal Australian Navy has followed a system whereby its permanent officers gain experience in the Royal Navy's big fleets, while, in exchange, a proportionate number of Royal Navy officers bring their experience and training to units of Australia's fleet.

This system was carried a step further as soon as the 1939-1945 war broke out, when the Admiralty accepted the Australian Naval Board's offer to contribute personnel on "outright loan" to the Royal Navy, for service outside Australia. Under what was termed the "Yachtsman's Scheme", volunteers were divided into two age groups. Those over 30 were required to pass the navigation tests for the Yachtsman's Certificate, and were granted commissions before leaving Australia. Those under 30 reached the United Kingdom as ratings, were trained in craft ranging from destroyers downwards, and then sent to a shore establishment (H.M.S. "King Alfred") to complete courses for their commissions.

The first batch of volunteers under the "Yachtsman's Scheme" left Australia for Britain in January 1940, and the last group enlisted under that system sailed in February 1942.

In June 1944 there were approximately 510 Australians on loan with the Royal Navy, of whom more than 400 were members of the Royal Australian Naval Volunteer Reserve.

The A.C.A.

AUSTRALASIAN CATHOLIC
ASSURANCE COMPANY LIMITED

ASSETS EXCEED £2,500,000

THE A.C.A.
for
SECURITY

★
A.C.A. POLICIES
OF
GOOD POLICIES

★
D. J. MOONEY, Managing Director
Call, write or ring: BX2165
A.C.A. BUILDING
66 KING ST., SYDNEY

While every courageous man cannot be awarded a decoration, and every capable officer cannot be given command of a ship, decorations and commands do form one gauge of the success of any group of individuals. In this connection it is worthy of note that, of a total of 1107 decorations and awards won by Australian Naval personnel, in all theatres of war, up to 30th April, 1946, 164 went to Reservists serving on loan to the Royal Navy. At the head of that list stands Australia's most highly-decorated Naval officer of this war—a Lieutenant-Commander, R.A.N.V.R. holding the George Cross, the Distinguished Service Cross and the George Medal.

In June 1944 the following commands were held by R.A.N.V.R. Officers serving with the Royal Navy:—

One destroyer; one frigate; two corvettes; one submarine; one fleet minesweeper; four flotillas of tank landing craft.

This list does not take into account the considerable number of Australians commanding individual "little ships", such as motor torpedo boats and various types of landing craft.

The responsibilities of the commander of a flotilla or tank landing craft are much more onerous than is realised outside the Service. He frequently has additional officers and ratings attached for training; and, in addition to running his flotilla, he has to maintain the closest co-operation with Army units.

The four George Crosses, nine George Medals and three Bars to the George Medal awarded to R.A.N.V.R. personnel serving with the Royal Navy were won by officers engaged in rendering safe the bombs and mines which were dropped by the enemy on the crowded cities and busy waterways of Britain.

Their companions afloat were scattered throughout the fleets, their work extending from patrols in United Kingdom waters to the blockade of the European coast, from the Murmansk convoy run and the Battle of the Atlantic to the Allied landings in North Africa, Sicily and Italy. Many of them went to motor torpedo boats and similar light craft, while others were drafted to battleships, aircraft carriers, cruisers and destroyers. Some volunteered for the Submarine Service; two R.A.N.V.R. officers held submarine commands.

There were few naval engagements, great or small, in which Australians did not participate. For instance, they were represented in the campaigns in Norway, Greece, and Crete; in the two attacks on the German battle cruiser "Scharnhorst",

in the sinking of three German destroyers in the Bay of Biscay. There were Australians in many of the most outstanding phases of the Battle of the Atlantic, and in many of the forays staged by Britain's light coastal forces against enemy convoys and E-boats.

These are some—but by no means all—of their outstanding actions. A substantial proportion of the first arrivals from Australia were engaged in anti-submarine duties; but, by early 1941, training in the use of landing craft was under way, and Australians were early on the scene. In this field, quite a number of them gained accelerated promotions, became Senior Officers of Flotillas, commanders of individual craft, or instructors of British, Dominion and United States personnel.

Australians commanded the first wave of tank landing craft in the raid on Dieppe in August, 1942. Out in the Mediterranean, in the landings at Sicily, Messina, and Salerno, most of the British tanks were taken to the beach-heads by Australians.

So a wealth of experience, in a wide variety of duties, prepared the Australians for their parts in the Navy's vital role in the invasion of Europe. History has shown that the most difficult phases of any invasion movement are the passage of troops and material across the water, and their transference from ship to hostile shore. For the Australians—as for all men of all Services—D-Day represented the climax of years of arduous training and still more arduous actions.

The fact that the Australians were serving, not in groups, but as individuals scattered throughout the vast armada, means that they had representatives in practically every phase of the Navy's invasion duties. There were Australians in the minesweepers whose long task commenced nearly 24 hours before the first landings; in the cruisers and destroyers which bombarded the enemy shores or escorted convoys across the Channel; in the first

You'll get that Glow from
THE HAPPINESS SHOW!

WALT DISNEY'S
"SONG OF THE
SOUTH"

His Greatest and
Happiest Hit!

COMING SOON
SYDNEY "MAYFAIR"

wave of landing craft to reach the Normandy beaches, and in the subsequent waves which poured in reinforcements of men and material. Australia was strongly represented in the flotillas of motor torpedo boats and other fast craft which helped to screen the convoys and to fight the long battle which thwarted the attempts of enemy surface vessels to penetrate the invasion area.

Those who were in United Kingdom waters, and others who earlier returned to Australia, gained wide experience in the implementing of that Sea Power which paved the way to final victory.

(Continued on next page)

DAVIES COOP & CO. LTD.

625 SWANSTON ST.
MELBOURNE

Manufacturers of . . .

Drills for Uniforms for Naval Services, Tenting, Flax Canvas for the Navy, Fire Hose for the Navy, "EXACTO" Underwear for Naval Services.

With Eastern Fleet and C.-in-C. Levant. Meanwhile, another section of the Royal Australian Navy was doing sterling work far from Australian waters. The Australian ship-building programme (dealt with in Chapter II below) included twenty Australian minesweeping vessels built for the Royal Navy.

Eight of these, manned by Australians, were temporarily attached to the Commander-in-Chief of the Levant during that phase of the Mediterranean campaign which culminated in the Allied occupation of Sicily.

The ships involved were: H.M.A.S. "CAIRNS", "CESSNOCK", "GAWLER", "GERALDTON", "IPSWICH", "LISMORE", "MARYBOROUGH", and "WOLLONGONG". They served in close collaboration with the Royal Navy in conveying transports and landing craft, and in general patrol duties, as well as in providing anti-submarine screens for the Sicilian campaign.

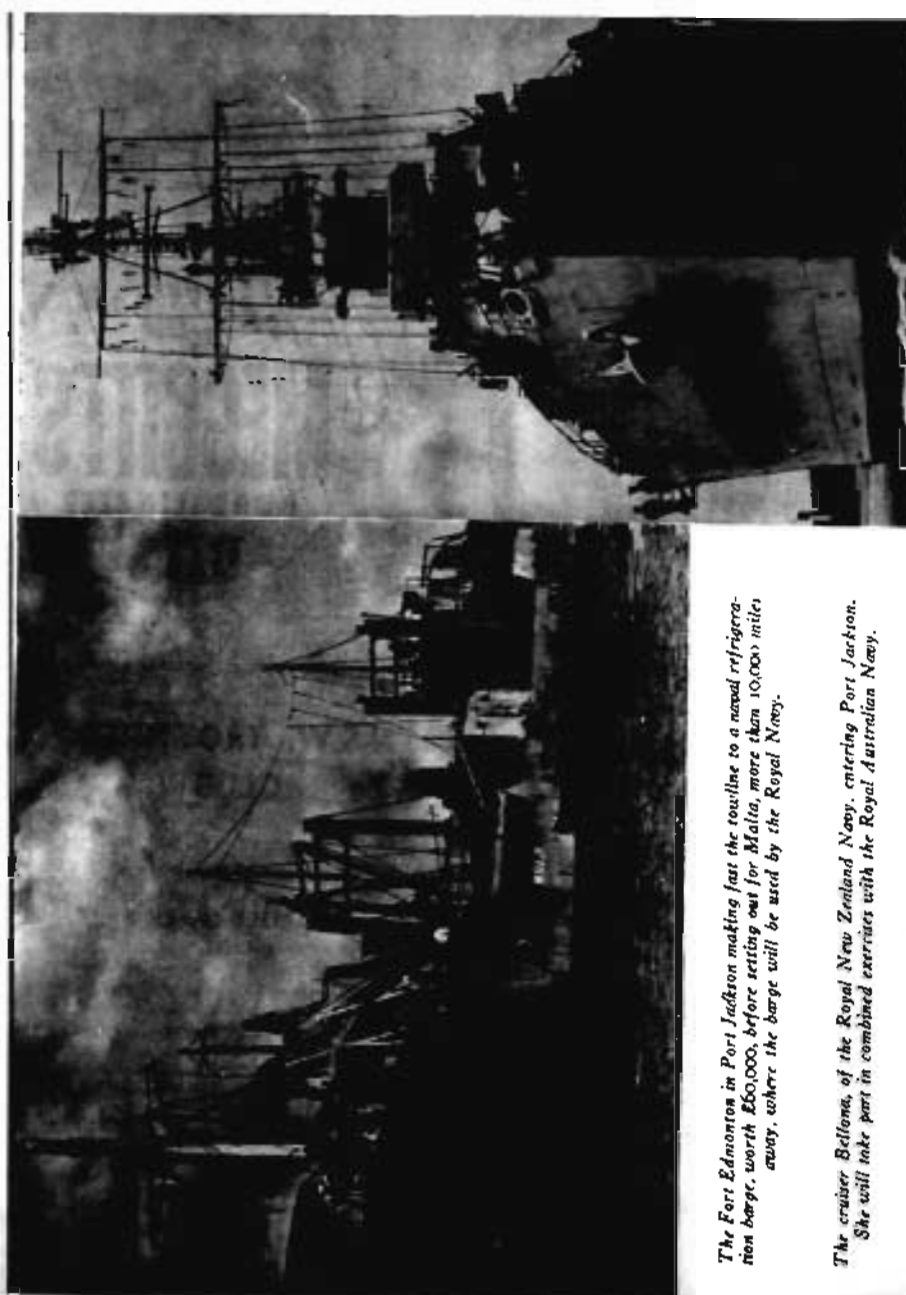
In April 1944, although the Royal Australian Navy was heavily involved in the fighting in the South West Pacific, it also was well represented in the Royal Navy's Eastern Fleet, which included 19 ships—modern destroyers and Australian minesweeping vessels—manned by Australians. Some

of these were in the cosmopolitan force which, on 17th May, appeared off the southern coast of Java to screen aircraft carriers for the successful bomber attack on the Japanese-held Naval base at Sourabaya.

H.M.A. Ships with the British Pacific Fleet.

During the last year of the war, six destroyers (H.M.A.S. "NAPIER", "NIZAM", "NORMAN", "NEPAL", "QUICKMATCH" and "QUIBERON") and 18 Corvettes (the 21st and 22nd Minesweeping Flotillas) were attached to the British Pacific Fleet; these ships, and the 3,000 personnel involved, were additional to the Australian warships and men serving under American operational control in the South-West Pacific area. All the ships formed part of the Task Units, British Pacific Fleet, and were engaged in the Fleet Train or on screening duties for carrier-borne operations against the Japanese mainland. After the surrender of Japan the 21st and 22nd Minesweeping Flotillas, together with the Corvettes H.M.A.S. "BATHURST", "MILDURA", "CASTLEMAINE", "BROOME", "STAWELL", "FREEMANTLE", "STRAHAN" and "WAGGA", were engaged in minesweeping activities at Hong Kong and elsewhere off the China Coast.

(To be continued)



The Port Edmontan in Port Jackson making fast the trolley to a naval refrigeration barge, worth £60,000, before setting out for Malta, more than 10,000 miles away, where the barge will be used by the Royal Navy.

The cruiser Bellona, of the Royal New Zealand Navy, entering Port Jackson. She will take part in combined exercises with the Royal Australian Navy.

S. Hoffnung & Co. Ltd.

**CLARENCE STREET
SYDNEY**



**WHO WISHES THE NAVY LEAGUE
EVERY SUCCESS**

**ALAN H. REID
PTY. LTD.**

ENGINEERS' SUPPLIES, ETC.



**207 Clarence Street
Sydney**

PHONE: M 4265

**F. W. HUGHES
PTY. LTD.**

WOOLLEN MILLS

BOTANY AND ALEXANDRIA

30 Grosvenor Street
Sydney

Telephone: B 7224

**ANGUS & ROBERTSON
LTD.**

- BOOKSELLERS
- PUBLISHERS



Castlereagh St., Sydney
N.S.W.



**N.S.W. TROTTERING
CLUB**

Grayhound Racing at

HAROLD PARK
(GLEBE)

O. N. HOLIER,
Secretary.

Why Sea Cadet Training At All?

(J.B.)

(Continued from last issue)

Social affairs relate to society, the organised groupings of mankind, the relations, inter-relations and activities of men within this framework. Societies of the highest type demand from the individuals comprising them a degree of character development of an equally high order. That much is axiomatic. What is equally axiomatic, but tends to be overlooked today, is the fact that the highly complex Western society in which we live is not altogether self-sustaining. It can only proceed but a short way from its own inertia. To maintain way on this vessel it must receive a constant intake of men and women of the correct type. A less highly developed type would bring about a less highly developed form of society.

And what is the value of Sea Cadet Training as a character-building agency? Well, once more we are brought to the conclusion that it is as good as the officers make it. If, as we must endeavour to bring about, all the training possible is conducted afloat, the sea herself is an excellent if sometimes ruthless mistress. The everchanging face of the sea is no mere figure of speech. From the character of the sea arise the many qualities we look for in the seaman. These qualities are alertness, foresight and courage, from which arise initiative and the ability to think for oneself. The good seaman never stands passively about waiting for orders. He sees the seamanlike thing to do and does it. It is not the first time prompt individual action has saved situations or averted disaster. The seaman must always be alert, especially when at sea in a small vessel. When he is caught off his guard the sea does not scruple to take advantage of his weakness.

As has been said, these admirable qualities the sea develops in a man are particularly called for in the handling of small craft which must remain the finest school of seamanship. But, you may ask, what is the value of such training to society? It is this. An active robust form of society can only remain so as long as it breeds citizens possessed of those qualities. In an age wherein the tendency toward pre-fabricated thought is strong any form of training aimed at the production of alert men of independent mind deserves our warmest encouragement.

I have not mentioned the loyalty of the British seaman, as one of them it is hardly fitting that I

should, rather let me quote Joseph Conrad, the illustrious Pole who himself served as an officer in a British merchant ship when the age of hemp and canvas was at its last glorious height:

"The British Navy may well have ceased to count its victories. It is rich beyond the wildest dreams of success and fame. It may well, rather, on a culminating day of its history, cast about for the memory of some reverses to appease the jealous fates which attend the prosperity and triumphs of a nation. It holds, indeed, the heaviest inheritance that has ever been entrusted to the courage and fidelity of armed men."

It is too great for mere pride. It should make the seamen of today humble in the secret of their hearts and indomitable in their unspoken resolution. In all the records of history there has never been a time when a victorious fortune has been so faithful to men making war upon the sea. And it must be confessed that on their part they knew how to be faithful to their victorious fortune. They were exalted. They were always watching for her smile; night or day, fair weather or foul, they waited her slightest sign with the offering of their stout hearts in their hands."

Finally, we come to Sea Cadet Training as a factor in education. Education, as we know, is preparation for life, but the word is, unfortunately, being increasingly employed to denote education in its narrower sense, that of academic scholarship. It is no exaggeration to say that this tendency is dangerous and is to be deplored. It is unfair to the schoolmaster, the country, the boy. Happily this is another situation wherein the far-sighted Sea Cadet Officer can render commendable service to the community. The wise parent, broadminded schoolmaster, and the farseeing sailor are not a triangle of opposing forces but three complementary and, let us hope, co-operating agencies in giving to the world a wholly developed man. How then is this highly desirable condition to be brought about?

First the parent. The parent, insofar as his son is concerned, is the final authority. There has been a tendency for some years now in educational and youth movement literature to picture the parent as a creature not far removed from congenial idiocy. Comparisons are odious but if it is wrong to assume that the average parent has the wisdom

of Solomon he would be an exceedingly rash man who would stand up on his hind legs and declare that all teachers and youth leaders were highly competent individuals. When the parent urges or allows his son to join a school or youth movement it should be kept well in mind that he does not surrender his authority, he but delegates part of it. He is interested in whatsoever is calculated to make a better man of his son and most generally becomes a loyal, kindly supporter of the persons and agencies contributing toward that end. He may not have the technical training of the schoolmaster or Sea Cadet Officer, but he has an observant eye and no mean fund of commonsense. Having delegated part of his responsibility to the specialist in a particular field he judges the quality of that work by the results it produces. In that regard he is more fortunate than the hardworking officer or schoolmaster because as a spectator he sees the changes being produced in his boy much sooner than the instructor does. In his relations with the officer you will find as a rule that the parent is quite prepared to leave the responsibility for the detail of training where it rightly belongs, with the Commanding Officer. He does, however, like to meet the officers, talk with them, and just see for himself what kind of fellows they are. Parents formally or informally visiting a unit should be treated with quiet friendship as welcome guests. Resist the temptation to drive them into a corner to be lectured on Sea Cadet Training. You will find that, for the most part, they are more impressed by the atmosphere in which the training is conducted than by any purely technical achievement. Where they find sincerity, understanding, and skill you will make an ally with all the kindly dogged faith of our peoples.

Between the Officer and the schoolmaster there is a wide but largely unploughed field wherein they should co-operate. These men are very happily placed for rendering mutual assistance. Sea training embraces such a wide range of arts and sciences it might be safe to say that there is no subject in the academic curricula to which the Sea Cadet Officer cannot give practical expression. Let's take some concrete examples by way of illustration.

ENGLISH: A Sea Cadet should be trained in reading and writing clear concise English and must also be capable of making clear verbal reports.

HISTORY: A Sea Cadet should be taught the Naval side of British History. This will deepen his appreciation of the political history taught in school.

NORCO



You can be assured of a Good Drink by visiting—

WATSON'S PARAGON HOTEL

Circular Quay

B 4223 — Telephone — B 4223

**THOMAS ROBINSON
& SON PTY. LTD.**

FLOURMILL AND WOODWORKING
ENGINEERS

**160 Sussex Street
Sydney**

Telephones: MA 2812, MA 4971

GEOGRAPHY: Most embracing and interlinked with history. A Sea Cadet should have a clear picture in his mind of the geographical relationship of the principal countries of the world, their trade, commerce, and communications, elementary oceanography and climatology.

PHYSICS: In rowing, sailing, motorboating and steering the Sea Cadet gains practical knowledge of the application of forces and even an elementary theory of the subject will give him a clearer picture of what he is about. Furthermore he must have some knowledge of magnetism, electricity, and the principles of steam and internal combustion marine propelling plants.

MATHEMATICS: In elementary navigation and surveying it is brought home to the Sea Cadet that geometry and trigonometry are valuable sciences and not a medieval form of torture applied by schoolmasters to the young male of the species.

The list is far from exhaustive but it is enough to show that the schoolmaster and the Sea Cadet Officer can render one another valuable assistance should they care to do so. They have a wide field for co-operation which it would be unwise to neglect. Nor should it be overlooked that the boy comes to the Sea Cadet Corps EAGER to learn, which cannot always be said of his school attendance.

And so we come to the end of our talk. From its nature it could do nothing more than outline. We started out with three broad divisions of our work only to find that in practice they do not exist; but we have found that in this as in other work in life there is rather more in it than meets the eye. Let us hope that this cursory examination leads us to a deeper appreciation of our responsibilities.

(Concluded)

Famous Leaders



Lord Nelson, K.C.B., 1758-1805.
English Naval Commander. He went to sea at 12 and was Post Captain at 21. Took a leading part in the Battle of the Nile; Battle of Copenhagen and led the Fleet at the Battle of Trafalgar, in which he was killed.

Leadership is the reward of honest endeavour and faithful service. It is these qualities which have gained for us leadership in the Insurance World. Honest advice to our clients, based on expert knowledge of insurance, combined with faithful service in their interests are factors which have brought us this reward.

Insurances Effected at
LLOYDS of LONDON

HARVEY TRINDER NSW PTY LTD

WE HAVE THE POLICY YOU WANT

RADAR

(K. Adams, Navy League Sea Cadet Corps.)

HISTORY OF DEVELOPMENT:

Before World War II some countries had a little knowledge of the location of bodies by radio waves but it was not until the War had started that Great Britain and U.S.A. developed and intensified research into radio waves. Radar developed as high frequency valves developed, as it is on these valves that Radar depends.

At the commencement of hostilities Germany had good Radar equipment but as the German militarists regarded Radar as a defensive rather than offensive weapon, very little equipment was produced. It is of interest to note that the guns which fired the shells that sank H.M.A.S. "Hood" from the German battleship "Bismarck" were controlled by Radar.

Up to the time of the Battle of Britain, the home country had been carrying out extensive research into the possibilities of Radar, so that when the Battle of Britain commenced in earnest, the whole east coast of England was covered in Radar equipment mainly in chain stations. It was officially reported that the equipment was so sensitive that German aircraft could be detected leaving the ground from their 'drome'. In this way, the enemies' position was plotted and Spitfire and other Fighter Squadrons were sent to intercept the raiders. It was found with the type of equipment being used at that time that enemy aircraft could not be detected coming in to attack at ground level, however the enemy found this failing in the equipment just before a new type of equipment was developed and by the time they put their discovery into practice, the new equipment was installed and thus the enemy's new offensive action was smashed.

These first types of equipment were massive in structure but new types were developed which had small aerials and transmitters, etc. This type of equipment emitted short micro waves and was called Micro Wave Equipment.

Australia too made vast development in Radar, a new branch of The Council for Scientific and Industrial Research being set up, namely the Radio Physics Division. The bulk of Radar equipment used in New Guinea was of Australian origin, as it was found that American equipment could not tolerate the climatic conditions experienced in the tropical regions.

Radar could be defined as: "The detection of bodies by reflection of radio waves, the waves used being micro waves."

The actual unit consists of:

- (1) A modulator which produces the pulsations.
- (2) Transmitter consisting of 1 or more high frequency valves.
- (3) Aerial which rotates and emits the pulsations in all directions, i.e., 360° circle and up and down to a radius of between 50° and 60°. The pulsations are emitted at various intervals, 500 pulse rates being emitted per second, the length of the pulse rate being between 1/20th and 1 micro-second in length. That is, the time a pulsation lasts is between one twentieth of a millionth of a second and one millionth of a second.
- (4) Receiver. On most ships the aerial acts as receiver also.
- (5) An indicator unit which is in reality a cathode ray tube which reflects on a screen which is covered by an orange filter. This unit is called a P.P.I. (Plane Position Indicator).

Radar units as used on ships are known as A.S.V. units, i.e., Air-Surface vessel units, and those used by the army as H2S units, the symbols H2S having no meaning and not connected to the unit in any way. The Order of Accuracy in the latest Radar units is within 10 yards at 100 miles.

It is recorded that a Super-Fortress (B.29) carries over one ton of Radar equipment and that the majority of enemy ships sunk in the later part of the war by warships were sunk without the target ever being sighted under the guidance of Radar, wreckage and survivors being the only traces remaining.

To-day Radar is being used in Peace and some examples of its use are to be found in Civil Aviation, a unit being installed at Mascot Aerodrome for the detection of 'planes within a 20 mile radius of the 'drome, for the detection of rain clouds, for the detection of forest fires in uninhabited parts and in the navigation of ships around dangerous coasts and through thick fogs.

It is certain that in the future Radar will develop tremendously and its practical peace-time uses will increase an hundredfold and it will take its place in the rehabilitation of our civilisation which has just emerged from the World's greatest struggle for existence.



From the outbreak of war the Empire's little ships have been waging a constant battle, but much of their work has, up till now, been on the Navy's secret list.

In the immediate aftermath of battle, security overrides the desire to record stirring events, and so very often with the little ships the silence had to be complete.

However, as time passes, the need for tight-lipped silence departs and the exploits of the midgets and their daring crews may be told.

In "Mighty Midgets," Lieutenant Moyes, author of "Scrap-Iron Flotilla," tells, for the first time, the story of small ships in action. It is a dramatic account of some of the world's most daring engagements. Vivid in portrayal, authentic in every detail, "Mighty Midgets" takes the reader through thrilling actions ranging from the Japanese attack on Sydney Harbour to the "shores of Tripoli," from the North Sea to Singapore and the Dutch East Indies, from the Mediterranean to Leyte, Luzon and the China Sea.

"Mighty Midgets," like "Scrap-Iron Flotilla," is a tale of the Royal Australian Navy, in action and at play. Australians should be proud to read it.

"Mighty Midgets" — Lieut. John F. Moyes, R.A.N.V.R., author of "Scrap-Iron Flotilla." Price, 7/6; postage, 4½d.

N.S.W. Bookstall Co. Pty. Ltd., 112 Castlereagh Street, Sydney.

No more thrilling actions have been fought in this war than those in the Mediterranean and Far East, and in these savage tussles five over-aged Australian destroyers played a glorious part.

"Scrap-Iron Flotilla" is the story of these five ships. Scouring Italy's "Mare Nostrum" from south to north and from east to west, they fought countless fiery actions with surface craft, submarines and the Luftwaffe's deadliest planes. "Waterhen" was sunk, but the remaining four steamed back to do battle with the Japanese.

The story of the "Scrap-Iron Flotilla" is the story of Matapan and Calabria, of evacuations from Greece and Crete, and of the immortal "Tobruk Ferry Service." It is the story, too, of war against Japan, and of the loss of "Prince of Wales" and "Repulse."

Sub-Lieutenant Moyes, a former journalist, paints a vivid, authentic picture. He knows the ships and the men who served in them, and, in "Scrap-Iron Flotilla," tells a stirring tale of these ships and men in action. There are brilliant, first hand accounts of some of the war's most fiery encounters, but there is humour, too, even in the midst of battle.

"Scrap-Iron Flotilla" — John F. Moyes, Sub-Lieut. R.A.N.V.R. Price, 9/6; postage, 4½d.

N.S.W. Bookstall Co. Pty. Ltd., 112 Castlereagh Street, Sydney.

HOTEL PLAZA WYNARD STATION GEORGE ST., SYDNEY

EXCELLENT BAR AND DINING ROOM SERVICE
DRINKS AVAILABLE WITH MEALS
A. F. PARER, Licensee

Are you in the League Why not?

THE NAVY LEAGUE IS...

a **WATCHDOG** of National and Imperial security,

an **ENEMY** of apathy in all matters naval and maritime,

a **TRAINER** of the citizens of to-morrow,

a **PRESERVER** of our glorious sea heritage.

● If you subscribe to these ideals you should subscribe to the League's funds for their more perfect attainment.

THE LEAGUE NEEDS NEW MEMBERS
WHY NOT JOIN ——— NOW!



THE NAVY LEAGUE

Patron: H.M. The KING.

Head Office:
Grand Buildings,
Trafalgar Square,
LONDON, W.C.2

Branches:

Great Britain, New South Wales, Victoria,
South Australia, Tasmania, New Zealand,
Ceylon, Rhodesia.

Affiliated Leagues:

The Navy League of Canada
The Navy League of South Africa

N.S.W. BRANCH

Patron: His Excellency the Governor of N.S.W.
President: T. H. Silk, M.I.C.E., M.I.N.A.

Hon. Treasurer: C. M. C. Shannon
Hon. Auditors: Robertson, Crane and Gibbons.
Hon. Secretary: Comdr. F. W. Hixson, O.B.E.,
S.S.D.

Secretary and Editor: W. W. Beale, O.B.E.

VICTORIAN BRANCH

(Incorporating Navy League Sea Cadet Corps)
Patron: His Excellency the Governor of Victoria
President: Captain S. A. Pidgeon, R.D., R.N.R.
Hon. Treasurer: C. W. Lucas, Esq.
Secretary: L. S. Digby, Esq.

PLEASE NOTE

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

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

Telephone BU 5808

JOIN THE NAVY LEAGUE

FOR **60** YEARS

the

MERCANTILE MUTUAL
Insurance Coy. Ltd.

an Australian Institution has been
providing security for the homes of
the people, its motto being

"Service to the Public"

Under the protection of Insurance Policies ships sail the oceans, land and air transport moves, men work, and homes and factories are built and safeguarded. Injuries are compensated and distress relieved.

Insurance is a contract of good faith.

Our funds are used to assist in the development of the Country and with our properties are held in trust for the protection of our Policy Holders.

Fire, Marine, Accident, Motor Car
and
Householders', House-Owners
(Combined) Insurance
Crops, Stocks, Fencing, Pluvius
All Classes of Agricultural Insurance

Head Office: 117 PITT STREET, SYDNEY
SELWYN KING, Managing Director.

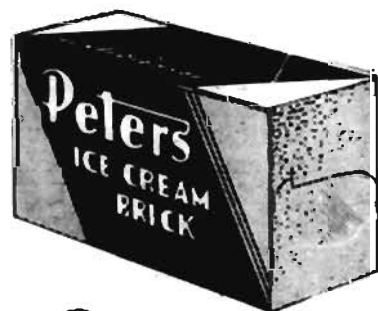
Agencies in all Suburban and Country Centres throughout the Commonwealth where all classes of Insurance can be arranged by any of the Company's 4000 Agents trained to give

"Service to the Public"



THE FASHION
FOR *Modern Sweets*

Good-bye for ever to dull, uninteresting sweets.
The trend is towards dishes gay and colourful—
light, yet nourishing! Naturally the accent is on
Peters. Peters—because there's nothing so well
designed to delight both guests and family.
Peters, too: because it's an authentic dairy food
—equally important for children and adults alike.



Peters

Ice Cream Bricks

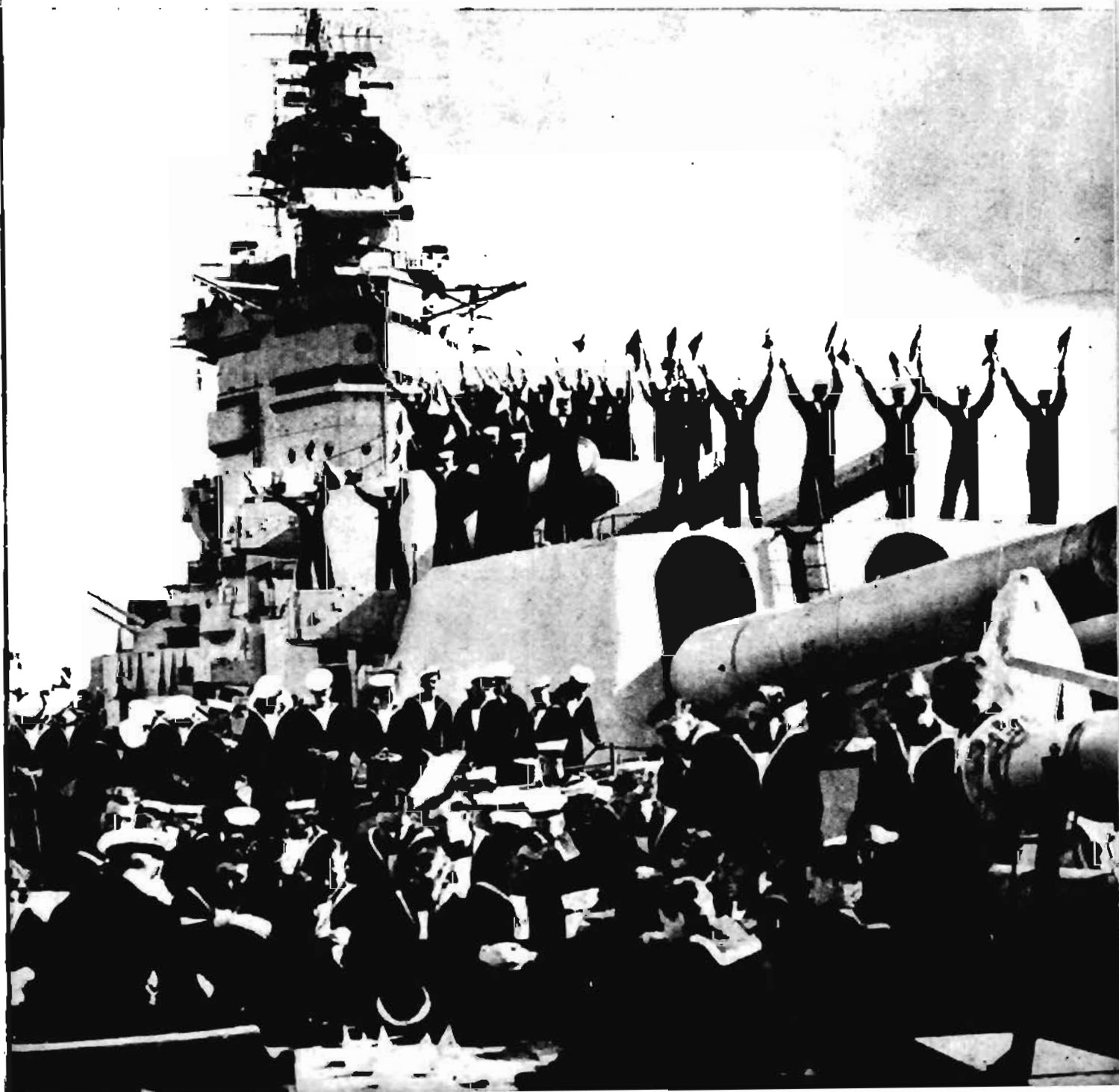
"THE HEALTH FOOD OF A NATION"

THE NAVY

- MONTHLY

APRIL, 1947

Vol. 10, No. 4 (New Series)





**"WET OR FINE
NUGGET
WILL
SHINE!"**

**"THE DAILY
DOSE OF
NUGGET
DOES IT!"**

**NUGGET
SHOE POLISH**

for a fast & lasting shine

FOSTER'S LAGER

BREWED BY
CARLTON & UNITED BREWERIES LTD.



**Time for a
CAPSTAN**

**CAPSTAN: THE EMPIRE'S
FAVOURITE CIGARETTE**

METAL MANUFACTURES LTD.
Port Kembla, N.S.W.



Makers of . . .

Non-ferrous Wire and Stranded Conductors, Tubes,
Telegraph cables, Braided Wire and Cables, etc.

SELLING AGENTS
(with Distributors in all States)

Wire, Cables, etc.	Tubes & Beam Wire
PRESTON INSULATED CABLE LTD.	ENOX BOWLAFF & CO.
24-26 WILLIAM ST., MELB.	Collins Street, Melb.
Kembla Works, Sydney	Kembla Works, Sydney

**ILLAWARRA & SOUTH
COAST NAVIGATION
CO. LTD.**

**57 DAY STREET
SYDNEY**

PHONE: M 4041 (4 lines)

BURROWS PLATING WORKS

Aircraft Inspection Certificate

ANODIZING . . . CADMIUM
HARD CHROME

**93 BRIDGE ROAD
CAMPERDOWN**

LA 3016

LA 3874



**How good
is an Engine?**

**... ITS SPARK PLUGS
KNOW THE ANSWER**

An engine is as good as its spark plugs so if your car or truck is being robbed of power or mileage by faulty plugs — dirty, loosely fitted, wrong heat type — rectify with Edisons and be sure of first-rate performance.

In addition to standard types now available is the 14 mm. Edison-Splittord WR42 "Wide Range" plug. This specially developed type covers, with the exception of "extreme oily" conditions, a large field of operating temperatures. For guidance refer Edison-Splittord SCHEMATIC THERMAL RATING CHART Specify WR42 in your next order.

Edison
SPARK PLUGS

BACKED BY
A GREAT NAME IN ELECTRICITY

Available from all leading motor and motor cycle accessory houses and garages.

EDWARD ARNOLD PTY. LTD.

You cannot do better
than

ARNOLD'S
of Oxford St.



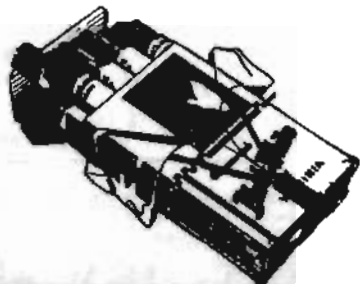
EDWARD ARNOLD PTY. LTD.

If it's from ...

**MORAN
AND
CATO'S**

IT MUST BE
GOOD

*"We like
Black & White
even more
now they're Ten's*



BLACK & WHITE THE
GUARANTEED
CIGARETTE

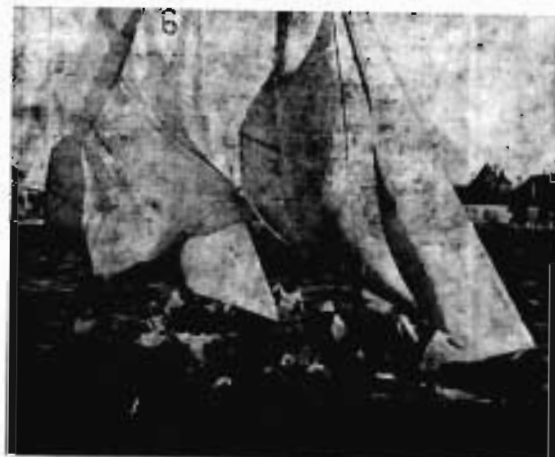


SHINIO

The ONE Perfect Polish
for Silver and Brass

MAKES TWO POLISHES
UNNECESSARY

"SHINIO" will PROTECT and impart the most exquisite lustre to your SILVER and PLATE, and will add a new beauty to your BRASS.



FAMOUS FOR 250 YEARS—

*Lloyd's
of London*

MARINE INSURANCE

To the experienced yachtsman the name "Lloyd's" is instantly associated with marine insurance. In Australia we are proud of the fact that we were the first Brokers making Lloyd's Insurance directly available to the Australian Public.

Over the years we have built up an entirely separate department, staffed by specialists in all classes of marine insurance.

The experience and knowledge that they have accumulated are available free and without obligation to all boatowners.

For any matters pertaining to marine insurance, consult—

EDWARD LUMLEY & SONS PTY. LTD.
(Formerly BENNIE S. COHEN & SON PTY. LTD.)

263 George Street and 9-11 Martin Place, SYDNEY, and 33 Watt Street, NEWCASTLE

Three Famous Names

B.G.E.

ELECTRIC HOME HELPS

Osram

LAMPS

GENALEX

Electric
Clothes Washers, Refrigerators and Radios.

Products bearing these famous names are guaranteed by B.G.E. Sole Australian representatives of The General Electric Co. Ltd., of England—the largest British controlled electrical organisation in the World.

British General Electric Co. Pty. Ltd.

SYDNEY. NEWCASTLE. MELBOURNE. ADELAIDE.
PERTH. BRISBANE. HOBART. LAUNCESTON

Famous Leaders



Lord Nelson, K.C.B., 1758-1805.
English Naval Commander. He went to sea at 12 and was Post Captain at 21. Took a leading part in the Battle of the Nile; Battle of Copenhagen and led the Fleet at The Battle of Trafalgar, in which he was killed.

Leadership is the reward of honest endeavour and faithful service.
It is these qualities which have gained for us leadership in the Insurance World. Honest advice to our clients, based on expert knowledge of insurance, combined with faithful service in their interests are factors which have brought us this reward.

Insurances Effected at
LLOYDS of LONDON

HARVEY TRINDER NSW PTY LTD

WE HAVE THE POLICY YOU WANT

THE NAVY

Official Organ of
The Navy League

APRIL, 1947

CONTENTS

Editorial.....	87
Sea Power—or Impotence?.....	89
Navy Quiz.....	91
Naval Personalities	
No. 4. Commodore H. A. Showers, C.B.E., A.D.C.....	93
Short History of the R.A.N. (Concluded).....	94
Overseas News.....	97
American Decoration for Commander K. E. Oom, O.B.E., R.A.N.....	98
Gas Turbines for Naval Purposes.....	99
Sea Cadet News.....	100
The Navy as a Career.....	100
R.S.S. & A.I.L.A., R.A.N. Sub-Branch: Monthly Notes.....	102
R.A.N. Officers Return to Australia.....	103
The Navy in War and Peace.....	105


HAMBURGER BUN CO.

30-38 Victoria Street, Paddington



Phone: FA 3978. Office: XA 1553

BAKERS



THE DANISH FULL-RIGGED
TRAINING-SHIP "DANMARK"
"SKILLS FOR AMERICA"

OFFICIAL ORGAN OF THE NAVY LEAGUE

Price 1/-

APRIL, 1947

Vol. 10—No. 4 (New Series)

Editorial

Defend or Bend

Wars seem to recur like fell diseases that sweep the earth periodically. Civilisation has been in world office for a perceptible period of time, but its component parts, the nations, have never been brought under effectual control. The League of Nations was a near approach to an attempt to harmonise the needs of the world's people, but even the League, in part at least, was the prey of various national interests; other nations held aloof and refused to countenance a League which was not always sincere, not always free from the gerrymanderings of politicians backed by powerful trade interests and pressure groups completely alien to the real needs of common men and women.

The Geneva League was born in good faith, the child of a terrible war and incredible human suffering, but its growth was warped and stunted by human forgetfulness, human cupidity, utter selfishness and cynicism, and by the time it reached adolescence the ordinary man knew that its condition presaged its death.

The League died amid the best wishes of its opponents and the lament of the idealist. A second world war, wider in its devastation and more lurid in its horrors, shook the very foundations of civilisation. Then, Charters calmed men's minds and radiated hope; later, assemblages of people representing nations present at the "kill" of democracy's opponent, talked and wrote and compiled agreements on mankind's needs and on the methods requisite to ensure a warless world. Whether U.N.O. will be able to obtain genuine guarantees that its findings will be applied in all necessary cases and effectively policed remains to be seen.

Meanwhile, minor wars disturb the peace of countries; people still deny the right of free speech to those who hold from themselves different conceptions of "freedom"; scientists work untiringly with keen brains, seeing eyes and steady hands to perfect new instruments of war, to improve the deadliness of existing weapons and generally to be ready to unleash agents to destroy property on a wholesale scale, all with the purpose of bringing opposite thinking peoples to death or to accepting a cult of thought or a system of life which they do not want.

Australia is a worth-while land in which the whites have entrenched themselves and which is barred to coloured folk. So what? Australia must be prepared to defend her heritage if she means to keep it white and perhaps without serviceable allies, in the years to come.

Every sensible person realises that the heavy burden of armament is grievous to carry, but carry it we must till war is wholly eliminated from the human mind.

FLY .. By "Kangaroo" Service



LONDON
SINGAPORE
SYDNEY

6 Services Weekly

via

Sydney — Bowen — Darwin —
Sourabaya — Singapore — Rangoon
— Calcutta — Karachi — Bahrain
— Basra — Cairo — Augusta —
Marseilles — London.

By Hythe Flying Boat and
Leinster Mail Plane.

Qantas

EMPIRE AIRWAYS

in association with
British Overseas Airways Corporation

Sea Power --- or Impotence?

"Keep the Command of the Sea as you value the
National Life"

—Vice-Admiral Colomb

By FRANCIS McMURTRIE, from LONDON

Is the strength of the Navy being maintained at an adequate level? In the event of another emergency, would a sufficient number of ships be available in every category, not merely to secure the country against invasion, but to protect its seaborne trade, without which we must surely perish?

It is over half a century since misgivings in regard to these vital matters led to the formation of the Navy League. Nor has the occasion for its vigilance ceased.

History affords abundant evidence that, following a great war in which national resources have been strained to the uttermost, there is invariably a tendency for politicians to effect unwise economies at the expense of the Services. Particularly was this so after the triumphs of the Seven Years' War, with the result that between 1778 and 1783 we found ourselves fighting with our backs to the wall. On that occasion neglect of sea power cost us the American colonies, which seceded to form the United States.

Some readers may recall that in 1909, when introducing the Navy Estimates for that year, the First Lord found it necessary to ask for authority to increase the programme of new construction from four capital ships to eight should the international situation become more critical. This immediately produced a public demand, voiced by the Navy League, for the definite authorisation of the larger number rather than the smaller. The slogan, "We want eight, and we won't wait" was heard in every quarter, and the Government ultimately yielded the point. How sound was the instinct that insisted on a full margin of safety was proved two years later when the Agadir crisis threw a stronger light on Germany's naval ambitions. All eight ships fought at Jutland.

From 1919 to 1933 the Navy was allowed to decline in the complacent belief that no harm was likely to come of it. Not only did we fail to build sufficient new ships to replace those discarded or worn out, but trained personnel

was reduced in numbers to a corresponding extent. Stocks of munitions and stores were permitted to fall below the safety margin deemed essential earlier in the century; and H.M. ships were given such an inadequate fuel quota each year that it was impossible to carry out exercises with any degree of realism, or indeed to give ships' companies adequate training at sea. Ammunition became so scarce that at one period gunnery practice could be carried out only with reduced charges and at infrequent intervals.

So far as Naval construction was concerned, this feeble policy was bolstered up by the signature of 1922 and 1930 of treaties which limited the tonnage of the principal categories of warships and postponed unduly the dates of replacement of obsolescent units.

Inevitably it followed that, when war with Germany was renewed in 1939, the fleet was relatively much weaker than it had been in 1914, containing moreover a high proportion of old ships. In the circumstances one must feel thankful that our foes were not all prepared to strike at the same moment. Italy did not declare war until nine months after Germany, while Japan took the plunge 18 months later still. Each accession to enemy strength produced an acute crisis, consequent on the deplorable lack of foresight shown in the years between the two conflicts.

When Italy hastened to join what she fondly imagined to be the winning side, the Navy had just completed the evacuation of the Army from Dunkirk, minus most of its equipment. This remarkable feat had been accomplished at heavy cost in naval material, over a dozen destroyers having been lost and four or five times as many disabled. We were immediately called upon to face a reinforced and more widely based submarine campaign against shipping, with escort forces further depleted by the defection of France. Yet by superhuman efforts this fresh menace was ultimately held, while in the Mediterranean bold and seamanlike handling of our inferior naval forces proved Mussolini's phrase "Mare Nostrum" to be a baseless boast.

One of the deciding factors in the Atlantic was the acquisition from the United States, three months after Dunkirk, of 30 destroyers built in 1917-20, in exchange for a long lease of bases in various British possessions overseas. It must be reckoned fortunate that the Americans, by refraining from cancelling or scrapping these ships 20 years before, had shown themselves wiser than the rulers of this country at that time.

After the United States Navy had been temporarily immobilised by the Pearl Harbour attack, and we had simultaneously been deprived of the only two capital ships that it had been possible to spare for the Far Eastern theatre (H.M.S. "Prince of Wales" and "Repulse") the situation seemed even grimmer. The loss of Singapore and Hong Kong, followed by the Japanese victory in the Java Sea, appeared to lay Australia open to invasion, with all the implications arising from our inability to afford immediate succour. Worse still was the aspect soon taken by the Battle of the Atlantic. Never were shipping losses so heavy as in the first half of 1942. Never were we in greater peril on the sea.

At all costs the possibility of such situations recurring in future wars must be avoided. There are few truer analogies than the one which regards a strong navy as a comprehensive insurance policy; for in war and peace alike, the British Empire lives or dies by the sea.

Taking each category of warship in succession the position to-day is believed to be as follows:

Capital Ships.—In 1939 there were 15; five more were completed during the war, but losses also numbered five. One, H.M.S. "Royal Sovereign," was transferred to the Soviet Navy under the Lend-Lease scheme. Another, the "Warspite," received such extensive damage from bombs and mines that she is now being scrapped. Of the remaining 13, four (the "Malaya," "Ramillies," "Resolution" and "Revenge" have been relegated to harbour service, being used as accommodation and training ships. The "Queen Elizabeth," "Valiant," "Nelson" and "Rodney" are too slow for a modern line of battle, so may be scrapped, laid up in reserve or assigned to training duties. H.M.S. "Renown," our surviving battle cruiser, though she still has a fair turn of speed, is insufficiently protected. This leaves four battle-ships, the "King George V," "Duke of York," "Anson" and "Howe" that are equal to the requirements of to-day. To these there has recently been added the "Vanguard," largest man-of-war ever built by this country. Even she is armed

with guns designed before the First World War. Four other battleships authorised in 1938-39 were subsequently cancelled. For practical purposes, therefore, the British battle fleet has been reduced to one-third of its pre-war strength.

Aircraft Carriers: Admittedly the aircraft carrier has become all-important to the fleet to-day. One would expect, therefore, that reductions in other categories would be more than balanced by an increase in this one. Yet this is by no means the case.

At the start of the war British aircraft carriers numbered seven: H.M.S. "Ark Royal," "Courageous," "Glorious," "Furious," "Eagle," "Hermes" and "Argus." All of these were lost with the exception of the "Argus" and "Furious," which have since been discarded for scrapping. Fleet carriers built during the war numbered six: the "Formidable," "Illustrious," "Victorious," "Indomitable," "Implacable" and "Indefatigable." Those completed since number eight: the "Colossus," "Glorious," "Ocean," "Theseus," "Triumph," "Venerable," "Vengeance" and "Warrior"—the first of which, it is understood, is being lent to the French Navy for a couple of years. Thus the number of fleet carriers available has merely been doubled. Under construction are 12 more, the 33,000-ton "Ark Royal" and "Eagle," and the smaller "Albion," "Bulwark," "Centaur," "Hermes," "Hercules," "Leviathan," "Magnificent," "Majestic," "Powerful" and "Terrible." When all are in service, we shall have three and a half times as many fleet carriers as in 1939, compared with the American expansion of four and a half times during the same period.

Unfortunately, construction has been slowed up on all the incomplete carriers. Two at least, the "Hercules" and "Leviathan," having been launched, were towed away to berths where they will be laid up for an indefinite period, pending a decision to resume work. Naturally, this gave rise to the suspicion that it was intended to scrap the ships—especially as nine other fleet carriers ordered during the war (three of them of exceptionally large size) had been cancelled when peace was in sight.

Cruisers: Here the situation is so serious that it is remarkable that more has not been heard of it. Beginning the war with 64 cruisers, we built 30 more, but lost an equal number. At least 15 have been, or are about to be, scrapped; half-a-dozen more have been earmarked for transfer to Allied Navies. There are only three or four new cruisers under construction. If and when these are completed we shall possess no more than 44. It seems clear, therefore, that the figure of 70 cruisers,

which Earl Jellicoe considered the absolute minimum required for the protection of commerce, has been abandoned, though it was adopted officially in the Defence White Paper of 1936.

During the same period, be it noted, the United States Navy has thought it necessary to increase its establishment of cruisers from 37 to 77. So evidently Americans do not think the advent of the aircraft carrier has rendered an ample cruiser force superfluous.

Destroyers: Entering the war with just under 170 destroyers, we lost 138. After acquiring 50 from the United States as related above, and building over 200, wastage through scrapping and transfers to Allies has been so considerable that the number available when existing programmes are completed (excluding the "Hunt" classes, the life of which is likely to be short) will be under 150. Particularly unfortunate is the cancellation or scrapping after launching of a number of units belonging to the "Battle," "Weapon," "Daring" and "Gallant" classes. Surely it would have been more prudent to have completed and laid up these vessels, as was done with the American destroyers a quarter of a century ago, since it was the shortage of these invaluable craft that brought us to the verge of disaster in 1940.

An argument sometimes used to excuse such "economies" as the foregoing is the existence of the atomic bomb. Not only is this weapon at present controlled by our principal ally, with whom war is generally regarded as unthinkable, but it is extremely expensive to manufacture, without possessing any superiority, so far as accuracy is concerned, over other bombs. Naval opinion on the subject was summed up recently by the First Sea Lord, Admiral Sir John Cunningham, who observed:

"Because an atom bomb has had great success against battleships anchored in a tropical lagoon and pinpointed to an exactitude of a few inches for the attacking bomber, do not let us think that has solved the problem."

"The effect of which we are most conscious is that the advent of the atom bomb increases the necessity for the dispersion of bases and repair facilities and all supplies. As regards its effect on ships, we have considerable experience from anti-submarine work of how close to a ship you have to put a large explosion, in order to achieve the desired result. Atomic explosions are greater than anything else, but it may be—I do not say it will be—that the safest place in the next war will be on board a ship."

"Remember that the atom bomb as we know it at present has still got to be carried to its target and dropped by an aircraft; and in the problem of interception and attack of aircraft all three Services have attained a considerable proficiency. I do not think that proficiency is likely to decrease—rather the reverse."

Though the atom bomb may be a legitimate argument for some delay in the completion of ships while designs are being modified, it should not be employed as an excuse for cancelling or scrapping new construction. And history has proved it to be an unsound strategical conception to assume that, because there are no enemies immediately visible, the nation may safely dispense with ships which could not be replaced in emergency.

NAVY QUIZ

1. Why is Roman notation used to indicate the draft of a ship?
2. What sized figures are always used?
3. Who was the British Naval officer whose exploits rivalled Nelson's, was cashiered, who entered Parliament, later dismissed from the service and expelled from Parliament, deprived of his decorations, sentenced to a year's imprisonment, won great reputation as a commander in South America, was later restored to his naval rank and re-decorated, attained Vice-Admiral and Rear-Admiral rank, and commanded on the North American and West Indies station?
4. Name a British General who commanded the navy and won some considerable victories.
5. The Moonlight Battle—What do you know about it?
6. Five British Battleships were lost in quick succession during one of our wars—What were they, when and where?
7. How many Admirals of the Fleet are there?
8. Is the Duke of Windsor one?
9. If you have been reading your "White Ensign" you will know—When was the first British ironclad launched?
10. What was her name?

(Answers on Page 108)

Naval Personalities

No. 4

Commodore H. A. Showers, C.B.E., A.D.C.

Commodore Henry Arthur Showers, C.B.E., A.D.C., at present Commodore Superintendent of Training, F.N.D.

Like many of the Australian Naval Officers who played a leading part in the Second World War, Commodore Showers was one of the original team of Cadet Midshipman who entered the R.A.N. College, then situated at Geelong, in January, 1913. He went overseas in 1917, and when next he saw Australia he was a Sub-Lieutenant in H.M.A. Submarine J.3, which, with five other submarines, and the Submarine Tender "PLATYPUS", sailed out from England to form the Australian Submarine Flotilla.

Unfortunately for those officers and men who had specialised in submarines, it was decided in 1922 that the Australian Submarine Flotilla was to be paid off. Accordingly Commodore Showers decided to specialize in Navigation, and returned to England to do a course in this subject; he then worked with Royal Naval Minesweepers in the English Channel until May, 1925. (It is not generally realized that the task of sweeping up mines in this area was not completed until nearly seven years after the Armistice). He returned to Australia in H.M.A.S. "MORESBY", lent by the R.N. to the R.A.N. as a survey ship, and served there until the end of 1926.

From then until he went to Navy Board as the Second Naval Member, Commodore Showers served in cruisers, with the exception of one year as Commander of the Royal Australian Naval College and later for 9 months when in command of H.M.A.S. "SWAN" immediately prior to the commencement of this war. At the outbreak of the war he was appointed Commanding Officer of H.M.A.S. "ADELAIDE", and subsequently was in command of "HOBART" when she took part in the Battles of the Solomon Islands. He relieved Commodore Collins in command of H.M.A.S. "SHROPSHIRE", and took part in the Combined Operations which resulted in the occupation of Wakde, Biak, Sansapor, and Morotai, as well as supporting the U.S. Army at Aitape. Now, after his term of appointment as "The Second", he returns to H.M.A.S. "SHROPSHIRE".

Commodore Showers is a Victorian, son of the late Charles and Mrs. Showers of Preston, Melbourne. In 1927, he married Jean Alison, daughter of the late W. S. Cunningham and Mrs. Cunningham, Edgecliff, Sydney, and they have one daughter. Mrs. Showers is a Bachelor of Architecture (Sydney University).



Lieutenant D. Mills (left), commander of the Royal Navy submarine *Auriga*, welcoming a wallaby mascot aboard shortly before the vessel left Sydney for Hong Kong. His first lieutenant, Lieutenant L. Edwards, is holding the wallaby, and the submarine's chief engineer, Engineer-Lieutenant R. E. Buckley, is in the centre.

OCEAN YACHT RACES OVER EASTER

The main event, the Royal Prince Alfred Yacht Club's 116 mile race is now to be an annual event and yachtsmen consider it will probably be second only in importance to the Sydney-Hobart race as an Australian Yachting feature. The race was over the Sydney-Tom Thumb

Island (near Port Kembla)-Palm Beach course. The Lake Macquarie Yacht Club revived its historic Sydney to Lake Macquarie 55 mile race, and the Cruising Yacht Club conducted a 95 mile race from Sydney to Jervis Bay.

RESULTS

116 MILE OCEAN RACE

Gymea (G. Carter), finishing time 6.18 p.m.; corrected time 12.52 p.m., 1.

Jacqueline (B. Penton), finishing time 1.49 p.m.; corrected time 2.29 p.m., 2.

Koonze (V. Mathias), finishing time 3.14 p.m.; corrected time 2.43 p.m., 3.

Janet M. (L. Martin), finishing time 3.28 p.m.; corrected time 2.58 p.m., 4.

Moonbeam (H. Foley) finished at 6.46 p.m.

The Royal Australian Navy's Shipbuilding Programme

The Royal Australian Navy commenced the Second World War with a small but well-balanced fleet in commission, comprising in the main:—

- Two 8-inch Cruisers,
- Four Six-inch Cruisers,
- Five Destroyers,
- Two Sloops.

Obviously such a force was not sufficient to meet the demands of a war which called not only for the policing of Australia's own waters, but for active participation in the general war at sea. Three methods of expansion were adopted:

(a) Conversion of merchant ships for Naval use (as armed merchant cruisers—later converted to landing craft, infantry; auxiliary minesweeping vessels; store carriers; and other miscellaneous craft).

(b) The construction of new ships in Australia—Tribal Class destroyers, frigates, sloops, Australian minesweeping vessels, Boom Defence vessels, "Fairmile" patrol boats, and miscellaneous craft.

(c) The acquiring of ships from the Royal Navy—the 8-inch cruiser "SHROPSHIRE" was Britain's gift to Australia to replace H.M.A.S. "CANBERRA," when the latter was lost by enemy action; 20 of the Australian-built Australian minesweeping vessels were constructed for the Royal Navy; 6 Destroyers (4 'N' Class and 2 'Q' Class) were manned by Australians, whose pay was borne by the R.A.N., but all other expenses were borne by the Admiralty.

NEW CONSTRUCTION.

In the development of a Naval shipbuilding programme in Australia, factors exercising a strong influence included the virtual non-existence of a shipbuilding industry in the country at the outbreak of the war; shortage of manpower; and the fact that Australia was the only place in the South West Pacific where adequate repairs could be effected on any appreciable scale.

The extent to which these difficulties were surmounted is illustrated by the fact that, despite the loss of approximately 30,000 tons by enemy action, the Royal Australian Navy's displacement tonnage in March, 1944, was considerably in excess of 100,000 tons—more than twice the figure at the outbreak of war.

In terms of numbers, the most important phase of the construction programme was the construction of 60 Australian minesweeping vessels. The majority of these are of 650 tons displacement (with a few at 733 tons). They were built to an Australian modification of the Royal Navy's Bangor class minesweepers, although, as the story of their wartime achievements shows, their duties were directed to escort work more than to minesweeping. 20 were built for the Royal Navy, 4 for the Royal Indian Navy, and the rest for the Royal Australian Navy (one was lost by enemy action, and two by marine hazard).

The largest warships built in Australia during the war were three Tribal Class destroyers. Of these, H.M.A.S. "ARUNTA" and "WARRA-MUNGA" saw considerable action against Japanese positions in the South West Pacific. The third (bearing the name H.M.A.S. "BATAAN" in compliment to the United States forces) was commissioned in June, 1945, and joined other H.M.A. Ships in Tokyo Bay for the surrender of the Japanese.

The construction of Frigates was also undertaken in Australia; when the programme is completed twelve River Class frigates will have been built in Australia.

In addition to the foregoing types, the building programme embraced a wide range of smaller craft; 33 Fairmile motor launches of 80 tons, 9 Harbour Defence Motor Launches of 50 tons, Floating Docks and three oil fuel lighters of 1,200 tons played their part in the Pacific War, together with landing craft and lighters of various types and air-sea rescue vessels. Construction of a limited number of fast supply boats was also undertaken for the United States.

A policy of decentralisation did much to assist the Naval shipbuilding programme. For instance, vital parts for many vessels were constructed in all States, sometimes at centres as far as 100 miles from the sea. The actual shipyards are distributed in five States of the Australian Commonwealth.

The particulars given above do not take into account the Australian Shipbuilding Board's programme for the construction of merchant ships,

nor the Australian Ministry of Munitions' construction of a wide variety of small craft for various phases of the war effort.

SHIPS REQUISITIONED.

Before the shipbuilding programme commenced—in fact, as soon as the war broke out the Australian Naval Board supplemented the Navy's strength by requisitioning a number of merchant ships. The first of these were used as auxiliary minesweepers; others were employed as various types of supply ships and tenders. Requisitioning also was carried out for Army and Air Force authorities covering such categories as hospital ships, transports, rugs and supply ships.

SHIP REPAIRS, Etc.

As mentioned earlier, Australia's geographical

position made her a repair centre of major importance. The capital ship dock in Sydney is an outstanding acquisition to Australia and to the United Nations in general. Apart from that undertaking, dock and repair facilities were established or expanded at a number of other ports.

Figures produced at the end of February, 1944, showed that, apart from work on naval vessels, the following repairs were carried out on merchant ships:—

Average monthly tonnage of merchant ships repaired, 1,200,000.

Average monthly tonnage of merchant ships dry-docked and slipped, 115,000.

Full facilities for degaussing ships were available at Australian ports.

CHAPTER III.

Personnel of the Royal Australian Navy

(a) EXPANSION OF NUMBERS.

At the outbreak of war the strength of the R.A.N. was 5,440. Shortly before the cessation of hostilities, when the expansion of the Service was at its maximum, there were in the R.A.N. 36,976 officers and men. In addition, more than 2,600 members of the Women's Royal Australian Naval Service (which was formed in 1941) and 57 members of the Royal Australian Naval Nursing Service (formed in 1942) were at this period enlisted in the Service.

(b) TRAINING.

All Australian Naval personnel are volunteers. The preliminary training of newly-entered recruits is carried out at Flinders Naval Depot, Victoria, which also houses the Officers' Training School (for Reserve Officers) and has full facilities for qualifying men for higher ratings in the various branches.

Cadets for appointment as Permanent Naval Service Officers enter the Royal Australian Naval College at the age of 13, for a four years course. At the conclusion of hostilities 63 Cadet-Midshipmen were under training at the College.

Apart from Flinders Naval Depot, the main training establishments are in Sydney, where the following facilities were in operation during the war:—

Damage Control and Fire-Fighting School.
Combined Operations Training School (at Port Stephens and later moved to Cairns.)

Anti-Submarine School.

Gunnery Instruction Centre for merchant service personnel.

Fairmile School.

Gunnery Instruction Centres were also established at Port Melbourne and Fremantle.

R.A.N. training facilities were also used for the training of Royal New Zealand Navy personnel, and later, after the arrival of the British Pacific Fleet, of Royal Navy personnel.

(c) CASUALTIES.

Total R.A.N. casualties from 3rd September, 1939 to 30th April, 1946, excluding deaths from natural causes, were 2,608.

	Officers	Ratings
Killed	183	1,780
Missing		3
Died whilst prisoner of war ..		63
Wounded	75	504

Total casualties, excluding deaths from natural causes .. 258 2,350

(d) AWARDS.

Decorations and awards to R.A.N. personnel as at the 30th April, 1946, totalled 1,107. This number includes 28 awards bestowed by United States authorities, 4 Royal Netherlands, and 4 Greek decorations. In addition, Royal Naval personnel serving in H.M.A. Ships received 29 awards.

(Continued on Page 109)

Overseas News

LONDON. Excerpts from a Statement on Defence issued as a White Paper.

After surveying the demands on manpower and the resources available, the White Paper continues:

"A new factor of the first importance was introduced by the decision of His Majesty's Government, announced in the King's Speech, at the opening of the present Session, to introduce in the near future into Parliament a Bill for continuing the system of national service in the Armed Forces. Referring to this decision in the Debate on the Address, the Prime Minister indicated that the governing consideration which had influenced the Government was the likelihood that the rapid development in modern warfare would rob this country of that breathing space—measured in years rather than in months—by virtue of which alone in the past two great wars it has been enabled to build up its warlike strength and thus overcome its enemies. It is appropriate here to quote the actual words used by the Prime Minister in the House on the 12th November, 1946:—

"The logic of that is that while we keep our front line Forces as low as we can consonant with efficiency and the jobs they have to do, we must have trained reserves who can take their part right away without waiting for six months training."

"The need in the unhappy event of a future war will be for large numbers of reserves available at short notice for the immediate tasks of defence. The process of building up reserves from regular personnel whose engagements with the Colours have expired is slow, and is also productive of small numbers, though of high quality. In addition to these regular reserves, there will be the volunteer members of the auxiliary forces, for example, the R.N.V.R., the Territorial Army and the Auxiliary Air Force, for which recruitment is beginning, and by the speedy reconstruction of which His Majesty's Government set the greatest store. It is, however, clear that the numbers required can only be provided by a system of national service consisting of a minimum period with the Colours and several years of reserve service."

NAVAL PROGRAMME.

In Section VI of the White Paper, under the heading "Production, Research and Development," the following paragraph occurs:—

"The 1947 programme of the Royal Navy amounts to little more than the maintenance of the existing Fleet and the continuation at a reduced rate of the construction of ships already being built. In addition, a start has been made with the re-equipment of the Naval Air Arm, which during the war depended to a very large extent on American types of aircraft, the supply of which has now ceased. Provision is made for the refit and repair of ships in full commission in order to keep them at operational efficiency, and for beginning, in a modest way, the refit of the large number of ships which, owing to the urgent need of releasing men from the Forces, were put into reserve without their preliminary refit. If these ships are not to suffer serious deterioration, they must be taken in hand as soon as possible."

In Section VII of the Paper, under the heading "Finance", the provision for Naval Estimates for the financial year 1947-48 is given as £196,700,000.

ANTARCTIC SUMMER

We, who had walked hot summers of the earth
Beneath the passion of her brazen skies,
Did idly watch the calm of southern summer,
Whereon eternal daylight ever lies.

Serene as chiselled nymph upon her couch
Of sapphire seas, possessing naught apart
Of fire, but kindled by her naked beauty,
She lay, virginal, cold her icy heart.

Wraith-like her veils were blown across the
heavens
In wisps of cloud that lazy afternoon.
And, all unheeded in the liquid sunshine,
To view her loveliness, up rose the moon.

Peaceful as death, yet strange as drowsy dream,
Pure as annihilation there she lay,
And we— we turned our hearts and thoughts a-
roaming
Back to hot northlands half the world away.

—H. Wilson-Green (Melbourne).

American Decoration for R.A.N. Commander

Commander K. E. Oom, O.B.E., R.A.N., was presented with the Bronze Star Medal by Captain B. F. Tompkins, United States Naval Attaché, on behalf of the President of the United States of America.

The citation reads:—

"For heroic achievement as Commander, Survey Unit, under tactical command of Commander, Amphibious Group Six, in connection with operations against enemy Japanese-held Zamboanga Peninsula, Mindanao, Philippine Islands, from March 8 to 13, in 1945. Personally supervising and commanding a pre-landing reconnaissance and survey of the anchorage area and shore line of the peninsula on March 9, Commander Oom succeeded in obtaining hydrographic intelligence information of extreme importance to the Attack Group Commander. In the performance of this hazardous task, carried out in the face of enemy fire and in waters reportedly mined, Commander Oom rendered outstanding service in support of the entire assault operations."

Commander Oom joined the Royal Australian Naval College in January, 1918, and was promoted to Commander in June, 1943. His career has been noteworthy for his surveying work. During the years of the second world war he was in command of H.M.A.S. "WHYALLA" and "SHEPPARTON" and in charge of survey work to meet the requirements of the New Guinea Campaign and also facilitate the operations of Allied Naval Units in poorly charted waters.

This is his second American decoration as previously he was awarded the Legion of Merit, "Degree of Officer," for "outstanding service to the United States Navy." His other decorations include the O.B.E. which he received in February, 1945, for "outstanding survey work under arduous conditions in the Far East" and also the Polar Medal and clasp. In May, 1946, he was awarded the Gill Memorial Prize by the Royal Geographical Society. At present he is in command of the Survey sloop H.M.A.S. "WARREGO."

You can be assured of a Good Drink by
visiting—

WATSON'S PARAGON HOTEL

Circular Quay

B 4223 — Telephone — B 4223

POOLE & STEEL LTD.

43 STEPHEN STREET
BALMAIN
N.S.W.

GENERAL ENGINEERS
BOILERMAKERS
SHIPBUILDERS
DREDGE BUILDERS

Plans, Specifications and Estimates prepared
for Mining Dredges and Plant of all kinds.
Electric Welding and Oxy-Acetylene Work.

Telegrams:

"POOLSTEEL," BALMAIN, N.S.W.



CHANGING THE OLD! COUNTY CLASS CRUISERS



CHANGING THE OLD! COUNTY CLASS CRUISERS



CHANGING THE OLD! COUNTY CLASS CRUISERS

Gas Turbines for Naval Purposes

(By Commander (E) C. M. Hall, R.N., Department of the Engineer-in-Chief of the Fleet.)

The possible advantages of the gas turbine for naval propulsion have been realised by Britain's Admiralty for some time, and steps are being taken to develop machinery of this type, both for warships and coastal craft.

Gas turbine plant specially developed for naval use is likely to have the following advantages over steam turbine machinery:—

- (i) Probable reduction in weight and space for given horsepower, with eventually a gain in overall efficiency, allowing greater radius of action or more weight for weapons or armour.
- (ii) Less time required for starting machinery from cold, so that ships in harbour can be ready for sea in a shorter time.
- (iii) When satisfactorily developed, gas turbine machinery is likely to be less complicated and less vulnerable than steam machinery.

During World War II all the available facilities for research and development were necessarily devoted to the gas turbine for jet propulsion of aircraft as this was essential to Britain's defence programme, whereas a gas turbine for warships, although desirable, was not vital.

Another factor is that the development period required for marine engines of large horsepower is much greater than is required for aircraft units of lightweight construction and short life.

The information gained in the development of jet propulsion engines has been made available by Britain's Ministry of Supply to the Admiralty, who have taken steps to interest firms, other than those engaged in the aircraft firms, by agreement with the Ministry of Supply, are forming marine wings.

There are many problems: the longer life required for naval machinery; the provision of suitable reversing arrangements; the need to burn heavy fuel oil and the good cruising economy required.

LIFE OF MACHINERY.

Gas turbine and jet engines developed for aircraft have a life of 300-500 hours, whereas the life required for naval machinery is measured in thousands of hours.

The reversing problem has to be solved. Due to high temperatures involved, the normal astern

turbine cannot be used; variable pitch propellers, electric drive and hydraulic reversing are possible solutions.

Gas turbines for aircraft use Kerosene fuel, and for the majority of current work this fuel has been used. It may be some time before a satisfactory technique has been developed for burning heavy fuel of the type normally used for ships.

The Admiralty has the following development work in hand at the moment:—

- (a) Development of gas turbine machinery suitable for an escort vessel.
- (b) Development of gas turbine machinery suitable for coastal craft in which an aircraft jet propulsion units is incorporated.

Further high-powered, long-life units are to be developed by well-known aircraft and land firms and by the association of thirty marine firms known as Parsons and Marine Engineering Turbine Research and Development Association. (P.A.M.E.T.R.A.D.A.)

In these developments, close co-operation with the National Gas Turbine Research Establishment has been established.

It is emphasised that marine gas turbines present problems which are not encountered in aircraft practice, and that, generally speaking, aircraft units are not suitable and cannot be adapted for marine purposes. Marine designs must therefore be started ab initio, and a very great deal of development will be required.

Make sure of your Copy of

"THE NAVY"

Subscription: 12/6 for 12 issues, post free in the British Empire.

Forward Postal Note, Money Order or Cheque to "The Navy",

Royal Exchange Building
Bridge St., Sydney.



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, C.O.).

"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.

Owing to pressure of other private and business activities, Mr. J. P. Finegan, the honorary Commanding Officer of "Canberra" Unit of Navy League Sea Cadets, Orange, has found it necessary to relinquish the Command of the Unit.

Mr. Finegan has very kindly promised to retain a personal interest in the unit and to do what he can to promote its success.

Mr. Finegan first established the Unit at Orange and he will be succeeded as C.O. by S.C. Lt. Commander R. Gilmour.

S.C. Commander W. L. Hammer, of Headquarters, Sydney recently visited Orange and was the guest of Alderman R. Strike. He reports in high terms of the good work being done by the unit and its officers and predicts a continuance as a result of the helpful and co-operative spirit shown by all concerned.

The Navy as a Career

(By D. J. Morr,
Ex Chief Yeoman of Signals, R.A.N.)

The question has often been asked "What is it like to be in the Navy?" A good answer is that it is splendid for those who make a career of it and are prepared to give their life to it.

One cannot think of joining the navy unless ready to be obedient and settle down to a hard period of training. It has to be remembered that on entering one is like a rough diamond, requiring polishing, and the process of polishing is sometimes very hard. Once over that period entrants are able to settle down to an adventurous and really interesting life, full of opportunities for the boy or man who is prepared to face real facts, and to make the best of the facilities that are offered in the way of educational and technical training.

The preliminary training is necessary, and it makes the new sailor hardened to the work to follow. The writer joined the Training ship "Tingara" when 14½ years old, at a time when the training of boys meant really hard going. We had instructors of the old school, who knocked us into shape very quickly; men whom we learnt to respect and obey. To-day those boys are none the worse for it. It is during that period of training that one must make one's decision to be a good sailor, or a nuisance to Instructors, Officers, and one's self. The former gives you unlimited opportunities for a successful career, and the latter means getting nowhere, and being in continuous trouble. As a specialised rating, one has to devote a great deal of time to studying for higher examinations, all of which mean greater prestige and more pay. The sailor of to-day does not rely entirely on brawn and muscle, but must be educated, in order that the technical knowledge he desires may come easily to him.

Should he desire to qualify for Gunnery, Torpedo, Signals, Wireless, Engineering or other specialised ratings, he must have the groundwork of education to help him. But this does not mean he is to be a weakling; there is no place for a weakling in the Navy, as he is expected to take part in all kinds of sports, particularly those that he may be outstanding in. He has to be spotlessly clean.

Ships and establishments are so modernised to-day that the sailor finds home comforts away

from home. His clothes and person receive close attention, and his appearance is that of a well-groomed man. The traditional dress that the sailor wears may appear strange to some people but, undoubtedly, there is a certain amount of romance and freedom attached to it.

Like every other walk of life, we find in it those who are devoid of sense and reason, therefore becoming irresponsible. But their actions are not approved by the majority of sailors of to-day. If you are thinking of joining the Navy, bear in mind that the Navy is what you make it. It is, therefore, up to you to prove that you can be a decent living and efficient member of the Service, which offers you so much, and merely asks of you obedience and faithful service.

Take your training period like a man; remembering that the Instructors are responsible for the manner in which you eventually turn out—a success or failure. Make the best of facilities for educational, physical, recreational and technical training, and you will more than repay their efforts.

Some Instructors are hardened by the various types of trainees coming under them, but in their hearts they have the welfare and future of the boy or man in mind. In years to come you, too, may be Instructors, and will know the heartaches and trials of patience that come day after day. Give your whole attention to the rules and regulations laid down for your guidance whilst in the Navy, do all you can to advance in your particular line; live a clean life; obey your superiors, and avoid vices and pastimes which are injurious to health, and bring you into the spotlight as undesirables.

One thing more, try to develop a sense of indifference to the many trials and tests of patience that are bound to come. It is practically impossible to find in every Officer or Instructor your ideal, and times may come when you imagine you are being victimised. In such cases, do not bear a hidden resentment; take it straight to your Divisional Officer, who is your friend and advisor. By doing so, you may save a lot of unpleasantness and stay any unnecessary or hasty action.

AUSTRAL BRONZE COMPANY PTY. LIMITED

Established 1914
Head Office and Works:
O'Riordan Street, Alexandria, Sydney

MANUFACTURERS OF:

Copper Rods and Bars; Bussbars for Electrical Work; Manganese Bronze Rods; Bars and Ingots; Extruded Brass; Architectural Brass; Munz's Metal and Copper in Round, Square, Hexagon and Special Section; Copper Plates and Rolled Copper Anodes, Aluminium Bronze Rods and Bars, Copper, Brass, Gilding Metal, Phosphor Bronze and Nickel Silver in Sheets and Strip

Munz's Metal and Naval Brass Condenser Plates

Sheets and Sheathing

Manufacturers of (Under Licence)

Steele's Manganese Bronze for Marine Gun Propellers

Branch Office:

101-103 KING STREET, MELBOURNE

GLOBEX

BEef EXTRACT

For appetizing flavour, strength-building nourishment and economy in use . . . you can't beat GLOBEX. It contains the full strength and concentrated essence of the primeval beef and it is made in a second.

Try it for soups, gravies, nourishing beef tea, and it makes really delicious sandwiches . . . but spread it thinly.

OBTAINABLE FROM ALL CHEMISTS AND STORES

1, 2, 4 and 8 oz. jars or 4 and 8 oz. containers



The Returned Sailors Imperial League



Soldiers & Airmen's of Australia

ROYAL AUSTRALIAN NAVY SUB-BRANCH

Monthly Notes

IMPORTANT AND URGENT

A circular received from State Headquarters was read with reference to Housing and Aliens. Any member of the Sub-Branch who can, is requested to forward the following particulars to the State Secretary, Anzac House, 271-273 Elizabeth Street, City immediately:—

The names and addresses of aliens who have built, purchased, renovated or rented homes in their area since August 15, 1945.

This information is required to strengthen the proposed future action of the Federal Executive, and to give proof to the Federal Government that Aliens landing in this country are obtaining homes whilst Australian and British Ex-Servicemen are homeless. If you know of any case at all in your area, please send all particulars to the State Secretary right away.

NEW MEMBERS

New members enrolled for the month in the Sub-Branch totalled 19 including 7 transfers from other Sub-Branches.

REPORTS

The "ANNUAL SMOKO", held on 14th March was a huge success, financially and socially, promising greater heights of entertainment for future "Smokos". Presentations were made to three members at this function, for services rendered to the Sub-Branch, as follows:

Mr. G. J. Lamb, Past President: Gold R.S.L. Badge, inscribed, and the R.S.L. Certificate of Appreciation.

Mr. W. C. Miller, Welfare Officer, 1946: R.S.L. Certificate of Appreciation.

Mr. K. Bennett, Hon. Treasurer: R.S.L. Certificate of Appreciation.

The presentation to Mr. Lamb was made by the Assistant State Secretary, Mr. W. G. L. Bain, and the latter two were made by the Intra Mural State Councillor, Mr. F. Oliver. Under the circumstances speeches were inevitable; but it is assumed that everyone present had a good night although the amber fluid got a little out of check.

WORONORA RIVER

A Picnic Cricket match has been arranged with Woronora River Sub-Branch on Sunday, April 13, at Prince Edward Park, Woronora River. After the excellent day at Austimmer, it should not be hard to get a much greater number of supporters to make the trip. All members and friends going to Woronora on the 13th April are asked to take their own eats; Hot water, soft drinks and the amber fluid will be supplied by Woronora River Sub-Branch.

PLEASE NOTE! Take electric train to Sutherland to arrive there not later than 10.30 a.m., and then bus to Prince Edward Park, Woronora River. The train fare is approximately 1/8 return. Members are asked to make every effort to attend, as it promises to be another real good day.

FOOTBALL: With cricket such a great success, the other side of the picture, namely football, isn't so right; it seems doomed to failure before we start. The opportunity is awaiting the Sub-Branch to have its own football team, but from a Sub-Branch membership of over 600, only 6 members have submitted their names. There is still time to give your name to the Sports Secretary, who is working hard to get this R.A.N. S/Branch Football Team into being. Any member desirous of playing football this year can contact Mr. Nolan by phone B 6528, or by writing to his home address.

GOLF

Members interested in an R.A.N. Sub-Branch Golf Club are asked to contact Mr. B. Keates, B 6041, giving their handicap; Mr. Keates has everything lined up in regard to games for all those who desire.

CHANGE OF ADDRESS

Members are reminded to forward their change of address to the Hon. Secretary, Box 4556 G.P.O., immediately.

WOMEN'S AUXILIARY

At the last Executive meeting it was decided

to form a R.A.N. Sub-Branch Women's Auxiliary. This is an excellent opportunity for the Mothers, Wives, Daughters and Sisters of Members to have their own organisation, and at the same time to be a subsidiary body to a Sub-Branch which is advancing and expanding rapidly. Fundamentally the principles and aims of a Women's Auxiliary are the same as those of a Sub-Branch, but the Ladies have sole control of the Auxiliary. It is a well-known fact that no Sub-Branch of the R.S.L. is complete without its Women's Auxiliary.

The I.O.O.F. Hall (Basement), 100 Clarence Street, City, has been engaged on the afternoon of Wednesday, 16th April, for a meeting of those Mothers, Wives, Daughters and Sisters of members who are interested in the formation of an R.A.N. Sub-Branch Women's Auxiliary.

ALL MEMBERS ARE ASKED TO BRING THIS MATTER TO THE ATTENTION OF THEIR WOMENFOLK AT HOME, WITH THE REQUEST THAT THEY ATTEND THE MEETING AT 2.30 P.M.

TIN HAT DAY

April 24, 1947, is **TIN HAT DAY!!!** This day in the past has provided the Sub-Branch with a regular source of income. Previously, Ladies have given their time and services voluntarily on this day. A number of Ladies have already given their names as willing to assist as sellers on the 24th April, but more volunteers are needed. The Sub-Branch has an excellent area in the heart of the city, an appeal is made for any lady who can give an hour or two on this day, to act as a seller for R.A.N. Sub-Branch, to contact the Hon. Secretary, XW 8705 or Box 4556 G.P.O., as soon as possible. Lunch will be provided free for all sellers. **MEMBERS!** please mention this to your ladies at home. We need more volunteers!!!!

EMPLOYMENT

WANTED

YOUTH 18-19, able to drive car. Good job, with excellent prospects for suitable lad.

Contact the Hon. Secretary.

I.T.O. or S.T., single preferred; will have to work week-ends, but money is good. Submariner preferred.

Contact the Hon. Secretary.

CARPENTERS AND BRICKLAYERS

Award wages paid. assurance of work during wet weather. Good steady job for the right men.

Contact Mr. O. J. Hughes, 44 Austin Street, LANE COVE. JB 2037, before 9 a.m., or at JB 1845, between 9.15 a.m. & 5 p.m., Monday to Friday.

PANEL BEATERS—MECHANICS—DOOR FITTERS (BODY WORK). TRADESMEN.

Vacancies exist for the above-mentioned tradesmen at York Motors.

Vacancies also exist for trainee tradesmen and industrial trainees under the **COMMONWEALTH RECONSTRUCTION TRAINING SCHEME.**

Contact the Personnel Officer, York Motors, Steam Mill St., Sydney. Phone: FA 6621.

SUBSCRIPTIONS 1947

Members are again reminded they will be unfinancial after 31st March, 1947, if subscriptions are not paid by that date.

SUBSCRIPTIONS:—

Associate Members	5/-
Full Members	10/-
(or 13/6 which includes 12 mths. issue of "REVEILLE" posted free).	

PAY THAT SUB. NOW!!!! AND DON'T BECOME UNFINANCIAL!!!!

Hon. Sec.: H. E. NEAL, J.P., Box 4556 G.P.O., Syd.

Officers of the R.A.N Return to Australia

8 Sub-Lieutenants of the R.A.N. returned to Australia in H.M.T. "ASTURIAS" recently. These young officers left Australia for the United Kingdom in November, 1944, as midshipmen and served with units of the Royal Navy and subsequently underwent courses in navigation, torpedo and anti-submarine, gunnery and Naval Aviation in British Naval establishments.

One of these officers, Sub-Lieutenant A. F. Sallman, of Melbourne, distinguished himself in the gunnery course and was awarded the Goodenough Memorial prize for 1946.

The Goodenough Medal and fund was founded in memory of the late Captain James G. Goodenough, C.B., C.M.G., who died in 1875 while serving as Commodore on the Australian Station. It is awarded to Sub-Lieutenants who, when qualifying for the rank of Lieutenant, passes the best examination of his year in gunnery provided he has also obtained a first class certificate in seamanship. It is open to all young officers of the Royal Navy, and the Dominion and Royal Indian Navies.

WILHELMSSEN LINE

(Norwegian Australian Line)

Regular Services maintained with fast motor vessels.

For further particulars, apply:

**WILH. WILHELMSSEN AGENCY
PTY. LTD.**

63 PITT ST., SYDNEY

51 WILLIAM ST., MELBOURNE

ROBERT HENDERSON LTD.

THE SILK STORE

156 PITT STREET

SYDNEY

For all . . .

Boat and Yacht Gear

BROOMFIELDS LTD.

152 Sussex Street (near King St.)
SYDNEY

PHONE: M 4801

All quotations attended to immediately.

JOHN STUBBS & SONS PTY. LTD.

BUILDING CONTRACTORS

60 HUNTER STREET
SYDNEY

PHONE: BW 6630.

THE NAVY IN WAR AND PEACE

IMPORTANT SPEECH BY THE RIGHT HONOURABLE A. V. ALEXANDER,
MINISTER OF DEFENCE, AT A NAVY LEAGUE MEETING IN LONDON.

The prosperity of the British Commonwealth depends upon our ability to trade, which involves unhindered transit of goods to and from all parts of the world, or, in other words, on the full use of sea routes. The fundamental factor underlying sea power in all its aspects is the merchant ship and its ability to pass to and fro freely on the oceans of the world. It is on the safe arrival of the ship at her journey's end that the whole of Navy strategy is based. In a Commonwealth such as ours, it is on the Mercantile Marine that our prosperity and, indeed, our existence depend, and it is the primary duty of our Fleets to protect our merchant ships from those who would deny them a safe passage.

In peace it is necessary for the Navy to train and be prepared to carry out these duties in time of war. This is in addition to the normal peacetime functions of policing the high seas. At the present time, as after the First World War, we are also involved in the heavy commitment of mine clearance.

The exercise of sea power is the control of sea communications by all the weapons that can be brought to bear. Its decisive influence on the late war was a result of the combined efforts not only of our sailors, but also of airmen, scientists, industry and soldiers who captured and held essential bases.

It is often claimed when a new weapon has been produced that the Navy is out of date. We know, however, that in the late war methods were evolved to deal with all the developments in aircraft, submarines and magnetic and acoustic mines. Due to the efforts of our scientists we held throughout the war a technical lead in many fields, particularly in that of radar. New weapons may alter strategic and tactical methods, but they do not alter the principle of maritime strategy. The Navy must and will alter its techniques to deal with modern developments.

After the First World War the Navy and, indeed, all the Armed Forces were very heavily cut. It was only in 1935 that many people began to appreciate the danger of our position and start to build up the Armed Forces. This was too late to enable us to be adequately prepared when war burst upon us. We shall do everything possible in our power to support and develop the United Nations Organisation to prevent war if

possible and if war should unhappily still break out, to share with all peace loving nations the task of resisting the aggressor.

With the changes that are envisaged in weapons of war it is essential to keep the Armed Forces prepared and efficient; there will be no time to build up after the start of the war.

In 1939, the war at sea began at once with no period of waiting. The "Athenia" was sunk by a submarine within twelve hours of the outbreak of war. This was the start of the German U-boat war which went on without stopping until VE-day. We incurred heavy merchant ship losses due to our shortage of escorts, and the Navy had insufficient resources to meet in full all its commitments in Home Waters, Mediterranean and later on in the Far East.

The most important naval campaign from the point of view of this country was the Battle of the Atlantic which continued throughout the whole war. It was not until the middle of 1943, when the U-boat losses exceeded the merchant ship sinkings, that we really got the upper hand. If we had not been able to defeat the U-boat, we should never have been able to build up the forces required for the invasion of the Continent. In the early stages of the war our Naval resources were stretched to the limit with the protection of trade, with the operations in Norway and the evacuation of Dunkirk. After that we were faced with the necessity of keeping anti-invasion forces based on this country, mounting the offensive against the U-boats and at the same time endeavouring to keep command of the Mediterranean, where Admiral Cunningham was faced with the Italian Fleet which was numerically much superior to our own. During 1941, apart from the continuous Battle of the Atlantic, the outstanding event outside the Mediterranean was the sinking of the "Bismarck," in which a large number of ships of the Home Fleet under the command of Admiral Tovey and also Force "H" under the command of Sir James Somerville were involved. Later in the year, a start was made with the Russian convoys, a most arduous commitment which remained with us until the end of the war in Europe. The maintenance of sea power by Britain and the U.S.A. was a tremendous factor in enabling our Russian friends to turn defeat into victory. Inside the Mediterranean, Admiral Cunningham achieved

his great victories of Taranto and Matapan, and later on had to carry out the evacuations from Greece and Crete, during which the Navy sustained heavy losses; at the same time he had to keep up the supplies of the Army in Libya which work was done by the Inshore Squadron, who also sustained considerable losses from air attack. Over and above all these commitments there was the necessity to keep Malta supplied, in order that it could be used as a base for our forces to attack Italian shipping and reinforcements to the Axis forces in North Africa; convoys were run from both the east and the west, the forces from the west furthermore, being responsible for flying fighter aircraft into the Island.

In December, the Japanese entered the war, starting with their attack on the American Fleet in

Pearl Harbour and with the sinking of the "Prince of Wales" and "Repulse."

In 1942 our resources were stretched to the limit and we had no adequate forces to oppose the Japanese advance into the Indian Ocean where at the beginning of April they carried out aircraft attacks on Ceylon.

During the spring and summer further convoys had to be fought through to Malta in the face of heavy opposition in order to keep the fortress supplied and capable of defending itself.

In November came the North African landings, and with them began the turn of the tide in the war against the Axis. To obtain the necessary forces to cover these operations entailed denuding Atlantic convoys of their escorts with the result that submarine sinkings again rose.

With the advance of the Eighth Army in Libya the supply of Malta was simplified and ceased to be a commitment entailing the use of heavy forces. It was, however, necessary to keep a covering force of battleships and carriers in the Western Mediterranean to guard against any possible action by the Italian Fleet.

In 1943, the tide definitely turned. The supply situation was easier, more ships, including escort carriers and escorts, became available. At the end of April the Axis were finally cleared out of Africa, and this was followed by the landings in July in Sicily and in September at Salerno, with the subsequent surrender of Italy and the Italian Fleet. Furthermore from May onwards the U-boat position became much easier and merchant shipping losses declined.

The year was well rounded off by the Home Fleet with the sinking of the "Scharnhorst" off the North Cape during a Russian convoy operation.

1944 was mainly notable for the landing in Normandy in June and in the South of France in August. Prior to that our main effort was concentrated on the building up for this operation, though at the same time the Far Eastern theatre was not neglected and a build up was going on there to assist the Americans who were forcing the Japanese back in the Pacific.

Other operations in Home Waters were mainly of an anti-U-boat nature where the advent of Schnorkel had added materially to the difficulties of submarine hunting. Furthermore, there was the continuous commitment of the Russian convoys. In November, the R.A.F. destroyed the Tirpitz previously disabled by our Midget submarines in Alton Fjord which ended the threat of attack on the Russian convoys by heavy surface craft. Anti-submarine operations continued in the European theatre right up until VE-day, but in the meanwhile we were concentrating on building up further in the Pacific and East Indies.

The battle against the Japanese in the Pacific was carried on mainly by the Americans until the later stages, though we were throughout responsible for operations in the East Indies theatre. From December, 1941, until May, 1942, the Japanese were on the offensive which took them right down to Burma, Malaya, Dutch East Indies, New Guinea and the Solomons, where they were checked at the Battle of the Coral Sea. In this action the Americans inflicted severe damage on the Japanese carrier force which was a very vital part of their Fleet for operations in the Pacific area. In June was fought the Battle of Midway, which was the first decisive defeat suffered by the Japanese Navy since their defeat by the Koreans in 1592 off the Korean coast. In this action the Japanese carrier force was destroyed; which automatically removed the threat to Hawaii and the west coast of America. Thereafter the Japanese were on the defensive and the Americans proceeded by a series of combined operations to regain what had been lost. In this theatre where the distances involved were very large, it was necessary to proceed by capturing one group of islands and then the next, in order to ensure an adequate chain of bases. Other notable actions in this theatre were the Battle of the Philippines and the Battle of the Leyte Gulf, which latter took place during the re-occupation of the

Cockatoo Decks & Engineering Co. Pty. Ltd.

Contractors to . . .

H.M. AUSTRALIAN NAVY

General

Ship-builders, Marine & Engineers

Inquiries invited

COCKATOO ISLAND
SYDNEY

Phone: W 1941 (10 lines)

MUTUAL LIFE & CITIZENS' ASSURANCE CO. LTD.

CASTLEREAGH STREET AND MARTIN PLACE
SYDNEY

THE M.L.C. FOR YOUR LIFE ASSURANCE

M.L.C.

AARONS EXCHANGE HOTEL

1 GRESHAM STREET, SYDNEY

Only the Best Brands Stocked
Dining Room Unsurpassed

AARONS EXCHANGE HOTEL



BIRT & COMPANY (PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.
P.O. BOX 4412, G.P.O.

also at

41 Eagle Street, Brisbane; Mangrave Cold Storage,
Stanley Street, South Brisbane.

SHIPPING AND GENERAL AGENTS

Philippines in October, 1944. In the final stages of the Pacific war a considerable British carrier force was operating with the American forces preparing for the final assault upon Japan. It is, however, of interest to note that Japan was defeated without it ever being necessary to land a single soldier on her shores, which shows very clearly the effect of sea and air power.

From the above brief survey of naval operations in all theatres of war the influence of sea-power can be very clearly seen, possibly the operations in the Pacific provide the best illustration of all, starting with Japanese conquests which continued unchecked until the battles of the Coral Sea and Midway, after which the Japanese lost control of the seas and the Allied fortunes never looked back.

Due to the advent of modern weapons and scientific devices the complements of ships have increased. Furthermore the number of personnel required for the Air Arm is considerable, in addition there is a bigger call on industry to keep pace with the provision of new equipment. At the present time with the general shortage of manpower, this makes a very heavy call on the country's resources. We have a difficult problem to face here.

It will have been seen that the work of the Navy and the Merchant Navy were indissolubly linked throughout the entire war; in peace these links must be maintained in order that the lessons of war should not be lost and that officers and men of the Merchant Navy should be kept in touch with changes in naval methods.

It would have been very much more difficult

for us to have carried on in these troublesome days in the war at sea if it had not been for the steady stream of fine youth which had come to us, and especially those from the Sea Cadet Corps.

Between 30,000 and 40,000 Sea Cadets went direct from the Corps to the Sea Services. A large proportion rose rapidly to Commissioned and Chief and Petty Officer Ranks.

Navy League's "Bounty" scheme sent 2,330 trained, volunteer Signal and Wireless recruits from the Corps into the Navy, actually saving the Admiralty, by this service, 193,650 "Training days"—a matter of considerable moment when the Navy's rapid expansion, especially in small ships, required a vast number of these skilled ratings.

In peacetime pre-entry training is still of importance but is no longer the principal objective. The principal objective is to serve the boy and, by consequence, the State. The State needs, in every department of Service, Commerce and Industry—men of character, initiative, self-discipline and willingness to serve the community. These are the qualities learnt in the course of sea-training with its great and peculiarly British tradition. Recruits of high character and ability are also needed for the Sea Services including of course, the Merchant Navy. Our country also needs adequate reserves of trained, sea-minded citizens in case of emergency.

Here lies the value of our peacetime Sea Cadet Corps.

I commend this worthy organization to the country whose youth it serves.

NAVY QUIZ

1. Because by this means fractions of a foot can be easily read.
2. Six-inch.
3. Lord Cochrane, later the Earl of Dundonald.
4. General Monk, Earl of Albemarle. He served the Commonwealth as General-at-Sea, commanded at "The Three Days' Battle" of 1653, and at Camperdown in the same year. He commanded at "The Four Days' Battle" in 1666 and at North Foreland in the same year, and drove the Dutch from the Medway after a daring raid under de Ruyter in 1667.
5. It was fought by Rodney against the Spaniards off Cape St. Vincent on January 16 and 17 in 1780. Rodney refused to break off the engagement as night fell and used the moonlight to secure his victory. He captured six of the enemy ships and made prisoner the Spanish Admiral (Don Langara).
6. Goliath, Ocean, Irresistible, Majestic, and Triumph in 1915 in operations off the Dardanelles.
7. Eleven, not including His Majesty the King.
8. Yes.
9. 1860.
10. Warrior.

CHAPTER IV.

Materials, Equipment, etc.

A large proportion of Naval guns, depth charges and ammunition were manufactured in Australia, and the first of a series of Australian-made torpedoes was completed early in 1944.

Store depots and storage accommodation at various ports were constantly expanded, and all ships built in Australia were supplied with initial outfits of Naval stores, nearly all of which were manufactured locally. For a considerable time, provisions were supplied through the Naval Victualling Branch to Admiralty as well as processed foodstuffs to the War Board, India, and the Middle East. From the outbreak of the war to the end of February, 1943, provisions and frozen

produce valued at £5,479,831 had been supplied to the Admiralty account, and from the outbreak of war to October, 1944, Dry Provisions to the value of £10,399,092 were supplied to India and the Middle East.

With few exceptions, clothing for the Royal Australian Navy was obtained from Australian manufacturers. Supplies of clothing were forwarded to Admiralty yards in Ceylon and South Africa, and to visiting H.M. Ships and ships of the Allied Navies.

To the end of February, 1943, buildings, works and sites projects undertaken since 1938-39 had reached a total value of £24,368,000.

CHAPTER V.

The Women's Royal Australian Naval Service

On 28th April, 1941, the Women's Royal Australian Naval Service was instituted; its members are subject to the Naval Discipline Act with certain exceptions as laid down by the National Security Regulations (Women's Services). The WRANS therefore is not an auxiliary service.

The first members of the W.R.A.N.S. were all telegraphists (with the exception of a limited number of cooks and stewardesses), but since October, 1942, when recruiting was opened on a comparatively wide scale, Wrans have served in many different capacities. The communications branch now includes Signallers (Automatic Morse), Telegraphists, Coders, Telephonists, and Teleprinter Operators. In the Engineering Branch there are Tracers, Draughtswomen and Motor Transport Drivers; Sick Berth Attendants look after sick or injured Wrans under the guidance of members of the Royal Australian Naval Nursing Service, or assist Naval Dentists in the Surgery.

One of the largest branches, the Accountant Branch, includes Writers, Supply Assistants, Cooks and Stewardesses. Many Wrans assist with Gunner Training, some being employed in the highly technical work of Dome Teacher Operators, while others lead an open air life on the small arms range, working in the butts, keeping the weapons in good condition and generally

assisting the Commissioned Gunner in his instructional work.

There are Seamstresses, Hairdressers and Messengers, and not the least, the Regulating Wrans who, under the Executive Officer Wrans in the various depots, are responsible for the discipline and well-being of the Wrans.

The Officers are either Administrative (i.e. in charge of Wrans' establishments) or non-administrative (i.e. performing duties formerly performed by Naval Officers). Of the latter the main appointments are for Cyphers, Confidential Books, Mercantile Movements and various secretarial positions.

The Royal Australian Naval Nursing Service

The R.A.N.N.S. was inaugurated in April, 1942, and grew in size until Sisters were stationed at depots all over Australia as well as New Guinea. Besides the Nursing Sisters, three physiotherapists joined the Service.

At the conclusion of hostilities, there were 36 serving members of the R.A.N.N.S.

(Continued on Page 111)

For all

Surgical Supplies . . .

Consult

R. W. GORMAN
297 ELIZABETH STREET
SYDNEY, N.S.W.

Makers of Artificial Limbs, Surgical Appliances, Trusses, Colostomy and Abdominal Belts, and Surgical Hostelry.

Tel.: MA 4217

CALL, WRITE OR 'PHONE

S. Hoffnung & Co. Ltd.

CLARENCE STREET
SYDNEY



WHO WISH THE NAVY LEAGUE
EVERY SUCCESS

**ASSOCIATED DOMINIONS
ASSURANCE SOCIETY
PTY. LIMITED**

- LOWER PREMIUMS
- LIBERAL BONUSES
- HOSPITAL FEES

ASSOCIATED DOMINIONS ASSURANCE
SOCIETY PTY. LTD.

TWYFORD HOUSE
17 CASTLEREAGH STREET
SYDNEY

DOUGLAS ORTON

AND COMPANY

Marine and General Insurance Brokers
and Underwriters
Ground Floor

HERALD BUILDING
66 PITT STREET, SYDNEY

The insurance of your vessel is best cared for
by employing brokers who specialise in marine
insurance AND IT COSTS YOU NO MORE.
Insurances arranged at Lloyd's, London, and
with leading Australian companies.

DOUGLAS ORTON & CO.
66 Pitt Street, Sydney
Telegrams: "Ortinstra," BW 4035, BW 4036

(Continued from Page 109)

GROWTH OF THE R.A.N. DURING THE SECOND WORLD WAR

8-inch Cruisers	3rd September, 1939	Added during hostilities
6-inch Cruisers	AUSTRALIA	SHROPSHIRE, 17/4/43
	CANBERRA	(Recommissioned H.M.A.S.)
	ADELAIDE	
	HOBART	
	PERTH	
	SYDNEY	

Infantry Landing
Ships (LSI)—formerly
Armed Merchant
Cruisers
Destroyers

STUART
VAMPIRE
VENDETTA
VOYAGER
WATERHEN

MANOORA, 12/12/39
WESTRALIA, 17/1/40
KANIMBLA, 1/6/43
(Recommissioned H.M.A.S.)

NESTOR, 40
NAPIER, 11/12/40
NIZAM, 8/1/41
NORMAN, 29/9/41
NEPAL, 29/5/42
QUIBERON, 22/7/42
QUICKMATCH, 14/9/42
ARUNTA, 30/3/42
WARRAMUNGA,

23/11/42

BATAAN, 27/4/45

These vessels were lent to R.A.N. by R.N.—the
dates shown are completion dates.

(In November, 1945, Napier, Nepal, Nizam and Norman (Nestor had been sunk) reverted to the
R.N.; Quiberon and Quickmatch—both already on loan to the R.A.N.—Queenborough, Quadrant and
Quality were lent to the R.A.N. in their place.

Frigates

GASGOYNE, 18/11/43
BARCOO, 17/1/44
BURDEKIN, 27/6/44
HAWKESBURY, 5/7/44
LACHLAN, 14/2/45
DIAMANTINA, 26/4/45
MACQUARIE, 7/12/45
BARWON, 10/12/45
MURCHISON, 17/12/45
CONDAMINE, 22/2/46
PARRAMATTA, 8/4/40
WARREGO, 21/8/40
BUNGAREE, 9/6/41

Sloops

YARRA
SWAN

Minelayer

LOST SINCE SEPTEMBER, 1939.

8-inch Cruiser. "CANBERRA," 9/8/42. Night action off Savo Island.

6-inch Cruisers "SYDNEY," 19/11/41, Raider action off W.A.

"PERTH," 1/3/42. Night action off Sunda Strait.

Destroyers "WATERHEN," 30/6/41. Sunk by aircraft on "spud run" to Tobruk.

"VAMPIRE," 9/4/42. Sunk by aircraft in Bay of Bengal.

"NESTOR," 15/6/42. Sunk by aircraft in Mediterranean.

"VOYAGER," 23/9/42. Lost while helping Timor guerrillas.

Sloops "PARRAMATTA," 27/11/41. Sunk by submarine in Mediterranean.
 "YARRA," 4/3/42. Sunk in action south of Java.
 Corvettes "ARMIDALE," 1/12/42. Sunk by aircraft while helping Timor guerrillas.
 "WALLAROO," 11/6/43. Lost in collision off Fremantle.
 "GEELONG," 18/10/44. Lost in collision off New Guinea coast.
 M.L.s. "M.L. 430," 15/8/44. Marine casualty New Guinea area.
 "M.L. 827," 21/11/44. Marine Casualty New Guinea area.

PAID OFF TO 30/4/46

6-inch Cruiser "ADELAIDE," 26/2/45.
 Destroyers "VENDETTA," 27/11/45; "QUALITY," 25/1/46.
 Frigates "GASGOYNE," 12/4/46; "BURDEKIN," 18/4/46.
 Corvettes 17 Corvettes have paid off. In addition, 20 corvettes, built for the R.N., but operating during the war with the R.A.N., are reverting to R.N. control.
 M.L.s. 29.
 H.D.M.L.s. 19.

CONCLUDED

CHRONOLOGY OF NAVAL EVENTS

- " 11 Timor Surrender signed in H.M.A.S. "MORESBY". Ships present in the area included H.M.A.S. "WARRNAMBOOL", "HORSHAM", "PARKES", "KATOOMBA", "BENALLA", "ECHUCA", "GLADSTONE", "KANGAROO" and "BOMBO" as well as M.L.s 1324, 1322, 1329.
- " 12 Wewak Surrender in M.L. 805.
- " 13 H.M.A.S. "DIAMANTINA" escorted by M.L. 816 present at Surrender of Nauru and Ocean Islands.
- " 9 Surrender at Kuching, Jesselton and Sandakan attended by—
 H.M.A.S. "BUNDABERG", "KAPUNDA", "BLACK SNAKE", "RIVER SNAKE" and M.L. 1343.

(The above few lines were inadvertently omitted from last issue. This concludes Chronology).

HOTEL PLAZA WYNARD STATION GEORGE ST., SYDNEY

EXCELLENT BAR AND DINING ROOM SERVICE
 DRINKS AVAILABLE WITH MEALS
 A. F. PARER, Licensee



THE NAVY LEAGUE

Patron: H.M. The KING.

Head Office:
 Grand Buildings,
 Trafalgar Square,
 LONDON, W.C.2

Branches:
 Great Britain, New South Wales, Victoria,
 South Australia, Tasmania, New Zealand,
 Ceylon, Rhodesia.

Affiliated Leagues:
 The Navy League of Canada
 The Navy League of South Africa

N.S.W. BRANCH

Patron: His Excellency the Governor of N.S.W.
 President: T. H. Silk, M.I.C.E., M.I.N.A.
 Hon. Treasurer: C. M. C. Shannon
 Hon. Auditors: Robertson, Crane and Gibbons.
 Hon. Secretary: Comdr. F. W. Hixson, O.B.E.,
 S.S.D.

Secretary and Editor: W. W. Beale, O.B.E.

VICTORIAN BRANCH

(Incorporating Navy League Sea Cadet Corps)
 Patron: His Excellency the Governor of Victoria
 President: Captain S. A. Pidgeon, R.D., R.N.R.
 Hon. Treasurer: C. W. Lucas, Esq.
 Secretary: L. S. Digby, Esq.

PLEASE NOTE

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

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

Telephone BU 5808

JOIN THE NAVY LEAGUE

FOR 68 YEARS

the
 MERCANTILE MUTUAL
 Insurance Coy. Ltd.

an Australian Institution has been
 providing security for the homes of
 the people, its motto being

"Service to the Public"

Under the protection of Insurance Policies ships sail the oceans, land and air transport moves, men work, and homes and factories are built and safeguarded. Injuries are compensated and distress relieved.

Insurance is a contract of good faith. Our funds are used to assist in the development of the Country and with our properties are held in trust for the protection of our Policy Holders.

Fire, Marine, Accident, Motor Car
 and

Householders', House-Owners
 (Combined) Insurance
 Crops, Stocks, Fencing, Pluvius
 All Classes of Agricultural Insurance

Head Office: 117 PITT STREET, SYDNEY
 SELWYN KING, Managing Director.

Agencies in all Suburban and Country Centres throughout the Commonwealth where all classes of Insurance can be arranged by any of the Company's 4000 Agents trained to give

"Service to the Public"



THE FASHION
FOR *Modern Sweets*

Good-bye for ever to dull, uninteresting sweets. The trend is towards dishes gay and colourful—light, yet nourishing! Naturally the accent is on Peters. Peters—because there's nothing so well designed to delight both guests and family. Peters, too: because it's an authentic dairy food—equally important for children and adults alike.



Peters

Ice Cream Bricks

"THE HEALTH FOOD OF A NATION"