

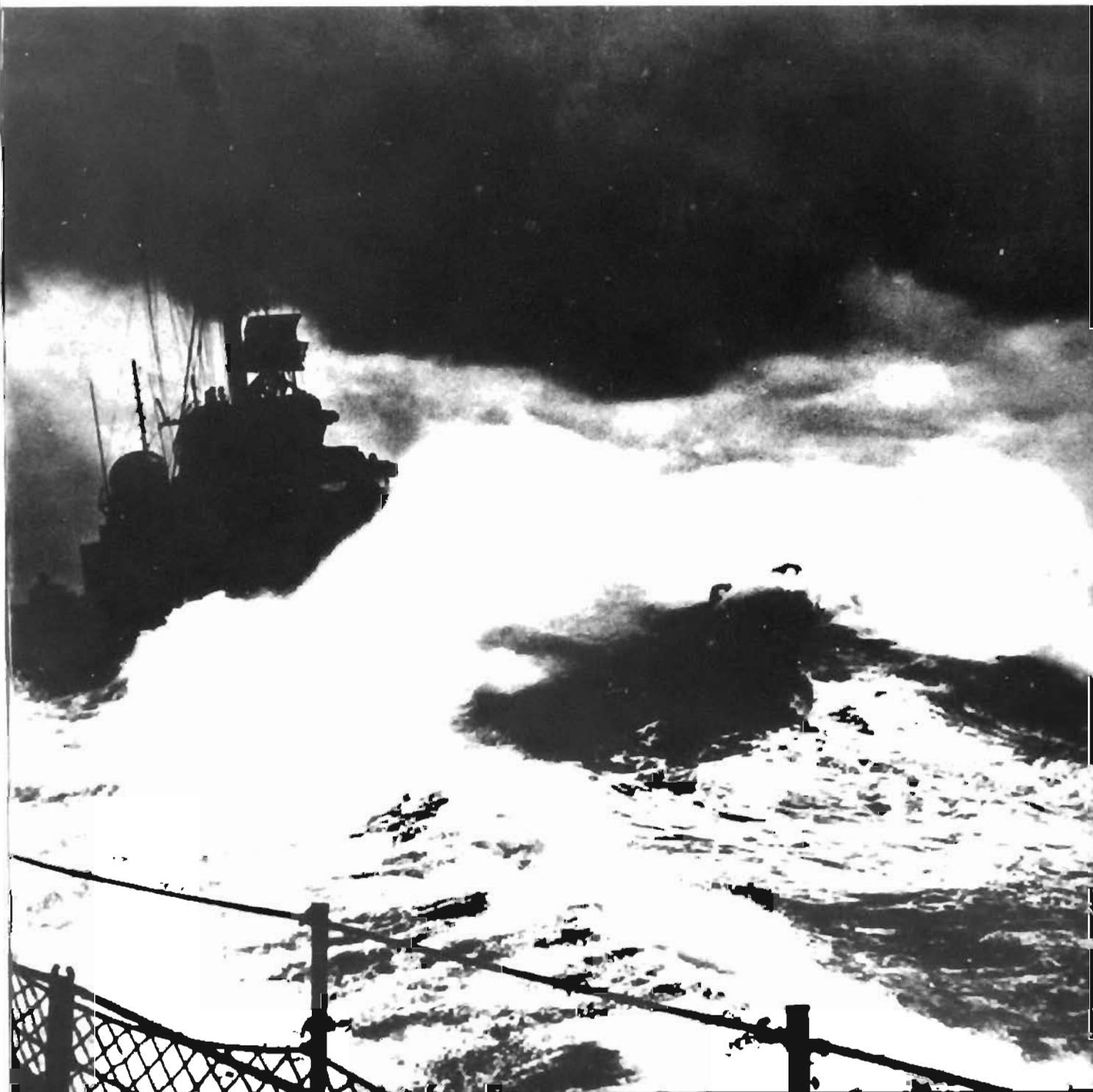
THE

NAVY

MONTHLY

MAY, 1947

VOL. 10, No. 5





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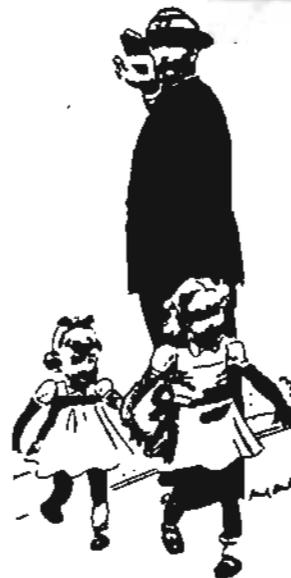
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The Navy



May 1947

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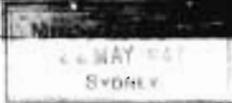
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MAY, 1947

Vol. 10—No. 5

WELCOME TO U.S. TASK FORCE 38



A large American Task Force is to visit Australia this month. We extend to all officers and men a hearty welcome. We are delighted in having this opportunity to renew acquaintances made during those four hard years of the Pacific War, and in greeting and thanking them now, in our home waters in peace, for their great services to mankind. We of the British Empire, and our visitors from the United States of America, members of the two great English-speaking democracies, who fought shoulder to shoulder in the Seven Seas and who together had the satisfaction of seeing the Hun, and later the Jap driven to their knees in unconditional surrender, have many important peace-time tasks ahead in order to keep the world a safe place for those who follow us. It is such visits which help to cement the friendship between our two great nations. We hope our visitors will enjoy their stay and that they will have opportunities to see our country. We wish they could remain longer, and are sure they will take away many pleasant recollections.

G. D. MOORE,
Rear-Admiral,
Flag Officer-in-Charge,
New South Wales.

Editor's Notes

"THE NAVY" is published monthly. Literary communications, photographs and letters for insertion (which should be short) should be addressed to the Editor of "THE NAVY," Royal Exchange Building, Bridge St., Sydney. The Editor does not hold himself responsible for manuscripts, though every effort will be made to return those found unsuitable with which a stamped and addressed envelope is enclosed. The opinions expressed in signed articles are those of the writers and not necessarily those of the Navy League.

NEW FEATURES FOR "THE NAVY"

● Commencing with this issue, "Sea Affairs at Home and Abroad" by Francis McMurtrie, brings news of Naval interest from all over the world. Reproduced by permission of the Navy League, England, from *The NAVY* (English Edition). It will appear regularly each month.

● "Looking Backwards" has been specially compiled by Norton with an American background for this issue. This well known artist will contribute a page every month from now on.

● In honour of the visit of U.S. Task Force 38 this month appears "The United States Navy as it is To-day" by Rear-Admiral Thursfield, R.N., with illustrations. Our Cover depicts one of the most dramatic destroyer shots we have seen and is an official U.S. War Office Photograph.

● News from the Ex-Naval Men's Association, The R.A.N. Sub-Branch of the R.S.S.A.I.L.A. and the Naval Officers' Club (N.S.W.) will keep you informed as to these organisations' activities each month. New members are always welcome and the Secretaries and their addresses will be found under their relevant headings.

● Beginning with June issue "What the R.A.N. is doing at Sea and Ashore" will cover the whole of the Australian Naval waterfront, bringing you sporting results, personal pars and anything of general interest, from Ships and Shore Establishments.

● "Decorated Officers and Men" is another feature starting in June and we think this will be welcomed by all our readers. Photographs and a concise account of the incidents behind the decorations will make interesting reading.

● "Make and Mend" is a page for a quiet hour and to test your knowledge of things Naval and Nautical. It starts in our next issue.



● NEW EDITOR.—Commencing with the June issue, Lt.-Commander G. H. Gill, M.B.E., R.A.N.V.R., assumes the general Editorship of "The Navy" in Australia. Lt.-Commander Gill will bring a wide knowledge of nautical affairs to his task and under his able direction "The Navy", with its many added features and improvements in lay-out and illustrations, should become widely popular.

● Captain W. W. Beale, O.B.E., who instituted the magazine under the title "Navy League Journal" in the year 1920, has found it necessary to relinquish the Editorship owing to indifferent health and the pressure of work in other directions associated with the Navy League.

● Rear-Admiral J. A. Collins, C.B., R.A.N., is our Naval Personality for this month, and on this page is one of his most recent photographs, taken before he left for England. Our Personality for June is Admiral Sir Louis Hamilton, K.C.B., D.S.O., First Naval Member of the Australian Commonwealth Naval Board.

Keep a Good

Lookout

for the Next Issue of

"The Navy"

The Navy



The Great "Iowa" of the U.S. Navy.

The United States Navy of To-day

By REAR-ADMIRAL H. G. THURSFIELD

THE close of the Second Great War—World War II, as it is generally known across the Atlantic—has left the United States Navy in the position held for so many generations by the British Navy, that of the greatest in the world. The exact composition of the fleets of today is not yet ascertainable with certainty, because the process of post-war readjustment is still going on. The building of some ships which were already started when the war—rather unexpectedly—came to an end has been cancelled; of others, it has been suspended or much slowed down—possibly to be can-

celled or remodelled before being resumed later; and these uncertainties are likely to persist for some time, at least until after the lessons of the atomic-bomb tests at Bikini have been formulated and digested. Most of the warships which were already in service before the late war, though they did sterling service in the course of it, are likely to be scrapped now or in the near future; owing to the operation of the Washington Treaty and its successors in the sphere of naval limitation, they were already a long way towards being worn out at its start. But in many cases

the final decision on that irrevocable course has not yet been taken.

It is not necessary, however, to await those decisions to arrive at a fair estimate of comparative numerical naval strengths today—or indeed tomorrow, which is unlikely to be materially different. There are, in effect, only two navies now that count—the British and the United States; and the ships in them that count are those that have been completed for service since the outbreak of war in September, 1939. Their numbers will, of course, be increased by the ships still under



U.S. Fleet Admiral Chester W. Nimitz (right) shakes hands with his predecessor, Admiral Ernest J. King.

construction which it may eventually be decided to complete. But that increase is not likely to be substantial, or materially to affect the balance between the fleets—it may increase the disparity, but it is highly unlikely to reduce it and, in any case, will certainly not reverse it. Post-1939 ships, therefore, have been taken as the basis of the comparison which follows, in which no attempt has been made to achieve exact figures.

Of battleships, the United States Navy possesses eleven against five British; and to them may reasonably be added the three heavy cruisers Alaska, Guam and Hawaii, which are reported to mount nine 12-inch guns as a main armament, though, as their displacement is only 27,500 tons and they are credited with a speed of 30 knots, it would seem improbable that their protection can be very heavy. There are no comparable ships in the Royal Navy, in which the tendency—in the late war as in all the wars of the past, not excluding that of 1914-18—has been to abandon the

"intermediate ship," and concentrate on either the heavy battleship, with a main armament of really heavy guns and armour protection on the scale so dictated, or the lightly armed and protected, highly mobile light cruiser. As between the two fleets, the comparison in this heaviest class thus comes out at 2½ to 1.

In aircraft carriers the comparison is not greatly different. They may be divided into three classes—fleet carriers, light fleet carriers and escort carriers. But the United States Navy possesses also three of what may be described as "super-carriers," the Midway, Franklin Roosevelt and Coral Sea, of 45,000 tons, designed, it is to be supposed, to be capable of operating four-engined bombers or, of course, a proportionately larger number of ordinary sized aircraft.

There were three similar ships under construction—at an early stage—for the Royal Navy when the war came to an end, but only small progress had been made with them, and their construction

has been abandoned. Incidentally, it may be observed that, in view of the doubts expressed by many competent judges regarding the future utility of the very large bomber, their cancellation would seem to be a wise economic move; and but for the fact that their American sisters had been completed much earlier, it is very doubtful if they, either, would have survived the post-war "shake-out." In fleet carriers, heavy and light, the United States Navy numbers 40 as against 16 British; in escort carriers, 80 to 40, but, as a substantial number of the latter were the product of Lend-Lease, it is possible that they may before long be handed back to the United States—a process which will very materially affect the comparison, since each one returned will, so to speak, "count two on a division."

If the comparison is extended to cruisers, the tale is the same. American up-to-date cruisers number some 55 to the British 20, and on the average the former are larger and more heavily armed than the latter. But these figures probably exaggerate the disparity, if account is taken of British losses during the war, of the proportion of older British cruisers that survive, and of the fact that the United States Fleet had more leeway to make up in this class than in others in order to create a well-balanced fleet. The final result, however, is very much the same. In destroyers, the numbers are more than 3 to 1; and if the smaller classes of fighting ships are taken into account—"destroyer escorts" in American, "frigates," etc., in English—it is not likely to come out very differently. On the whole, the United States Fleet is now numerically between two and a half and three times the strength of the Royal Navy, even if the Dominion Navies are added in to the total of the latter.

Nor is there any compensating disparity of skill and efficiency that would tend to redress the balance. The Royal Navy is justly proud of its traditional standards in those respects; but British officers and men who have seen most of the United States Navy, and have fought alongside them, sometimes under British command and sometimes under American, would be the first to admit that, even if in some respects the Americans had something to learn from them, in others—perhaps even in more—there was much that the Royal Navy could learn from its trans-Atlantic friends. There is no gainsaying the fact that, taking all relevant factors into account, the United States is now the greatest sea power in the world.

There is no reason why this development should be viewed with any disquiet, jealousy or uneasiness in this country, or indeed in any part of the British Empire. There will be many, no doubt, among those who have been accustomed, without any very clear thinking about it, to sing "Rule Britannia" and to boast of the British Navy as the greatest and best in the world, who will think otherwise, and will feel grief, or even shame, that it must now yield pride of place. But, in fact, the British and American Navies have never—since the brief interlude of the ill-judged war of 1812—been rivals. They have stood for the same ideals of freedom, justice and the observance of undertakings—honesty between nations no less than between persons.

No sensible person would pretend that Great Britain and the United States have always seen eye to eye in international affairs, or have placed exactly the same interpretation on the principles that both have accepted and professed. Indeed, the long-standing controversy over the precise in-

terpretation of the phrase "The Freedom of the Seas," which ceased to be a bone of contention only when the two peoples found themselves actively allied in war, is an example that would effectively dispose of any such theory. But neither has ever threatened the security or vital interests of the other, or has ever constituted a menace to the freedom of the world or to justice for its peoples.

Nor is there anything new in the recognition of this fundamental unity of ideals. During all the years that the strength of the British Navy was governed, almost rigidly, by the "Two Power Standard," the United States Navy was always excluded from the calculations which turned that formula into definite figures, and an increase in the American Navy was never cited as a reason for an immediate corresponding increase in our own, as a similar growth in a Continental Navy would have been. It is possible, however, that this exclusion was not always as clearly recognised in political circles in the United States as it was in this country.

In the period between the wars, there was heard a good deal of complaint in such circles that, in the negotiation for the various disarmament treaties, or treaties for naval limitation, that were discussed from time to time, there was a reluctance on the British side to concede to the United States Navy the "parity" which had been accepted at Washington in 1921-22 when the treaty of that name was negotiated. Actually, it was not to "parity" that anyone in this country objected, for all sensible Britons recognised that it was within the power of the United States Government to achieve it whenever they desired, no matter what we did in this country; and in that case, even if we had had the fancied objection to "parity," we could not possibly have done anything about it.

What was objected to in this country was the American project of achieving parity by the process of reducing the British Navy to an arbitrary figure fixed by American theorists as the ideal American naval strength, when that figure bore no relation whatever to British naval needs for security. The British attitude during those troublesome arguments was, in effect, to say, "This is the strength at which the British Navy must be maintained in order to assure British security; we have no desire to raise any objection if the U.S.A. decides to provide a United States Fleet of the same strength, but do not ask us to compromise our security by reducing below that figure because you don't want to build so many



The long narrow hull of the "Iowa" was designed for speed.

ships." By the anti-British Press this attitude was represented across the Atlantic as a denial of American right to "parity"; but it was a misrepresentation.

The present situation might well have arisen after the First World War, if it had lasted rather longer. At the end of that war there was in hand for the United States Navy a programme of new construction on capital ships—then considered the chief element in naval strength—which would have far surpassed the numbers that would have survived in the British Navy after the close of that war. The ships were never finished, because they were cancelled and scrapped in accordance with the reductions agreed upon at the Washington Conference. But if the war had lasted long enough for them to be completed, the situation which now faces us would have existed then.

And who shall say that we in this country, or the world in general indeed, would have been

any the worse?

Certainly we had very good reason to be thankful in 1940 that the United States Navy possessed some surplus ships when the famous fifty destroyers were transferred to the Royal Navy in its hour of need. If those battle cruisers, two of which became the aircraft carriers, Lexington and Saratoga, and the battleships which were all scrapped in 1922 had been completed and manned, the very existence of a fleet so commanding, by the standards of that day, might well have done much to discourage the war-mongers of Germany and Japan from embarking on their career of world-conquest. We in this country should have nothing but a welcome for any access of strength to the American Navy, even if it should have the effect of making that Service surpass the level of our own; for not to recognise that in the present economic state of the nations of the world the United States can achieve that result whenever they wish to do so is to shut one's eyes to realities.

It should be recognised, moreover that, whatever the vociferations of the anti-British Press in America, in time of stress sober American opinion reciprocates this view. One need only recall Mr. Roosevelt's "Four Freedoms" address to Congress of 6th January, 1941, in which he said "There is much loose talk of our immunity from immediate and direct invasion from across the seas. Obviously, as long as the British Navy retains its power, no such danger exists."

In conclusion, that distinguished American writer on foreign affairs, Mr. Walter Lippman, may be quoted to the same effect. "Britain must go to the defence of the Americas or the British Commonwealth of Nations would dissolve. America must go to the defence of the United Kingdom and its positions on the other side of the Atlantic, or run the mortal risk of letting a hostile Power establish itself in the near approaches to the Western Hemisphere. The reality of this bond between Britain and America has been tested and demonstrated for more than a century. . . . Once it is clear how indispensable is a British-American alliance in the Atlantic, where our most fundamental interests lie, it will also become clear that the Alliance is necessary to the defence of the Pacific." ("U.S. Foreign Policy," 1943.)

These are the realities of the world situation today, and we should recognise and acknowledge them. In this country it is our duty, as ever, to maintain the sea forces of the Empire at the level at which security demands; and it is neither necessary to take American strength into account in estimating the threats to that security, nor to view increase of that strength, whatever level that increase reaches, with anything but welcome.

Naval Personalities

No. 5

Rear-Admiral J. A. COLLINS, C.B.



JOHN AUGUSTINE COLLINS, C.B., was born at Deloraine, Tasmania, in 1899. Joined the R.A.N. in 1913 as one of the original term cadet midshipmen in the Royal Australian Naval College, from which he graduated as midshipman in January, 1917.

He served with the Grand Fleet in 1917-18. He specialised in gunnery and served in H.M.A.S. "Australia" from 1928 to 1930 as Squadron Gunnery Officer and from 1930 to 1931 was in command H.M.A.S. "Anzac". In 1937 he was promoted to Commander and at the outbreak of war he was Assistant Chief of Naval Staff at Navy Office.

In November 1939 he was appointed to command H.M.A.S. "Sydney".

In that position he performed distinguished service in the Mediterranean, the most outstanding feat being "Sydney's" sinking of the Italian cruiser "Bartolomeo Colleoni".

On his relinquishing his command of "Sydney" in 1941 he served as Acting Commodore in the Netherlands East Indies. On his return to Australia he filled the position of Naval Officer-in-Charge, Fremantle, until he was appointed in command of H.M.A.S. "Shropshire". In June, 1944, he was appointed Commodore Commanding the Australian Squadron, the first R.A.N. Officer to hold this command.

During the Leyte Gulf operations in October, 1944, he was wounded when his flagship H.M.A.S. "Australia" was struck by suicide planes. After recovery from these wounds he took up duties as Naval Officer-in-Charge, Fremantle, until April, 1945, when he once again took over command of the Australian Squadron.

In November, 1946, he relinquished the command of the squadron to Commodore Farncomb, to leave for England to attend the Imperial Defence College.

DECORATIONS.

Awarded C.B. for service in the sinking of "Bartolomeo Colleoni". For services to the Royal Netherlands Navy was made a Commander of the Order of Oranje-Nassau. United States Legion of Merit, Degree of Officer. Mentioned in Despatches.



The U.S.S. "Princeton", Aircraft Carrier, leaving Trinidad with a column of destroyers in her wake.



Sea Affairs at Home and Abroad

By
FRANCIS McMURTRIE
FROM LONDON

SO-CALLED ECONOMY appears to be striking at the roots of our naval training programme.

H.M.S. Impregnable, the shore training establishment at St. Budeaux on the outskirts of Devonport, did not reopen last month as intended. Fresh orders having this effect reached Plymouth shortly before Christmas, implying a complete change in the arrangements that had been made. Only a short time previously Captain John W. Grant, D.S.O., R.N., had been appointed to the command of the Impregnable, in readiness for its resumption of peacetime functions as a training establishment for boys. Captain Grant received his decoration in 1942 after serving as executive officer of H.M.S. Penelope, the famous "pepperpot" cruiser which withstood so many enemy air attacks at Malta and at sea.

Before the war there were three main training establishments for

boys entering the Royal Navy, the other two being H.M.S. Ganges at Shotley, between Harwich and Ipswich, and H.M.S. St. Vincent, at Gosport. This year's intake of boys, estimated at about 4,500, would have fully committed the combined resources of the three establishments. In default of alternative accommodation, the only possible method of dealing with the situation which is bound to arise within six months would be to cut down the period of training, which normally occupies 12 months.

Such a reduction would necessarily imply acceptance of a lower standard of efficiency in trained men, a very serious thing indeed in a service with such high traditions as the Royal Navy.

Last month's reference to the German Navy's weakness at the time when Hitler was threatening to invade this country in 1940 has brought some correspondence.

It is pointed out in one letter that, according to The British Navy in the Second World War, by Admiral Sir William James, the ship that was torpedoed by H.M. submarine Spearfish on 11th April, 1940, was the Admiral Scheer. This does not agree with the account of the situation given by Admiral of the Fleet Sir Charles Forbes, who was Commander-in-Chief of the Home Fleet at the critical period. He states that it was a sister ship, the Lutzow, ex-Deutschland, which the Spearfish attacked and disabled. At the same time he mentions that the Admiral Scheer was "out of action" from 3rd March, 1940, until the end of the following July.

It would be interesting if this point of difference could be elucidated. There are so many doubtful incidents in the scanty published records of the war at sea that the appearance of an official account would be more than wel-

come. It should be possible to prepare such an account more easily than after the 1914-18 war, since the German Admiralty's official archives are understood to have fallen into Allied possession.

Two ships belonging to the Royal Navy were lost in the South China Sea in the week before Christmas. On 20th December the war-built tug Enticer, of 1,332 tons displacement, foundered in heavy weather while proceeding to the assistance of a Swedish merchant vessel, the Rosebank. The master and chief engineer both lost their lives.

In the same week the frigate Aire, while on passage from Hong Kong to Singapore, ran on to the Bombay Reef, to the southward of Hainan, and became a total loss. Fortunately, everyone on board was rescued by the depot ship Bonaventure, which was also proceeding to Singapore. The Aire had only recently resumed her original name, having been known as the Tamar for several months while acting as base ship at Hong Kong.

By the time these notes appear it is probable that H.M.S. Warspite, having landed her guns and other equipment at Portsmouth, will have proceeded to Faslane to be broken up by Metal Industries, Ltd. It may be assumed that in due course other battleships built during the same period will follow her. For example, there is the Malaya which started as a sister of the Warspite but now differs from her in various respects owing to the extent of reconstruction undergone by the latter. This far exceeded the modernisation process to which the Malaya was subjected; and indeed, but for the heavy damage sustained by the Warspite in 1943 and 1944, it might have

been expected that the Malaya would have been the first to go.

All three surviving battleships of the "Royal Sovereign" type must also be nearing the scrapheap. At present the Resolution and Revenge, minus their armaments, are serving as the stokers' training establishment at Devonport, sharing jointly the name Imperieuse, while the Ramillies, after a spell as an accommodation ship attached to the Vernon torpedo school, is reported to be taking over the duties of a training ship in place of the Foudroyant establishment, which until the end of last year comprised the old wooden warships Implacable and Foudroyant. It is understood that these worn-out veterans are no longer considered seaworthy enough for the job, and fears have been expressed that they will at last have to be discarded, after between 130 and 150 years of existence afloat.

(Since these notes were received, H.M.S. Warspite was unfortunately driven ashore in a gale, and became a total loss.—Ed.)

CHINA

New names have been conferred on a number of ships acquired from the United States Navy. These include the Tai Kang and Tai Ping, previously the destroyer escorts Wyffels and Decker, respectively; the Yung Sheng and Yung Shun, formerly the

patrol vessels PCE 867 and PCE 869; the minesweepers Yung Hsiang, Yung Ning, Yung Tin and Yung Tung, which were the Logic, Lucia, Magnet and Malin-stay; and the oiler Omei, ex-Man-mee.

Ex-Japanese warships which have hoisted the Chinese flag include the gunboats Chang Chih, An Tung, Chang Teh and Tai Yuen. Former identities of the two latter are not known, but the Chang Chih was the Uji, and the An Tung the Ataka.

Other additions to the Chinese fleet include seven LST's five LSM's, four LCI's and three LCT's.

DENMARK

It now appears that three British submarines are being purchased by the Royal Danish Navy. These are the P 52, which served under the Polish flag during the war as the Dzik; the Vortex, which for a time was lent to the French Navy and known as the Morse; and the Vulpine, newest of the trio. All belong to the same general type, with a surface displacement of 340 tons or thereabouts, which is regarded as eminently suitable for the narrow Danish waters.

It is still very doubtful whether it will be found worth while to rebuild the Danish submarines Havfruen, Havkalen, Havmanden



The Dominican Frigate "Presidente Trujillo".



The New Swedish Cruiser "Tre Kronor"

and Havronen, so extensively were they damaged when scuttled to avoid seizure by the Germans in 1943. Quite small craft, with a surface displacement of only 320 tons, they were of recent design, having been completed in 1938-40.

DOMINICAN REPUBLIC

Two fine modern escort vessels have been acquired by this State. One is the frigate Presidente Trujillo, ex-H.M.C.S. Carlplace; the other is the corvette Colon, ex-H.M.C.S. Lachute. An illustration of the former is furnished herewith by the courtesy of the Naval Department of the Dominican Ministry of Defence.

SWEDEN

A photograph of the new cruiser Tre Kronor, of 7,400 tons, running her trials is annexed. Great things are expected of this ship by her designers, who revised the original plans to incorporate war lessons. The armament, furnished entirely by the Bofors concern, comprises seven 6-inch, 20 40 mm. and nine 20 mm. guns, besides depth charge throwers and six torpedo tubes. Protection is said to be exceptionally good for a cruiser of this size, with three to five inches of side armour. Designed speed is 33 knots with 100,000 s.h.p., U.S.A.

The fleet aircraft carrier Ranger, of 14,500 tons, has been sold for scrap. Through only 13 years old, she was definitely outclassed by

the many modern ships of this category built during the war. She was one of the few ships with beam funnels that could be lowered to a horizontal position when required, a characteristic which she shared with the small Japanese carrier Hosbo (or Hosvo).

It has been decided to build no more motor torpedo boats for the U.S. Navy, and all the hundreds of these craft built during the war have been disposed of with the exception of four retained for instructional purposes. The official view is that in the Pacific war m.t.bs. failed to justify their cost. Compared with submarines, their record was disappointing.

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"BARCOO" TO SURVEY KOKOPO AND YAMPI SOUND

H.M.A.S. "Barcoo" (Lieutenant-Commander D'A. T. Gale, D.S.C., R.A.N.) left Sydney on 24th April for Kokopo, New Britain, to carry out hydrographic duties in that area. After completion of the work at Kokopo the ship will sail for the north-west coast of Australia to undertake a survey of the Yampi Sound.

"Barcoo" will spend nearly seven months on this work, using Darwin as its base.

This R.A.N. frigate completed a survey of Bass Strait early in the year and has been in Sydney since March, refitting and preparing for its new task.

ROYAL AUSTRALIAN NAVAL COLLEGE

Entry of CADET MIDSHIPMEN

It is notified that an examination for entry into the Royal Australian Naval College, Hinders Naval Depot, Victoria, will be held in September, 1947.

Only boys born during the calendar year 1934 will be eligible to sit for the examination, and intending candidates are advised to make early application for information as to the educational standard required.

Applications will be received by the Secretary, Navy Office, Melbourne, S.C.I., not later than 15th June, 1947.

Full particulars may be obtained from the

STAFF OFFICER,
(Reserve)

BEACH ROAD, EDGECLIFF
SYDNEY

LOOKING BACKWARDS!!

JOHN PAUL JONES
The BOUL OF THE U.S. NAVY WAS, IN HIS EARLY DAYS, PIRATE, SMUGGLER AND SLAYER. HE WAS THE FIRST MAN TO HOIST THE 13-BARRED FLAG OF THE U.S. (IN 1775). BUT HE WAS NOT THEN, NOR AT ANY TIME IN HIS CAREER - AN AMERICAN CITIZEN.

HE WAS JOHN PAUL - A SCOT. LATER HE BECAME AN UNBROKEN FULL RUSSEIAN REAR-ADMIRAL, AND DIED IN FRANCE IN 1792.

WHAT'S IN A NAME?
THE ONLY DESTROYER LOST BY U.S. IN ENEMY ACTION IN WORLD WAR I WAS THE JACOB JONES, SUNK OFF THE SCILLIES ON DEC. 6, 1917, BY THE LONGEST SUBMARINE SHOT [AT THAT TIME] ON RECORD (3,000 YDS) THE FIRST U.S. WARSHIP TO BE LOST IN HER OWN WATERS IN WORLD WAR II WAS THE DESTROYER "Jacob Jones" IT WAS HIT OFF CAPE MAY IN 1942 - AND SUNK!!

COSTLY DINNER!!
IN 1865 THE CROWN SOLOTOR OF VICTORIA, IGNORING THE URGENT REQUESTS OF THE AMERICAN CONSUL TO PREVENT THE U.S. RAIDER "SHEANANDOH" LEAVING MELBOURNE, INSISTED ON EATING HIS DINNER BEFORE TAKING ANY ACTION. THE RAIDER ESCAPED, AND SUBSEQUENTLY THE BRITISH GOVT PAID OUT IN DAMAGES \$250,000 DOLLARS!!

RED PETTICOAT!!
FIRST TIME THE "STARS AND STRIPES" WAS UNDER FIRE ON LAND WAS AT FORT SCHUYLER AUG 3, 1777. THE FLAG WAS MADE IN THE BESIEGED FORT FROM THE WHITE BASKET OF A SOLDIER, THE BLUE CLOTH COAT OF CAPT SMARTWOUT, AND A RED PETTICOAT OF A WOMAN IN THE BARRACKS!!

ROAD NAVY
DURING THE AMERICAN CIVIL WAR THE SOUTHERN STATES WHICH HAD POOR INDUSTRIAL RESOURCES, WERE DESPERATELY IN NEED OF IRON WITH WHICH TO ARMOR THEIR "MEGRIMAC" - SO THEY RIPPED UP THREE MILES OF RAILWAY LINES NEAR VICKSBURG AND BOLLED PLATES FROM THAT. THIS ARMOR WATEROOD 41 SHOPS AT POINT BLANK RANGE FROM "MONITOR" NOT ONCE WAS IT PENETRATED.



H.M.A.S. Hobart

H.M.A.S. "Hobart", light cruiser, was built as H.M.S. "Apollo". She was laid down in 1933 at Devonport Dockyard and launched in October, 1934. Commissioned in January, 1936, she served on the North American and West Indies station until 1938.

TRANSFER TO R.A.N.

On October 6 of that year she was due to transfer to the Royal Australian Navy as H.M.A.S. "Hobart", but owing to the mobilisation of the fleet in September, 1938, during the Munich crisis, she was commissioned on that date with the crew of H.M.A.S. "Albatross", being renamed by the wife of the High Commissioner for Australia in London (Mr. S. M. Bruce).

IN AUSTRALIA

"Hobart" was on patrol in Bass Strait when war began, and on October 14, 1939, she sailed for service on the East Indies Station. She escorted the first A.I.F. contingent to the Middle East.

ITALY'S ENTRY

"Hobart" was at Aden when Italy entered the war in June, 1940, and her first shots against this enemy were fired two days later, when she opened up with anti-aircraft fire against three Italian aircraft during a raid on Aden. Seven days later, "Hobart's" Walrus aircraft was down

off and carried out a bombing attack on the Italian wireless station on Centre Peak Island in the Red Sea.

EVACUATION OF BRITISH SOMALILAND

In August, 1940, "Hobart" escorted British Army reinforcements into Berbera, British Somaliland, but the British were heavily outnumbered by three Italian columns advancing overland, and a fortnight later the evacuation was begun. "Hobart's" shipwrights and joiners built extra piers for the embarkation, and provided crews for two tugs. "Hobart" suffered a number of enemy air attacks, and her Walrus replied by bombing the Italian headquarters at Zeila.

REARGUARD ACTION BY VOLUNTEERS

"Hobart" also landed a quick-firing 3-pounder Hotchkiss gun at the request of the military authorities for service as an anti-tank gun. A volunteer crew of three (P.O. Hugh Jones, A.B. William Hurten and A.B. Hugh

Sweeny) remained with the rearguard covering the evacuation while demolition parties from their ship destroyed everything in the town which might have been of value to the enemy. Four days later "Hobart" carried out a bombardment, and when she withdrew towards Aden there was no trace of her three volunteer gunners.

In March, 1941, when the British recaptured Berbera, the volunteer crew was found by H.M.A.S. "Parramatta" (later sunk) among the prisoners, and returned to their old ship.

RETURN TO AUSTRALIA

Following operations in the Red Sea and the Gulf of Aden, "Hobart" returned to Australia for a short period.

REPLACED H.M.A.S. "PERTH"

In August, 1941, she replaced H.M.A.S. "Perth" in the Mediterranean, and was in heavy air attacks on the Suez Canal area. She did good work in rescuing passengers and crew of the "Georgic" which had been set on fire

by bomb hits, and had been beached. She also towed off another merchant ship which had run aground.

From then on, "Hobart" was employed on bombardments of the Libyan Coast, the reinforcing of Cyprus, and operations in Syria, together with sweeps in the Mediterranean by the Battle Fleet.

IN MALAYAN WATERS

With the impending entry of Japan into the war, "Hobart" was withdrawn to the Far East, and arrived in Malayan waters in January, 1942. She underwent heavy Japanese air attacks, and on one occasion, in Banka Strait, 128 Japanese bombers aimed about 600 bombs at her without scoring a hit, although 74 were near misses. She shot down six bombers and damaged others. She was on her way to intercept a Japanese invasion force.

"Hobart" was fuelling in Tandjong Priok in February, 1942, when 27 bombers attacked her and the tanker from which she was fuelling. Sixty bombs fell near, and "Hobart" suffered some damage from bomb splinters, and some casualties. Her inability to complete fuelling on this occasion prevented her from taking part in the Java Sea battle of February 27, after which H.M.A.S. "Perth" was lost.

CORAL SEA BATTLE

"Hobart" took part in the western "extension" of the Coral Sea Battle in early May, 1942, and was one of a covering force for Port Moresby. She shot down three enemy planes when eight torpedo-bombers and 19 heavy bombers attacked her.

GUADALCANAL AND TULAGI

In August, 1942, "Hobart" was one of the cruiser force which led the successful attack on Guadalcanal and Tulagi in the Solomon Islands.

TORPEDOED

On July 20, 1943, at 6.45 p.m. "Hobart" was steaming at 20 knots, in station astern of the flagship, H.M.A.S. "Australia", screened by three American destroyers, when a torpedo struck her on the port side aft, beneath the wardroom. She had left Espiritu Santo the previous day, and although crippled returned there at slow speed assisted by tugs.

The behaviour of the ship's company was exceptional, and every person went calmly to his action station, despite a temporary blackout through damage to the ship's electrical system.

Officers had miraculous escapes. In the ante-room of the wardroom, two officers and a steward escaped injury, although half the deck was torn upwards. One officer in this room was killed, and three injured. Two officers and a steward in the warrant officers' mess were killed. Despite the fact that the deck lifted up three feet and the mess was completely wrecked, three officers escaped with light injuries. Seven were killed, seven missing, believed killed, and sixteen wounded.



Ratings from H.M.A.S. "Hobart" at Man-o-War Steps.



"The Cruelty of the Sea had passed into their Race."

The Origin of British Seamanship

By LIEUTENANT ROLAND BLACKBURN, R.N.V.R.

THALES, a Greek philosopher, maintained that the sea was the mother of life, and Great Britain has drawn some of its noblest national life from the sea.

That mother-sea has nursed up into heroic manhood many of the best and bravest spirits whose names may be found written for ever upon the map of the world. She has quickened and kindled our young blood with the virtue of her salt savour. And in our time of need it is always from the sea that the mystic arm arises, holding aloft that sword of victory entrusted to the keeping of the waters by Arthur the king, when his sun went down.

We all know that our British race is a compound of many races. Undoubtedly Nature understood the art of inoculation long before medicine discovered and practised it, and she has transfused into our race some of the best blood, the finest virus, the newest and

noblest vigour that she could find in the world.

Far back, in the dim dawn of history, we find the Celts in ancient Britain. Then came our Roman invaders. Next the so-called Saxon element is infused, and gradually the Anglo-Saxon race is formed. Anglo-Saxon is the name we often pride ourselves upon, especially when we look abroad and see how it spreads onwards around the world. But we have not yet given full credit to the influence of the Norsemen on the Anglo-Saxon race as regards our British portion of it.

We hear of Norman and Saxon as two representative terms which have come to signify the aristocracy and democracy of our race. But the truth is, that these Normans who boast to be the crown and flower of our race, were a kind of Norseman. They went forth from their northern homes, and subdued Normandy 160 years

before they came over here. In Normandy they lost their language, and became, as one might say, Frenchified. They tried to make up for the loss of some of the old rough virtues by putting a higher polish on their vices.

In their own chronicles they have called their conquest the "Memory of Sorrows." They only conquered England at Hastings because the people had been so exhausted and the land so desolated by the many desperate battles that had been fought around its coasts—battles to stem the tides of Norsemen as they passed, surging in wave after wave, year after year from the sea. Only 19 days before he fell at Hastings, Harold had beaten off a vast raging army under Harold Sigurdsson. We must look back a little further than the advent of Norman William, if we would see how the more vital stamina of our race was put into it, and how this country became the furnace and the forge in which was shaped anew that hardy metal of the north.

The Anglo-Saxon we may look upon as the mother-principle of our race, but the Norsemen brought the fire and expanding force, the advancing foot and driving fist of the father. The Saxons' was the home-loving, patriotic soul, but it was the Norsemen who gave us the spirit of the sea-kings.

Six hundred years before the coming of Norman William, there landed at Ebbesfleet, in the Isle of Thanet, three boat-loads of Norse pirates.

They had been reared on a bosom that heaved with storms and the strength, calm, and cruelty of the sea had passed into their race.

At that time the empires of the old world had passed away, and the old races were fast decaying,

for they had reached their dark ages. So nature brought forth a new race of men, who had hard-ship for their teacher. The graceful Greeks were gone the ways of sophistry and voluptuousness. The strong, silent Romans, who had for so long marched forward in their conquering phalanx, had been broken, and so Nature opened up the huge storehouses of strength in the north. For the world just then especially needed a race of men who should become masters of the sea. A race of builders as well as warriors, who could plant as well as plunder, colonise as well as conquer.

And in the far north was found the fresh fuel to kindle and quicken the Anglo-Saxon into the present English race. They gave us the impulse of our maritime enterprise, and sowed many seeds of that public and private freedom which crowns each man king of his own castle or cottage. They possessed the germ of our representative governments in their open parliaments, and they had the spirit which would uphold truth.

An Englishman for the first time reading old Snorre Sturlason's "Sagas of the Sea-Kings" feels very like one who, in the faint dawn of his life, was taken

away from his childhood home, and who revisits it again in later years. He does not consciously remember, yet he is strangely familiar with so many things that he sees and hears—those sleeping instincts awake whereby kinship of nature will assert itself.

In the misty morning of the past the Englishman sees heroic forms. The faces of the young are ruddy, with clear blue eyes; the long hair of their women is golden fair. The aged warriors stand up in their courts of justice, and say their say very briefly, but with a voice of steel.

He sees them coming into the sea fight with the dragon-heads of their long ships agape and richly gilt. There sits the king in helmet and short red cloak, steering his own ship—sword in one hand and tiller in the other. The war-horns sound, the ships close up together, and they fall to. When the spears and arrows are all spent, the fight goes on still more fiercely with battle-axe and sword.

We see them grip hands, as Thor gripped his hammer, "till the knuckles grew white." We hear Gittorm tell King Olaf that it is right royal work to fulfil royal words, and we are told that Olaf "hated lies like hell." We see how they will stick together and stand by one another. How they lay ship to ship in a war

embrace, until, live or die, one of them shall go down.

But the robust Norseman had something besides this rugged strength. The eternal springs also touched with tenderness this grim rock of valour. Trait after trait, touch after touch may be recognised as our own.

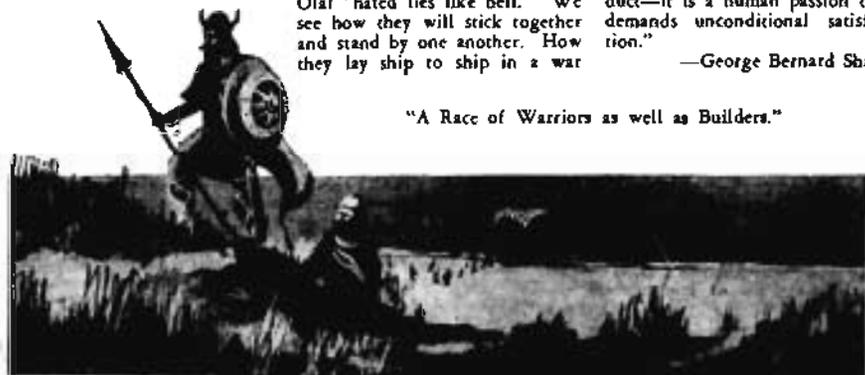
When passionate they turn red in the face. They have a pretty sure grip of reality, and do not go into blind hysterics about theories. They can do a magnanimous thing, and save a life without fuss or words. They love fair play and no favour. Like us, in the right they will persist to the end, but in the wrong their obstinacy grows almost sublime. In these and other characteristics, we behold our own early kindred the Norsemen, the heroes of the old Scandinavian Sagas.

The sea-kings who broke forth in conquering strength, have brought forth our Drakes and Grenvilles, our Blakes and Nelsons, our Livingstones and Scots. The metal may be tempered to finer issues, but it has in it still the true Norse ring.

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

—George Bernard Shaw.

"A Race of Warriors as well as Builders."



Exploring the Ocean Floor

Gold, Oil and Radium may be the Reward

IN THE LATE summer the submarine Tudor with Professor B. C. Browne and other scientists made a remarkable voyage of nearly 4,000 miles exploring the bed of the Atlantic Ocean from the Bay of Biscay to the Shetland Islands. During many of its fifty dives, the Tudor went down to 400 feet and came back with invaluable new information about the Continental shelf.

It may be taken that this exploratory trip is only the first of a number and in other countries also there is considerable activity in preparation for the exploration of the sea bottom in many areas. A party of Swedish scientists plan next year to circumnavigate the world in the specially equipped Albatross examining the ocean bed. Professor Auguste Piccard who, fifteen years ago, travelled ten miles up in the air has been preparing a novel submarine in which he hopes to descend to the unprecedented depth of two miles in the Atlantic.

In the United States Otis Barton hopes next summer to make dives of at least one mile in a new diving bell equipped with wheels and the U.S. Government's scientists are preparing for a detailed survey of the vast new "empire" which the U.S.A. recently "annexed." This was the continental shelf round all U.S.A. territory, the land under water to depths of 600 feet. The Continental Shelf is estimated at an area of 750,000 square miles, and the U.S.A. has thus at the cost of two proclamations added to its area by 25 per cent.—a quiet "annexation" that has not even ruffled the sea of international diplomacy!

Why all this sudden interest in the bottom of the sea which

By T. S. DOUGLAS

up to the present has been explored chiefly with the idea of enabling ships to avoid it? The short answer is that it is now known that there is gold under the waves and that while the gathering of scientific data that will solve many "academic" problems is an important factor, modern engineering techniques have made it possible to consider the exploitation of the great mineral wealth under the floor of the oceans. In places there may be actual gold whose exploitation can be considered, but at the moment it is probable that wealth in the form of oil and strategic materials in the form of radioactive ores are the chief lures.

The 57,000,000 square miles of dry land on the surface of the world has now been extensively explored. But it is a sobering thought that about the roughly 140,000,000 square miles of land covered by water we know almost nothing. There have been hundreds of thousands of soundings and samples taken from the bottom. But these are mere pin pricks here and there when we consider the extent of the oceans. How much should we know of the mountains, deserts, fields and forests of the earth if we had only a few thousand samples to judge by? Even if Professor Piccard is successful in descending to 2½ miles, the greater part of the ocean bed would still be barred to us, for it is between 2½ and 4 miles below the surface.

It is paradoxical that at the same moment as some men are looking for new worlds to conquer above the earth and planning rockets to the moon, others are planning to explore the reg-

ions only a few miles away which are unknown. In the one case it is lack of pressure that is the problem, in the other excess pressures, and although the type of exploration are so completely different, techniques devised for one may help the other.

In the first instance and probably for many years direct exploration will be confined to the comparatively shallow continental shelves. The great ocean "deep" in which Mount Everest could be swallowed up will have to be explored by sampling. It is difficult to conceive of any diving device that could withstand the pressure at these depths. But new methods of sampling open new possibilities. The Swedish scientists will use a device capable of extracting cores over 100 ft long which will provide immensely more valuable information than the "plugs" of 3 inches which were usual only a few years ago.

For many years ocean floor samples were obtained by steel spring jaws which bit out a snail's mouthful of sediment. The new sampler is a "gun" loaded with propelling explosive. When it touches the floor of the ocean, the cartridge is fired and the "bit" driven deep into the rock. The long core is then withdrawn and brought to the surface. From these samples scientists have gained new knowledge of the concentration of radio-activity at great depths.

This is only one of many new weapons available to the ocean floor explorer. Modern geophysical methods of prospecting minerals make it possible to determine the presence of oil under the sea bed at considerable depths. Mr. Harold Ickes who

is in charge of the United States Petroleum production during the war has suggested there are 22,000,000,000 barrels of oil under the sea-bed of the Gulf of Mexico. This is a greater amount than the entire visible oil reserves of the U.S.A. and there are in addition immense quantities of oil off the coast of California. This in itself is sufficient to explain why the U.S.A. is preparing to spend £20,000,000 on the exploration of the Continental Shelf with submarines, diving U.S. radar and other instruments of modern research.

U.S. scientists suggest that in the comparatively near future wells will be drilled through deep water and the resulting oil will be fed direct into tankers which will



The Barque "Pamir" leaving Sydney.

take the petroleum direct to refineries.

The possibility that oil may be found in the sea-bed off the coast of Britain, although it seems unlikely that it will be in comparable quantities, cannot be overlooked. Several tin and coal mines already extend under the sea and with the development of new techniques others might be opened. One of the difficulties in extending tunnels from the land far under the sea is ventilation. To ventilate a long tunnel effectively, the air has to be pumped at such pressure that the friction causes damage to the walls. This difficulty disappears if shafts through the sea connect with the tunnel at intervals. The construction of these shafts would mean making

artificial "islands" at suitable spots and not only air, but coal or ore might be moved through the "sea shaft." It would be a considerable engineering feat, but not beyond the capacity of those who conceived and built "Mulberry" and other large-scale devices of the war. In fact the suggestion is believed to be under consideration for the undersea coal mine at Workington on the Cumberland coast.

Outside the continental shelves exploration will remain hazardous and only the discovery of very rich gold or radio-active ores would make commercial exploitation profitable. The greatest depth to which a descent has been made is the 3,028 feet record set up by Dr. William Beebe in 1934.

In contrast to Dr. Beebe's "bathysphere," Mr. Otis Barton's "bentoscope" will be able to move about on its wheels, towed by a cable from a ship on the surface. Professor Piccard's submarine is also intended to travel along the ocean bed, but it will be "free" and propelled by two screws driven by batteries.

These batteries which will also provide current for the powerful lights required at great depths where no sunlight penetrates will be fixed on the outside of the submarine so that they can be dropped for easier surfacing in emergency. Professor Piccard proposes to use large steel balls on the outside of his 14-ton submarine as ballast to take him down. The 8-inch steel walls of the submarine are designed to resist a pressure of 12,000 lb. to the square inch.

NAVAL EMPIRE AIR AGE Continued from Page 133

pire need not decline, but can advance with new strength. This can be appreciated by a glance at those up-to-date maps of the world that are being produced to replace the misleading Mercator's projection maps in popular atlases.

Known as azimuthal, equidistant projection maps, these enable distances from one point to another on the world's surface to be measured accurately in a straight line. Such measurements in the past were of scientific interest only. Ships, vehicles and railway trains could not proceed as the crow flies. It was useless to calculate that so many straight miles separated Calcutta and Rangoon when it was physically impossible to travel along a straight line between the two places. But aircraft can travel unerringly between point and point, even across the highest Himalayas, the thickest

Apart from exploration of the ocean bed these, and other devices which we shall no doubt see in the next few years, should provide valuable data and experience in the construction of naval submarines capable of remaining at much greater depths than have hitherto been usual. The development of atomic weapons has made this of great importance. The invention of remotely operated tools may also enable this device to be employed on salvage operations at depths hitherto considered impracticable.

Apart from oil, gold, radioactive ores and similar minerals which may be taken from the sea-bed, there is diatomic earth used for polishes, for insulation and for other purposes and great wealth to be obtained from seaweeds which may be "farmed" in comparatively shallow waters. A hundred products varying from

est jungles, the most forbidding ice-packs.

If the British Empire be studied with the aid of such a map it will be found that the same red-marked countries which were formerly so well situated for the purposes of sea transport are to-day the best situated for air transport also. That is to say, the countries of the British Empire, across the world, provide ideal stepping-stones for aircraft which require to travel by the shortest possible routes in modern, azimuthal flight. The Empire is rich with focal spots from which air lines, irradiating, can provide transport to other countries of those areas in the most economical way.

A particular example is provided by the Far Eastern area so much in the news at the moment. Glance at the azimuthal map and seek the country which is equidistant from the others—the country which is most likely to become the hub of the air age

plastics to roofing felt and ice-cream powder to rubber substitute have already been manufactured from seaweed. Alginic acid made from seaweed is closely allied to cellulose, and synthetic textiles have successfully been made from it. The problem is to obtain the seaweed easily in sufficiently large quantities and this may be solved by "planting" it at suitable places and harvesting it with boats. A simple under-water harvester with knives and "rakes" on an endless chain has already been used in the United States.

The possibilities of this new under-water world whose serious exploration is just beginning are therefore immense. In the next two or three decades we can expect not only the solution of scientific problems concerned with earth movements, but also the start of commercial exploitation of the sea-bed.

in that region. Such an inquiry immediately reveals India as the keypoint. From India to Britain, to Spain, to central and southern Africa, to Australia, to Japan and to the Urals is roughly the same, crow's flight distance. This sub-continent is destined by the logic of the air-age to become an outstandingly important traffic centre of the world.

Already British aircraft feed the Orient with traffic from Europe and all the intervening countries between Europe and China. Corresponding lines from America must pass over thousands of miles of unproductive ocean and then have no India to act as focal point when they arrive in the Orient.

Thus a Briton need not feel gloomy about the future of the British Empire in a new age of transport. Sea power is still pre-eminent, but when the air-age is triumphant it should suit the British Empire just as well!

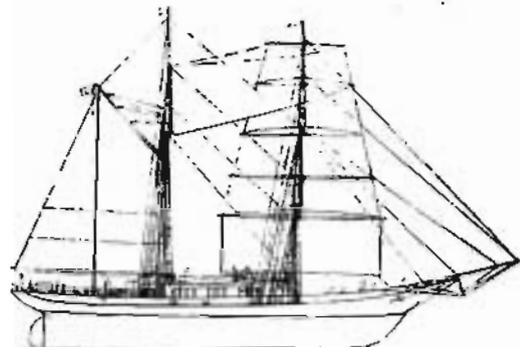
Non-magnetic

Remarkable Features of the "Research"

By FRANCIS McMURTRIE

ONE OF THE most remarkable vessels ever constructed will go into commission shortly. This is the Royal Research ship *Research*, which has been specially designed and built at a cost of over £200,000 for the investigation of magnetic and atmospheric electrical problems.

The ship's hull is of teak, with non-ferrous metal fastenings. The spars are of pine, the anchors, cables and rigging



of aluminium bronze. She has a bronze propeller, copper sheathing and lead ballast. All the sections required for the framework, which normally would be of steel, were supplied in non-magnetic naval brass by Messrs. James Booth & Co. (1915), Ltd., of Birmingham. This contract involved the manufacture of some of the heaviest non-ferrous sections ever produced in this country. The shapes produced included angles, tees and channels, which were used for the keelson, frames, deck and other beams, lugs, stiffeners, girders, stanchions, struts and all other sections required to build up the inner framework of the vessel. In all over 100 tons of sections were supplied.

Though rigged as a brigantine, and intended to navigate under sail alone so far as the winds will serve, the *Research* has a 160 b.h.p. auxiliary Diesel engine which is unique of its kind. It was constructed entirely of non-magnetic materials at the works of Petters, Ltd., Loughborough.

To devise and construct this special engine took three years of hard work by the best brains on the designing staff assisted by experts in the Hydrographic Department of the Admiralty. In the course of numerous experi-

ments carried out with different alloys, hundreds of parts were made only to be scrapped when they failed to meet the exacting tests imposed. One of the outstanding features of the engine is the crank-shaft, which cost no less than 16 times the price of an ordinary steel one. This figure is reflected fairly closely in the other parts of the engine. The flywheel is of solid bronze, and altogether there is less than 250 lb. of ferrous material in the whole engine, the weight of which with its bedplate is about 370 cwt. This works out at less than one-half per cent., and is an essential requirement to avoid any possible interference with the various delicate instruments which the *Research* will employ to record details of compass variation in the seven seas.

In the auxiliary power plant are included three smaller Diesels, which are equally non-magnetic. They are employed to drive dynamos, refrigerating plant, air compressors and the ship's winch. Even the oil fuel for the engines will be stored in tanks of non-magnetic material, still another unique feature in the ship's equipment. These tanks will take 14 tons of fuel, giving the vessel a cruising radius

of 3,000 miles at the speed of 6½ knots, apart from her sail power.

Although the ship was built by Messrs. Philip & Son Ltd., at Dartmouth to the order of the Admiralty, she does not belong to the Royal Navy—being classed as a Royal Research ship—as the work which she is undertaking will be for the benefit of all maritime nations. In theory, the *Research* would be immune from attack in the event of war, for though she will wear the Blue Ensign with the Admiralty anchor in the fly, it is intended that she shall carry letters signed by all the naval Powers safeguarding her from interference. How far such a precaution would have availed against the unscrupulous enemies we have recently been fighting may well be questioned.

The *Research* was launched into the waters of the Dart just six months before the outbreak of war, the naming ceremony being performed by Mrs. (now Lady) Spencer Jones, wife of the Astronomer Royal. Seldom has the launch of so small a vessel—her displacement is only 770 tons—aroused such widespread interest.

It is understood that the captain of the *Research* will be Commander D. H. Fryer, R.N. (re-

tised), a hydrographic expert of wide experience. Before the war he was in charge of the South of England survey, and he has also commanded H.M.S. Fitzroy and H.M.S. Ormonde on surveying service. During the war he was employed on special duties in the Eastern Mediterranean.

Commander Fryer, his officers and men will be strictly enjoined not to bring with them any ferrous materials, such as scissors, razors or penknives. It would seem likely, therefore, that beards will be prevalent on board.

It is expected that the Research will start her investigations in the southern part of the Indian Ocean, an area that is particularly fruitful in magnetic variations. Since 1939 she has been laid up in port, so it may be some little time before she is ready for sea.

Formerly this branch of research was undertaken by the Carnegie Institute of Washington, using a wooden yacht that had been adapted for the purpose and named Carnegie; this vessel was destroyed by fire at Samoa in 1929.

Lieutenant-Commander I. H. McDonald, R.A.N., has taken up his duties as Assistant Director of Naval Communications at Navy Office, Melbourne.

Lieut. - Commander McDonald "passed out" from the Royal Australian Naval College at the end of 1933, when he was awarded the King's Medal for his good influence among the Cadet Midshipmen during his period of training.

He has recently returned from England after service with the Royal Navy on the staff at H.M. Signal School, Leydenc.

NAVY QUIZ

Answers on Page 148

1. The last lot of destroyers presented by the Royal Navy were named Nestor, Nizam, Napier, Quiberon and Quickmatch. Whence these names and why?
2. William Penn's father was (a) a chemist, (b) a lawyer, (c) an Admiral, (d) a parson.
3. A navicert is (a) battle manoeuvre, (b) skilled navigator, (c) boat-shaped boat, (d) certificate of approval for ship's cargo.
4. Sea Vampire, Sea Hornet, Sea Fury and Sea Fang. What are they and what can they do?
5. The two Australian-built tribal class destroyers of the R.A.N. are Arunta and Warramunga. Supposing some more were built, what would be good names for them?
6. What do you know about prize money?
7. Who is last in and first out of a boat?
8. What privileges attach to naval officers who have rounded the Cape of Good Hope or Cape Horn?
9. What is the main Saturday night's toast in the wardroom?
10. A naval man is either "in" or "on" his ship—which?



Vice-Commodore Mr. Peter Luke (right) with the owner of *Cristina*, Mr. J. R. Bull, inspecting the bronze plaque commemorating his yacht's win in the Sydney-Hobart race. The presentation was part of an unusual ceremony in Sydney on April 24th, in which representatives of the Royal Ocean Racing Club (England) exchanged greetings by radiophone with the Cruising Yacht Club (Australia). Tattersall's radiophone with the winner's trophy, is the one in the glass case.

The Navy

EX-NAVAL MEN'S Association of Australia

Patron-in-Chief



His Majesty The King

The ex-Naval Men's Association was founded at Melbourne in 1920 and the New South Wales Section in April, 1925, and it is the only Association in Australia that attends exclusively to the wants of ex-Naval Men and Women.

The Membership of the Association is restricted to Personnel, Men and Women, who have served at least twelve months in the Royal Navy, Royal Australian Navy, Dominion Navies, and the Royal Marines; special provision being made for those who due to war injuries, served less than twelve months.

The Association is Non-Political, Non-Sectarian and does not take part in industrial disputes.

The motto of the Association is "Each for All, and All for Each".

The principal objects of the Association are:—

1. To unite ex-Naval Personnel for their mutual benefit.
2. To provide for the entertainment of visiting Naval Personnel.
3. For the encouragement of the Social, intellectual and general advancement of ex-Naval Men and Women.
4. To endeavour to assist Members in distress and to obtain employment.
5. To provide Club Rooms for Members.
6. To print, publish and circulate books, magazines, and papers as may be conducive to our Aims and Objects.

The Entrance fee is 7/6 and subscription 14/- per year, 6/- of which is paid into a Trust Fund from which grants are made to

the next of kin on the death of a Member.

The Association administers the King George Fund for Sailors, from which assistance is given to ex-Royal Navy Personnel domiciled in Australia.

We have our own Hon. Legal Adviser, and Hon. Architect and advice is freely given whenever required.

The business of the Association is conducted by an Executive and Committee, who are elected by the Members and all officers of the Association are Honorary and are ever ready to give assistance and advice to all ex-Naval Men and Women.

At our Interstate Conference held at Perth in January of this year, our Constitution was altered to enable us to extend our activities, and Sections were given the power to form sub-Sections in any part of their State, and the New South Wales Section ask all Members and all ex-Naval Personnel, who are interested in the well being of their old Shipmates, to get busy in their various districts and create an interest in our work and do your best to let the general public know what the Navy has done in the past and keep their deeds alive by forming a sub-Section of the ex-Naval Men's Association in your district.

Each sub-Section will have local autonomy, but will be under the jurisdiction of the State Council, upon which they will be represented.

For further information on this matter contact your State Secretary as early as possible, and you will get every assistance. Your contact in New South Wales will

be Mr. R. Humphry, Hon. State Secretary, 77 Pitt Street, Sydney; or Box 3082 G.P.O. Sydney.

The Association has a close liaison with all the other ex-Service organisations and Government Departments, and we have the honour to have the official recognition of the British Admiralty.

We ask for the co-operation of all employers of labour in our efforts to place ex-Naval men and women in employment, and our aim will be to place them in the jobs for which they are suited, and we claim that whatever the job is there will be an ex-Naval man or woman capable of doing it—their training in the Navy ensures that.

The Association has branches in all States of the Commonwealth, and in New South Wales we have a monthly meeting in Sydney, also a monthly dance; and a monthly meeting in Newcastle, where you can come along and meet old shipmates and spin a yarn and 'splice the mainbrace'.

We extend an invitation to all ex-Naval men and women to attend our various functions, and you will be welcome at our meetings, and we will be only too pleased to give you any information about the Association that you may desire.

Our Annual Memorial Service for all Naval personnel who made the supreme sacrifice 1914-1918 and 1939-1945 will be held on Sunday, June 8th, 1947 at St. Andrew's Cathedral, Sydney, at 11 a.m. An invitation is extended to all serving personnel and all ex-Naval men and women to be present at the service. The service will be preceded by a short

May, 1947

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ceremony at the Cenotaph, and the laying of wreaths.

You are asked to assemble at the corner of Martin Place and Elizabeth Street at 10 a.m. on Sunday, June 8th, 1947, for the march to the Cenotaph and then on to the Cathedral. "We will remember them."

We extend our thanks to the Navy League for publishing the above in their magazine, and wish them every success.

"Join the Navy and see the world";—when you leave the Navy "Join the ex-Naval Men's Association."

For any further information you may require re the Association please apply to,

Yours sincerely,
GEO. B. DARLING,
State President.
R. HUMPHRY,
Hon. State Secretary.



A Few Merchant Navy Facts

- Fishing vessels and ships of the merchant navy shot down 141 enemy aircraft from April 12, 1940 to the end of July 1944; in the same period they shared with the ships of the Royal Navy the shooting down of a further 163.
- The tanker "British Confidence" steamed 243,000 miles in the first four years of war. Some of the large, high-speed motor vessels completed 300,000 miles in the same time.
- Another tanker, "British Fudge," steamed 20,000 miles with a hole as large as a medium sized house in her side.
- During the month of October, 1941, British merchant ships carried 23,000 military vehicles, 1,300 aircraft, 400,000 tons of military and air stores and hundreds of locomotives.
- To support British armies in the Middle East in 1941, 300 ships were constantly employed on the 12,000-mile voyage from Britain via the Cape.
- From Canadian ports, up to the middle of June, 1943, 12,000 ships had carried over 77 million tons of cargo to Britain.
- A million tons of stores and half-a-million men were landed in North Africa in the first four months of the Tunisian campaign.
- For each army division 1,000 miles overseas, approximately 100,000 tons of shipping a year were required to transport men, arms, equipment and stores, and to keep it supplied and reinforced.

These vital statistics, chosen at random, may serve to enlighten those who tend to belittle the wartime job of the mercantile marine. That the job was fraught with danger for the men who sailed the merchant fleet is evidenced by the fact that, in five and a half years of war, 30,589 merchant seamen in British ships lost their lives, 4,215 were wounded, 690 are missing and 4,088 were interned by the enemy after capture.

Mr. Winston Churchill said, in February, 1944, that the proportion of merchant seamen hailing from the British Isles alone who had been lost at sea on their vital duty was about one-fifth of the average number engaged in the service. The percentage of lives lost to members serving in the merchant navy was higher than in any other service.

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Naval Appointments Etc.

PERMANENT NAVAL FORCES OF THE COMMONWEALTH Sea-going Forces

Appointments.—Frederick William Purves (ex Acting Temporary Engineer Lieutenant-Commander, Royal Australian Naval Reserve (Sea-going) is appointed Lieutenant-Commander (E), with seniority in rank of 15th March, 1944, dated 1st August, 1946. Cecil St. Clerc Williams, Commissioned Engineer (Emergency List), is appointed to the Permanent List in the rank of Commissioned Engineer, with seniority in rank of 1st October, 1945, dated 31st December, 1946.

Confirmation in Rank.—Acting Lieutenant Ronald Owen Brasch is confirmed in the rank of Lieutenant, with seniority in rank of 11th September, 1945, dated 4th December, 1946. Raymond Arthur Rutherford, Gunner (T) (Acting), is confirmed in the rank of Gunner (T), with seniority in rank of 24th November, 1945.

Transfer to Retired List.—Lieutenant William Lindsay Gay is transferred to the Retired List, dated 10th January, 1947.

Resignation.—The resignation of George Scott Stewart of his appointment as Commander (Acting Captain) is accepted, dated 16th January, 1947.

Emergency List

Promotions.—Lieutenant (Acting Lieutenant-Commander) Samuel Stuart James, M.B.E., is promoted to the rank of Lieutenant-Commander and re-appointed for temporary service, dated 5th February, 1947.

Transfer to Retired List.—John Alfred Newton, Commissioned Instructor, is transferred to the Retired List, and re-appointed for temporary service, dated 17th February, 1947.

Termination of Appointments.—The appointments of Lieutenant-Commanders Gerald Mellor Haynes, D.S.O., and Martin Hume Hopkins for temporary service are terminated, dated 6th January, 1947, and 16th January, 1947, respectively.

Retired List

Termination of Appointments.—The appointment of Commander Trevor Bardley-Wilmot, D.S.O., for temporary service is terminated, dated 3rd January, 1947. The appointment of Lieutenant Frederick George Lowrie for temporary service is terminated, dated 18th December, 1946.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH

Royal Australian Naval Reserve (Sea-Going)

Fixing Rates of Pay.—Temporary Lieutenant-Commander (S) Raymond Thomas Bennetts and Acting Temporary Lieutenant-Commander (S) Frank Lindsay Brady are paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Commander (S) (on promotion), whilst acting in that rank, dated 10th January, 1947.

Transfer to Retired List.—Commander Frederick Keith Baxter is transferred to the Retired List, dated 6th October, 1946. Acting Lieutenant-Commander James Gordon Stewart Fyfe is transferred to the Retired List, dated 21st October, 1946.

Royal Australian Naval Reserve

Promotions.—Sub-Lieutenant Alexander Joseph Lyons is promoted to the rank of Lieutenant (Provisional), dated 25th January,

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1947. Sub-Lieutenant William Henry Raper is promoted to the rank of Acting Lieutenant (provisional), dated 7th October, 1946. Acting Sub-Lieutenant, dated 25th December, 1946.

Royal Australian Naval Volunteer Reserve

Promotions.—Sub-Lieutenant (A) Keith Elwood Clarkson, D.F.M. is promoted to the rank of Lieutenant (A), dated 21st May, 1946. Engineer Sub-Lieutenant Peter Stuart Parkin is promoted to the rank of Engineer Lieutenant, dated 1st January, 1947.

Confirmation in rank.—Sub-Lieutenant (A) (on probation) Keith Elwood Clarkson, D.F.M., is confirmed in the rank of Sub-Lieutenant (A), with seniority in rank of 21st May, 1944.

Termination of Appointment.—The appointment of Lieutenant Arthur John Northcote Gwynn is terminated on reversion to the Royal Navy, dated 27th July, 1944.

Royal Australian Naval Volunteer Reserve Special Branch

Promotion.—Sub-Lieutenant Robert Bryan Butler is promoted to the rank of Lieutenant (Provisional), dated 3rd January, 1947.

Royal Australian Naval Nursing Service

Appointments.—The following are appointed Sisters:—Githa King, 20th December, 1946; Edna Dorcen Plueckhahn, 21st December, 1946; Margaret Hannah Saunders, 30th December, 1946; Norma Rome Treat, 30th December, 1946; Joyce Leatham, 2nd January, 1947; Joan Isabel McIlree, 2nd January, 1947; Joan Alford Conquest, 4th January, 1947; Mary Rosa Mackenzie, 4th January, 1947.

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ROYAL AUSTRALIAN NAVY

Sub-Branch, R.S.S. & A.I.L.A.



By H. E. NEAL

Patron: Cdr. H. T. Bennett, D.S.O., R.N. (Retd.). President: F. B. O'Leary, Sen. Vice-President: K. R. McRoberts. Vice-Presidents: E. J. Evans, W. F. Taylor. Hon. Secretary: H. E. Neal. Asst. Hon. Secretary: J. Chidley. Hon. Treasurer: K. Bennett. Welfare Officer: W. J. Hefferman. Pensions & Rehabilitation Officer: A. A. S. Platt. Publicity Officer: A. J. H. Jewell. Social Secretary: B. Keates. Sports Secretary: G. F. Nolan.

The usual monthly meeting of the Sub-Branch was held in the I.O.O.F. Building, 100 Clarence Street, City, on Tuesday, April 8th. Due possibly to the Easter holidays, the attendance was much lower than usual. New members enrolled in the Sub-Branch for the month totalled 13, including 6 transfers from other Sub-Branches. These new members present were suitably welcomed by the President, Mr. F. B. O'Leary, who emphasised the work ahead for all members, necessitating their taking active interest in Sub-Branch affairs and the League generally.

Two important decisions have been made by the Sub-Branch during the past month; Firstly, the R.A.N. Sub-Branch has decided to adopt the magazine "THE NAVY", as its official organ. The Sub-Branch is grateful to those persons connected with "THE NAVY" for affording the Sub-Branch the opportunity of availing itself of the publicity to be gained per the medium of an article in the magazine each month. R.A.N. Sub-Branch expresses the wish that "THE NAVY" will expand and rise to greater heights in the advertising

world. Secondly, the decision was also made to form a R.A.N. Sub-Branch "Women's Auxiliary". This is a matter long delayed, but with a membership of over 600, there are excellent possibilities and opportunities for the ladies to take an interest in an organisation in which their men folk are concerned. The inaugural meeting of the Women's Auxiliary was held on Wednesday afternoon, April 16th, when the following officers were elected:—President: Mrs. E. J. Evans, Vice-Presidents: Mrs. W. C. Miller, Mrs. M. Flattery. Hon. Secretary: Mrs. F. B. O'Leary. Hon. Treasurer: Mrs. J. Mullens.

The Sub-Branch with the ladies every success, and promise their solid support in all their endeavours. Wives, Mothers, Daughters or Sisters of serving or discharged Sailors, Soldiers or Airmen are eligible for membership of the Women's Auxiliary. The membership fee is 2/6 per year (plus cost of badge), so any ladies who are desirous of joining the Auxiliary, are asked to contact the Hon. Secretary, Mrs. F. B. O'Leary, 250 Old South Head Rd., Watsons Bay.

The question of widening the eligibility of membership of the R.S.L., to include those who volunteered for service in the Armed Forces, but did not leave Australia, will be put to the vote at the May Meeting. This is in furtherance to a resolution to the

Federal Executive, "That a plebiscite of all Sub-Branches in Australia be held, regarding the widening of the eligibility of membership of the R.S.S. & A.I.L.A."

The Sub-Branch Rifle Club is well on its way; rifles having been purchased, and the first match arranged at Anzac Rifle Range, in the near future.

The Sports Committee, who have done a grand job during the cricket season, had their last match of the season against Woronora River Sub-Branch at Prince Edward Park, Woronora River, on Sunday, April 13th. A grand time was had by all those present (even though the weather was not at its best) and everyone will be looking forward to next season, when a big programme of sporting fixtures is to be arranged.

The application for the entry of an R.A.N. Sub-Branch Football Club into the R.S.L. Football League has been accepted, and night training will commence bi-weekly right away. The first match is to be played against Paddington-Woolahra, on Sunday, April 27th. Any member desirous of playing for R.A.N. Sub-Branch, is asked to contact the Sports Secretary, Mr. G. F. Nolan, B 6528 as soon as possible.

On the social side of the Sub-Branch, the "Annual Smoko", held on March 14th was an unqualified success, both socially and financially. The Executive are experiencing great difficulty in obtaining a hall in which to hold another "Smoko" in the not too distant future; but as soon as facilities are available, an announcement will be made through this magazine regarding the date and venue. Unfortun-

Contd. at foot of page 147

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**A Short Biographical Sketch of our
New Editor**

GEORGE HERMON GILL: Born, London, England, 1895. Educated in London and Scarborough, Yorks. Went to sea as an apprentice with the Aberdeen White Star Line (Messrs. George Thompson and Co.) in 1910. Served at sea as an officer in the Aberdeen Line throughout the 1914-1918 war, trooping to Australia, in the Mediterranean, and in North Atlantic convoys. (General Service Medal and Merchant Service Medal, 1914-1918 war.) Holder of Master Mariner's Certificate, Foreign-going Steamships. In 1922 resigned from the Aberdeen Line in order to settle in Australia. Served with the Australian Government Line of Steamers (later the Aberdeen and Commonwealth Line) on the shore staff in Melbourne until 1929, when resigned to take up journalism and to make a trip to England. On return to Australia was a free-lance journalist until 1933, when joined the staff of Argus and Australasian Ltd., Melbourne. Remained with them—with the exception of the war years, 1939-45—resigning from the editorial position on "The Australasian" in March, 1946, in order to take up work as Official Naval Historian. Joined the R.A.N.V.R. as Lieutenant in 1927. Served with the R.A.N. as Lieutenant-Commander throughout the 1939-45 war. During that period was overseas on various occasions, and edited the four volumes of the "H.M.A.S." series; also the author of numerous short stories, articles, and verses. In collaboration with Mr. Frederick Howard, author of "The Emigrant" and other novels, won the Commonwealth Prize for the best Australian Film Script with a film adaptation of "The Emigrant." Appointed by the Commonwealth Government as writer of the two Naval Volumes of the Australian Official History of the 1939-45 war. Decorations: M.B.E. and Reserve Officers' Decoration.



"Autobiography of Admiral Lord Mountevans."—Hutchinsons.

"Evans of the Broke" has written his autobiography with the same forthright gusto, "take it or leave it, that's how I like it" attitude as he has to life. It is a boy's adventure story come true, with that hard-fisted, tough, fine seaman blending humour with bluster, telling how he rose from an unwilling inmate of a "school for difficult boys" to admiral, Antarctic explorer, and commander of the last warship of the Royal Navy to signal "stand by to repel boarders" with cutlasses and hot cocoa. . . .

He steers across literary shoals "by guess and by God," brushes off a tendency to sincerity with a swift turn to sincerity starboard, and forcing one to finish his log with a heartfelt, "Here is a man!"

Few men of our time have had a more adventurous life than "Evans of the Broke"—adventures which brought him fame if not fortune. Physical fitness of the "catch 'em young and treat 'em rough" school has remained Evans' slogan. And he needed it to brave the Antarctic snows!

He has a deep affection for the Royal Australian Navy, which he once commanded.

Recalling his first ship as a midshipman, H.M.S. Hawke,

pride of the Mediterranean Squadron of 1898, he writes:—

"In the whole history of the world I did not believe such a ship existed, but I plead privilege to change my opinion, and say that even the Hawke was surpassed by the flagship Australia during Captain Peter Chalmers' command time. . . ."

His command of the Australian Squadron in 1929-31, when he hoisted his flag in the Australia, were, he declares, among the happiest years of his life. He comments tartly, en passant, on the parsimoniousness of the Australian Navy Board of the time, which refused for reasons of false

"Darwin Drama," by Owen Griffiths.—Bloxham and Chambers, Sydney

MR. GRIFFITHS was in Darwin in its history-making days, from before the first Japanese raid on February 19, 1942.

Principally his service was with the R.A.N. in the Platypus, the mother-ship for the Australian Navy in those waters. She was a sea-going ship with a breezy boatswain, he says, and a rollicking ship's company of salty seamen. So his narrative combines jaunty, salty anecdotes with brisk and detailed history.

In turn he grins at the discomfiture of fat personnel trying to jump in a hurry into a slit trench, tells a few outmoded jokes about American slang, smiles wryly as he sees his fellow-officers go "trottopo," pays serious tribute to the heroism of the Kittyhawk pilots, and details the fate of every one of the craft who were targets for that first mass bombing raid. It makes an artless little string of memories, but quite readable.—L.V.K.

—Courtesy S.M. Herald.

R.A.N. SUB-BRANCH
Contd. from page 145

ately the "House" nights have had to be discontinued, due to the lack of support from the Sub-Branch members. It is hoped that the Women's Auxiliary will infuse some well deserved interest into their men folk, to attend and support these and other func-

tions held for the benefit of Sub-Branch members.

Any serving or discharged member of the R.A.N., R.N. or Dominion Navies, with the necessary service qualifications for membership of the R.S.S. & A.I.L.A., and desirous of joining the premier Naval Sub-Branch in Australia, is asked to write the Hon. Secretary, R.A.N. Sub-

Branch, Box 4536 G.P.O., Sydney, who will forward all information, nomination forms etc. immediately.

The next General Meetings of the Sub-Branch will be held in the I.O.O.F. Building, 100 Clarence Street, (Between King & Barrack Sts.) CITY, on Tuesday, May 13th, and June 10th, at 8 p.m. Sharp.

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1. Nestor, King of Pylos, in Greece; the oldest and most experienced of the chieftains who went to the Siege of Troy. Nizam, after the ruler of Hyderabad, in India. Napier, after Field-Marshal Lord Napier of Magdala, of Indian Mutiny fame and conqueror of Magdala in the Abyssinian campaign of 1868. Quiberon, name of a bay near Lorient, in France, scene of Admiral Hawke's great victory over the French Admiral Conflans in 1759, thus defeating a projected invasion of Great Britain. Quickmatch, a match made of threads of cotton and steeped in various inflammable substances so as to burn a yard in thirteen seconds, used to fire the old-time matchlock, a very early variety of musket.
2. William Penn, founder of Pennsylvania, father was an Admiral.
3. A wartime certificate of approval for ship's cargo.
4. Newest types of seaplanes for the Navy. They operate from carriers and can do 450 to 460 m.p.h. The Sea Hornet is the first twin-engined single-seater fighter to go into the naval service.
5. Kalkadoon, Kamilaroi, Koombukaburra, Pirra Pirra, Wirradhuri, Murrawarri, Jagara, Gungdunggurra, Ringaringaroo, to mention but a few. All quite euphonious when you get your tongue properly wrapped round them.
6. Prize money in the time of the Commonwealth was given at the rate of 10s. per ton and £6/13/4 per gun of ship captured; £10 per gun of ship sunk. Prize money is now divided between the whole fleet instead of going to the ship making the capture. There is also prize bounty based on the complement of any enemy armed ship taken or sunk.
7. The senior officer present.
8. Naval officers who have rounded either cape may put one foot on the wardroom table when toasting; both capes carry the right to put both feet.
9. Sweethearts and wives—to which somebody generally adds: may they never meet.
10. "In"—never "on". The merchant service is usually not so particular.

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Excerpts from the . . .

First Annual Report which was presented to members at the Annual General Meeting held in the Wardroom aboard H.M.A.S. Rusbuclter on March 20th.

Reserve.—For the benefit of those members who were unable to attend at our Re-union on the 30th July last, Captain Newcomb, R.N., gave an outline of Naval Board's policy in regard to the Interim Reserve Force.

Demobilized Officers are eligible for enrolment irrespective of place of residence, but they will be required to report their address annually during the month of February to the Director of Naval Reserves and Naval Reserve Mobilisation, Navy Office, Melbourne.

When the peace-time complement of R.A.N.R. (S) and R.A.N.R. are promulgated, consideration will be given for re-appointment, subject to the qualifications under the relevant Regulations governing the Force.

Club Premises.—Your Committee has fully investigated every avenue to obtain suitable premises, but owing to the shortage of accommodation everywhere the matter has been deferred for the time being. To establish premises fitting to house a Naval Officers' Club, would require at least £10,000 capital. Your Committee felt that the response was not forthcoming from Members.

It was therefore expressed in General Meeting on 30th July, 1946, that for the time being the Club should continue until circumstances permit of further enquiry.

Although the future is now assured, the movement will not grow without the co-operation of all members and a drive for further members among the 1,700 officers, who have been discharged in Sydney, is requested.

Your Committee wishes to express thanks to Captain H. B. Newcomb, R.N. and the Officers of H.M.A.S. Rusbuclter for as-

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sistance from their staff and for the many concessions granted during the year.

Affiliation.—On the 1st January, 1947, the A/S Officers' Association affiliated with us and we welcome them to all our functions. There is now an affiliation with the R.N.V.R. Club, London, and Members who have taken advantage of the facilities offering, say that they have been made very welcome on their visits.

Amalgamation has been effected between the R.N.V.R. Club and the Auxiliary Patrol Club, making up a total membership of 10,560 members. To keep the spirit alive in all sections of the Naval Services it is hoped that some sort of affiliation can be effected with similar organisations to our own throughout the Empire.

Publications.—I should like to take this opportunity of drawing

the attention of members to an announcement made to two Societies in the current Quarterly Newsletter of the R.N.V.R. (Auxiliary Patrol) Club.

The Navy Records Society, established for the purpose of printing rare or unpublished works of Naval Interest. The annual subscription of one guinea entitles the members to receive one copy of each work issued by the Society for that year.

The Society of Nautical Research, founded to encourage research into nautical antiquities, into matters relating to seafaring and shipbuilding in all ages and among all nations, into the language and customs of the sea, and into other subjects of nautical interest. Among other achievements, the Society raised £107,000 to save Nelson's Flagship, and has superintended the restoration of H.M.S. "Victory" to her appear-

ance as at Trafalgar; paved the way to the establishment of the National Maritime Museum at Greenwich, and the "Victory" Museum at Portsmouth, and organised exhibitions of Nelson relics and Naval prints, etc., in different parts of the country. The annual subscription of one guinea entitles members to receive the Society's quarterly journal, "The Mariner's Mirror."

Applications for membership to either or both of these Societies should be made to Commander Harry Vandervell, C.B.E., R.N.V.R. (Ret.), 15 Wedderburn Road, London, N.W. 3.

Activities.—During the year members attended Church Service aboard H.M.A.S. Rushcutter; four re-unions were held and a very successful dance was organised by the Entertainment Sub-Committee aboard H.M.A.S. Rushcutter.

Trafalgar Day.—Owing to the rationing and catering difficulties it was not possible to hold a Re-Union Dinner on the 21st October last.

Empire Day.—Will members note that our Re-union Dinner falls this year on a Saturday and it is hoped that there will be a record gathering. The situation and final seating arrangements will be promulgated later.

Sailing Sub-Committee.—Outings have been arranged for members during the year. On 27th January last the Naval Officers' Association entered two whalers in the Anniversary Regatta.

Representations have been made to Royal Naval Sailing Association to form a Branch Secretariat in Sydney, and this body has presented a trophy to be competed for annually.

Don't forget! Our Re-union Dinner is on Saturday, May 24th.

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to Naval Affairs

Personal

Commander J. K. Walton, R.A.N., assumed command of H.M.A.S. "Shoalhaven" last month and took over the duties of Senior Officer of the First Frigate Flotilla, from Commander R. Rhoades, D.S.C., R.A.N. Prior to this appointment Commander Walton was the Commanding Officer of H.M.A.S. "Quickmatch".

Commander James Kenneth Walton, of Perth, Western Australia, entered the Royal Australian Naval College in 1919, and after the usual promotions became a Commander in June, 1941.

Was mentioned in Despatches for his work in "Hobart" in the Java Sea convoys. Wears the Palestine General Service Medal. Was serving in H.M.A.S. "Perth" when war broke out, and in June, 1940 was appointed to H.M.A.S. "Canberra", in which ship he served until July, 1941. He was in H.M.A.S. "Hobart" from September, 1941 until August, 1943.

In November, 1944, he was appointed to H.M.A.S. "Geraldton" in command, and as Staff

Officer, 22nd Minesweeping Flotilla. He was appointed to H.M.A.S. "Quickmatch" in June, 1945, and took command on July 20th.

Commander Rodney Rhoades, D.S.C., R.A.N., was born in Sydney in 1909. Entered Royal Australian Naval College as Cadet Midshipman in 1923. Attained rank of Commander in June, 1944. He was awarded the Distinguished Service Cross in December, 1941 for good services in the Mediterranean, having taken part in the evacuation of Greece and Crete and also in the Tobruk Ferry Run, during which operations he commanded the Australian destroyer H.M.A.S. "Vendetta". He also was in command of H.M.A.S. "Quickmatch" from September, 1942 until March, 1944.

H.M.A.S. "SHOALHAVEN"

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News

THE NAVY LEAGUE SEA CADET CORPS

By D. J. MORT, Ex. Chief Yeoman of Signals, R.A.N.

Although the Navy League Sea Cadet Corps does not function with the idea of preparing boys for War, it does set out to prepare him for the war of life, hoping to make him a good citizen and fitted to face the everyday trials which he will meet as he grows older.

The articles mentioned above and those not mentioned will deal with the actual qualifications necessary to assist the boy and youth to become a good Sea Cadet and bring credit on the League in general.

During the war years I am proud to say that all the lads who joined the Royal Australian Navy from the ranks of the Navy Sea Cadet Corps, made excellent progress and deserve great praise for the manner in which they excelled themselves in the various branches of the Navy. Although Snapper Island Training Depot is not a part of the Navy League, they must be included in the praise for the progress and advancement of their trainees. One Instructor from that training depot reached officer rank and was considered outstanding in both his rating and officer rank. He has now gone back to Snapper Island to give them the benefit of his valuable experience. I mention this fact to show that the experience of Ex-Navy men can be of great value to any organisation where boys are trained, and although the Sea Cadet Corps is purely a volunteer organisation and the Officers and Instructors

are acting in an honorary capacity there must be rigid discipline and proper training in order to bring about good results, and this is only possible through the men who have had the experience and know how to get the results with tact and 100 per cent. efficiency in handling men and boys.

"All work and no play makes Jack a dull boy"—that is true, therefore the Officers, Chief and Petty Officers, both from the Navy, Mercantile Marine and those who have risen from boys in the Navy League Sea Cadet Corps itself, must bear this in mind and not sacrifice one for the other. Physical Training Instructors should be specially selected for their ability to organise games as well as carry out Physical Drill.

By strict attention to the Training Syllabus laid down for the Sea Cadet Corps the results should be a Corps everyone can be proud of and compete with any other Boys' organisation in the Commonwealth.

This should be the aim of all officers and ratings in the Corps and can only be attained by a strict uniform training of all Depots.

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

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Heard this one?

A young Sea Cadet from Sydney was being put through an oral examination.

"Supposing, my boy," said the officer, "a storm sprang up to starboard—what would you do?"

"Throw out an anchor, sir," was the smart reply.

"Supposing another storm sprang up forward—what would you do then?"

"Throw out another anchor, sir."

"And supposing a really tremendous storm sprang up aft—what would you do, my boy?"

Without any hesitation came the answer: "Throw out another anchor, sir."

"Wait a moment. Where are you getting all these anchors from?" inquired the officer.

"Same place you're getting all your storms, sir!"

"Call me a cab," said the absent-minded Professor when he caught sight of a figure covered in gold braid and medals outside his club.

"Sir!" was the answer. "Don't you realize I am not a doorman, I am a naval officer!"

"That's all right," said the absent-minded one. "Call me a boat!"

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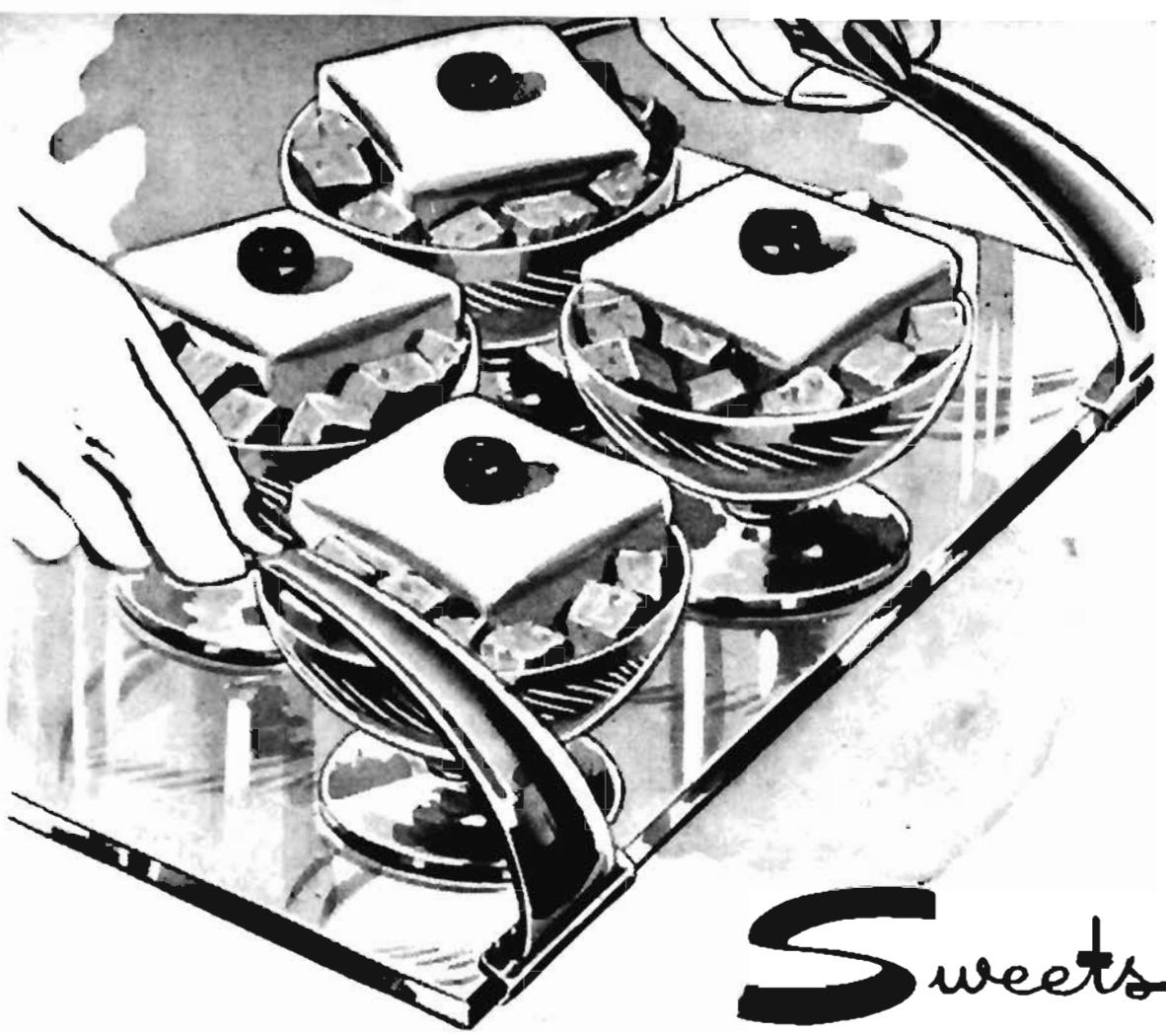
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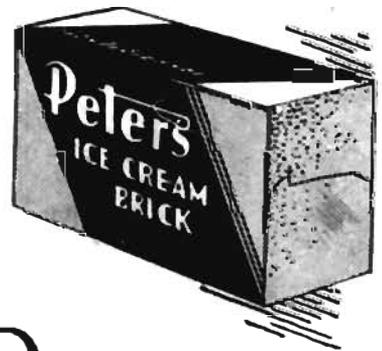
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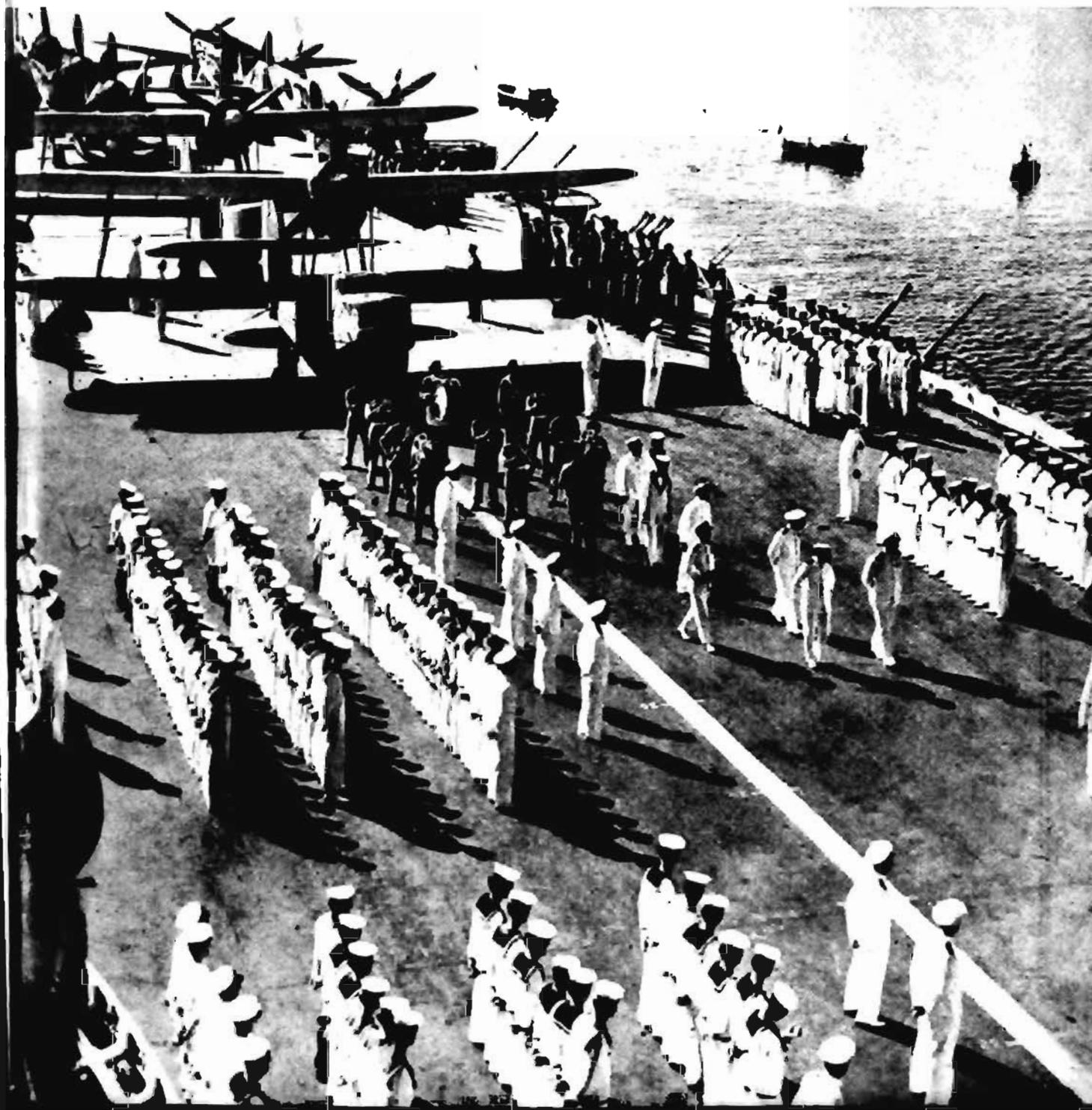
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Front Cover: Divisions aboard H.M.S. "Ocean".

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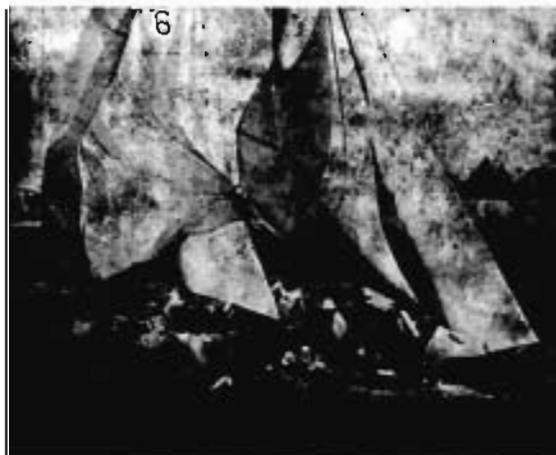
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On the actual day of birth of a royal prince or princess the captain of the guard used to be promoted major. Edward VII was born at 10.48, while the guard-mounting was going on, and the curious question arose as to which guard, the old or the new, was entitled to this "birthday honour." Guard-mounting regulations in 1678 show little difference in the manner of guard-mounting then and now.

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about Aluminium in shipbuilding — No. 2

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Vol. 10—No. 6

"MEN AT WORK"



"Men at Work!" The sign is a familiar one on our land highways. It is not seen on the sea roads, where, in any case, fewer would have the opportunity of seeing it if it were there. Hence the not uncommon question, "What's the Navy doing, anyhow?" The answer, for any island dweller such as each one of us in Australia, lies under his nose. It is that while we, living on our ability to export our primary products, are able to do so, and to get full and plenty to eat by day and a peaceful bed to sleep in by night, the Navy is doing its job—passively in times of peace, actively in times of war—of keeping the sea road clear for the passage of the world's most important vehicle, the cargo-carrying ship, and of denying passage on that road to an enemy. But the inability to see what lies under one's nose is a recognised human failing. That is why it is a principal object of the Navy League "To spread information showing the vital importance to the British Commonwealth and Empire of maintaining such sea and air power as will ensure the permanent safety of the British Commonwealth and Empire, of our trade and of our supplies of food and raw materials." And all who spread that information are, in a most vital cause, Men at Work.

Editor's Notes

"THE NAVY" is published monthly. Literary communications, photographs and letters for insertion (which should be short) should be addressed to Lt.-Commander G. H. Gill, Editor of "THE NAVY," c/o Naval Historical Research Section, Navy Office, Melbourne, Vic. The Editor does not hold himself responsible for manuscripts, though every effort will be made to return those found unsuitable with which a stamped and addressed envelope is enclosed. The opinions expressed in signed articles are those of the writers and not necessarily those of the Navy League.



PITHEAD, historic scene of many pageants of British naval might in the past, was that of another historic occasion on Sunday, May 11, when, to the thunder of guns firing a Royal salute, of the pealing notes of bugles, the booming and shrilling of whistles and sirens, and the cheers of tens of thousands of people packing the waterfront, H.M.S. "Vanguard" steamed slowly through a great concourse of yachts and launches, bringing the Royal Family home to England from South Africa.

Much of the story of England has been written along that strip of coast facing the Channel, and much of it has been directly connected with the Royal line of England's Monarchs. Sussex saw William the Conqueror land from the "Mora" at Pevensey on September 29, 1066. The people crowding the Kentish waterfront took up General Monk's cry of "God save the King" and swelled it to a mighty sound on the afternoon of May 25, 1660, when Charles the Second stepped from the Admiral's barge on to the shingle at Dover, and the guns on all the forts and ships burst into flame. Devon, on November 5, 1688—one hundred years after the ships from nearby Plymouth had started the chase of the Armada up Channel—saw William of Orange disembark from the "Beill" at Torbay.

This latest Royal landing loses nothing in significance in comparison with those that have gone

before: It marked the end of a triumphal Royal Progress in which, as the London "Times" said:

"The King carried through with flawless success a mission which he alone was qualified to undertake. It has been the King's privilege to leave with his South African subjects a new vivid conception of the meaning of the monarchy. He visited every part of the Union and played a visible part in the normal working of its constitution".

It is fitting that the Sailor King and the Royal Family should have travelled as they did in Britain's newest and greatest battleship, for the sea and the ships that traverse it remain the sure shield and defence of the Mother Country and the British Commonwealth, the tangible links that bind the Empire, in peace as in war.

Australia was born of the sea, and by its virtue and the hundred years of quietude of the Pax Britannica made possible by the world-wide steadying influence of the Royal Navy, grew to maturity and strength in safety. The shores of her waters bear witness to her sea-faring godparents, Dampier, Cook, Flinders, and those others who blazed the trail in surveying her coastlines. Today their work is being carried on and expanded by the survey ships and surveyors of the Royal Australian Navy. Herein lies one of the great peacetime works of the Navy. It is a

task the magnitude and value of which are but imperfectly understood save by those whose business it is to use the charts of which the surveys are the basis. There has, for economy reasons, been neglect in this work in the past; but that such was false economy was demonstrated during the recent war, when surveys of our northern waters had often to be carried out in the face of the enemy, and when past neglect might have had serious results. The present industry is an encouraging sign.

Taking the most generous view of their motives, it is difficult to understand the outlook of the vociferous minority which is protesting against the Mount Eba rocket range project. There are among them those who, apparently, consider that universal peace is attainable by the approval of a motion at a meeting. Desirable as the Millennium may appear, the parlous condition in which the Empire found itself in 1939 as the result of unilateral disarmament should, one would think, have brought it home to the most ardent peace-lover that, until some great change comes over human nature generally—and not just British human nature—wishful thinking is not enough. In the meantime, if only going on past records, it would appear that to back British human nature—which is to back ourselves—is the safest road towards a peaceful world.

The R.A.N. and the R.A.A.F. will be co-operating in the Antarctic Expedition at present being planned for next summer, with Group Captain S. A. C. Campbell, R.A.A.F. as leader of the Expedition, and Commander Karl Oom, O.B.E., R.A.N., as Commanding Officer of the Expedition's vessel "Wyatt Earp". Each of these officers has had previous experience in the Antarctic, Group Captain Campbell having been Officer in Charge of Flying Operations of the British-Australian Antarctic Expedition under Sir Douglas Mawson, while Commander Oom was a member of the "Discovery's" crew in 1930, when Sir Douglas Mawson led an expedition to the South Pole.

The object of the expedition at present being planned is to gain meteorological information in the Antarctic, and plans provide for the establishment of a principal meteorological station at Macquarie Island, and of at least two or three subsidiary stations at other points yet to be decided.

Growing interest in the high latitudes of both hemispheres is becoming increasingly manifest. While Australia is planning and going ahead with her Antarctic Expedition, the United States Navy Department is planning for operations in the North Polar regions, which are regarded by the Navy as a strategic area for the launching of long-range guided missiles. In the conversion programme for ships of the U.S. Navy, special Arctic ships have a place, including a submarine "Arctic picket boat", capable of travelling through ice-filled waters on reconnaissance, ice-breakers, and a dock landing ship for Arctic operations.

The Annual Meeting of the Victorian Branch of the Navy



Commander K. E. Oom, R.A.N., who has been given command of the Wyatt Earp, which is being prepared for an Australian expedition to the Antarctic.

League was held in the Board Room of the Overseas Shipping Representatives Association, 375 Collins Street, Melbourne, at 8 p.m. on May 7, 1947. When the business arising from the Report for the year ended November 30, 1946, was dealt with, the President, Captain S. A. Pidgeon, R.D., R.N.R., announced his intention of retiring from office, and proposed the name of Commander (S) J. D. Bates, R.A.N.V.R., as his successor. Commander Bates was unanimously elected, and took over the Chair of the Meeting.

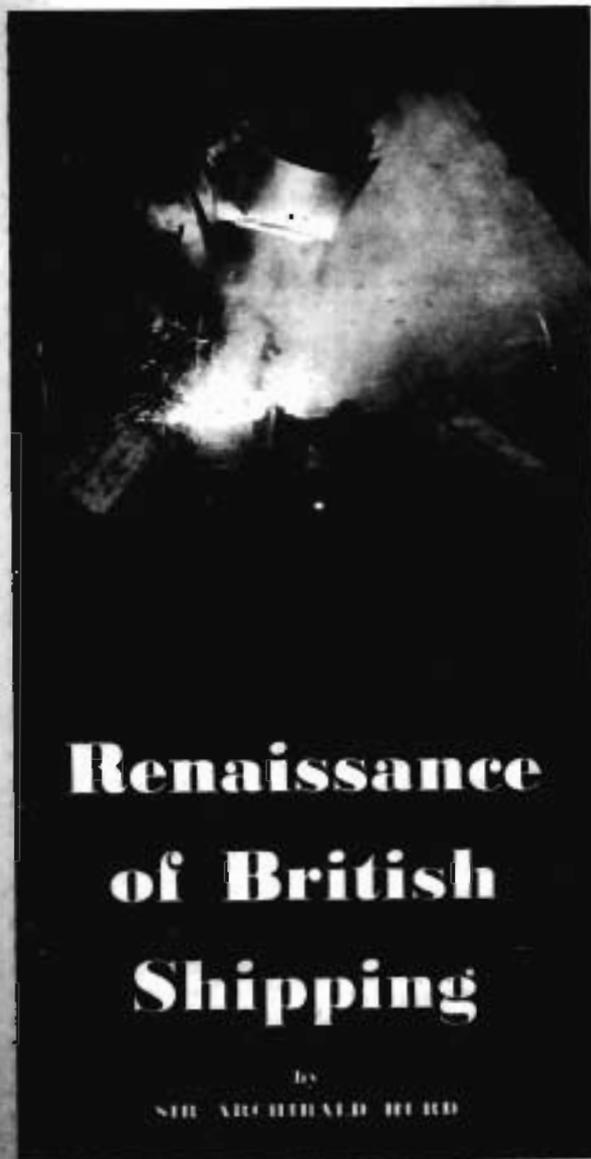
In a number of speeches, in which the decision of Captain Pidgeon to retire was regretted, tribute was paid to the fine work he had done for the League during his seventeen years' tenure of office, especially that in connection with the Sea Cadets. The first pleasurable task of the incoming President was to present to Captain Pidgeon, on behalf of

the League, a tartan rug and a fountain pen as a testimony of the high esteem in which he is held.

The election of Officers which followed resulted as under:

President, Comdr. (S) J. D. Bates, R.A.N.V.R.; Vice-Presidents, Captain S. A. Pidgeon, R.D., R.N.R., Comdr. R. A. Nettelfold, D.S.C., V.D., R.A.N.R.; Hon. Vice-Presidents, The Right Hon. R. G. Casey, P.C., D.S.O. M.C., The Hon. Sir Frank G. Clarke, K.B.E., M.L.C., Hon. T. D. Oldham, M.L.A., Ct. Sir Thomas Nettelfold, K.B., O.B.E., Sir Harold Luxton, A. W. Coles, Esq.; Executive Committee, Major R. A. Briggs, T. B. Guest, Esq., Lt. Comdr. G. H. Gill, M.B.E., V.D., R.A.N.V.R., Arthur Horden, Esq., Lt. Comdr. (Sp.) J. M. Hambleton, R.A.N.V.R., Cr. C. H. Innes, R. H. Meakin, Esq., Comdr. C. R. Price, R.N. (Retd.), Lt. (S) J. H. Paterson, M.B.E., R.A.N.R., Capt. L. A. W. Spooner, O.B.E., R.N. (Retd.), J. A. Wallace, Esq., J. White, Esq., Comdr. (S) A. J. White, R.A.N. (Emg. List); Hon. Treasurer, C. W. Lucas, Esq.; Secretary, L. S. Digby, Esq.

The Meeting was favoured with the presence of Captain A. S. Rosenthal, D.S.O., R.A.N., Director of Naval Reserves and Reserve Fleet, who expressed to the Meeting the appreciation of the Naval Board of the objects of the League, and the desire sympathetically to co-operate so far as possible toward their attainment.



Renaissance of British Shipping

By
SIR ARCHIBALD HURD



MORE than half the sea-going ships of the world, whether steam or motor, were owned in Britain at the beginning of this century: when the Second World War opened, the proportion had fallen to just over one-quarter (26.4 per cent.); when that war ended in 1945 it was only 18 per cent. That decline was not due to a considerable shrinkage of the British mercantile marine, but to the expansion of foreign fleets. The accompanying chart shows that British tonnage in 1945—the last year for which reliable figures are available—was just over 5 per cent. less, in fact, than in 1905, but the tonnage under other flags, including the flags of the Dominions, increased enormously in that period. The movement between the beginning of the Four Years War and of the Six Years War—1914 to 1939—is that reflected in the figures on the next page.

As Lloyd's Register of Shipping has recorded, the first forty years or so of the present century witnessed unprecedented development in the mercantile fleets of the world, mechanically propelled tonnage having increased from 24,009,000 tons in 1901 to 68,509,000 tons in 1939. In the case of Great Britain and Ireland the figures rose from 12,053,000 tons to 17,891,000 tons. The changes in the balance of shipping are shown in the table.

What has now happened? The Chamber of Shipping has summed up the British losses during the Six Years War:—

The United Kingdom entered the war with a merchant fleet of some 22 million dead-weight tons. In the course of the war more than half this tonnage has been lost as the result of enemy action. Part of the loss has been made good by new building and acquisitions; but, excluding 34 million

Country	No. of Ships	Difference between 1914 and 1939	
		Gross Tons	Tonnage — or + per cent.
Great Britain and Ireland	1,865	— 1,000,955	— 5.3
British Dominions	719	+ 1,479,174	+ 90.7
Denmark	129	+ 404,514	+ 52.5
France	206	+ 1,011,647	+ 52.6
Germany	369	— 652,058	— 12.7
Greece	200	+ 959,805	+ 116.9
Holland	814	+ 1,497,868	+ 101.8
Italy	590	+ 1,994,329	+ 139.4
Japan	1,234	+ 3,921,459	+ 229.5
Norway	331	+ 2,876,460	+ 147.0
Spain	188	+ 18,325	+ 2.1
Sweden	143	+ 561,756	+ 55.3
United States (Sea)	1,232	+ 6,882,984	+ 339.6
United States (Lakes)	71	+ 191,200	+ 8.5
Other Countries	1,100	+ 2,959,047	+ 85.1
World Total	+ 5,319	+ 23,105,555	+ 50.9

Country	Percentage of Steam and Motor Tonnage owned in the world		
	1901	1914	1939
Great Britain and Ireland	50.2	41.6	26.1
United States (Sea)	4.2	4.5	13.0
Japan	2.2	3.8	8.2
Norway	3.4	4.3	7.1
Germany	10.1	11.3	6.5
Italy	2.7	3.1	5.0
France	4.4	4.2	4.3
Holland	2.1	3.2	4.3

tons of Dominion and foreign-owned vessels operating under charter, the United Kingdom merchant fleet at 30th June, 1945, amounted to less than three-quarters of the pre-war fleet."

Looking back on the whole period of the war, the position is strikingly illustrated by the losses of tramp cargo vessels upon which we so largely depend for our supplies of food and raw materials. By the end of the war, out of some 750 deep-sea tramps at the beginning of the war, 571, or nearly 75 per cent., had been sunk.

Other sections of the industry also suffered grievously. Of the

great liner fleet of some 1,100 vessels which we possessed in 1939, about half were sunk and many of those which survive are still in Government service and will need reconversion before they are fit for their normal work. Tanker owners lost about 50 per cent. of their vessels, and among the coasters and smaller ships the destruction, including losses on the Normandy beaches and at Dunkirk, was considerable.

As a penalty for their campaign with U-boat, mine and bomber on the shipping of the United Nations, as well as neutrals, Germany and Japan, who together owned 10,000,000 tons gross of shipping in 1939, have been banished from the trade

routes. The passengers and cargoes which their ships once carried will now be transported under other flags. What the future of Italy's shipping may be will not be known until the terms of peace to be imposed on that country are fixed. The mercantile marine of Italy, which was of just over 3,400,000 tons gross, was almost wiped out during the war and it must be a long time before it can be restored to its pre-war strength. In any event, for some years to come there will be three fewer first-class competitors for the movement of the world's trade.

As a commercial Sea Power Britain no longer occupies the



The mould staff of this British shipbuilding yard prepare mould butters and wooden templates from which plates and bulkheads are made, and rivet holes are marked.

premier position. The United States has today the greatest volume of shipping under any flag, and, for the first time in modern times, the British mercantile marine is in the second place. America's predominance is due to the ship-building drive which was initiated on the other side of the Atlantic early in the Second World War. It enabled the sea communications of the United Nations to be maintained during the anxious months of the Battle of the Seas when 4,770 ships of 21,140,000 tons gross which had been mobilized from all parts of the free world were sunk by enemy action, apart from those which were lost by ordinary marine risks.

While that destruction was going on, American shipyards, old

and new, were busy turning out, at a speed never before attained, standardized ships, for the most part from designs of the pre-war period, in a helter-skelter race for victory. All these vessels were cargo carriers or oil tankers, for Britain had entered the struggle with a large number of passenger and cargo liners which were available for use as troopships, ranging from the Queen Elizabeth and Queen Mary down to cross-Channel vessels. The urgent need was for vessels to transport supplies of all kinds, including food and oil, and that need was magnificently met by the Americans, though British yards, mainly engaged in work for the Royal Navy, made a notable contribution.

As a legacy of the war, the Americans have today a vast stan-

dardized fleet of ships, far more than they can use on the seas. Many of them are to be broken up, others are being sold to foreign countries, yet others are being laid up as an emergency reserve, and the remainder are being transferred at low prices by the Government at Washington to private American ship operators. When all these adjustments have been made, the American mercantile marine, though still ranking high among the marines of the world, will not, judged by aggregate tonnage, be as pre-eminent as it now appears to be on paper, and it will consist almost entirely of standardized ships of pre-war design. It will not embody, therefore, the technical lessons which were among the gains of the war years.

British shipowners—with the co-operation of the best naval architects to be found in any country, and shipbuilders who are supreme for the quality of their output—had all their plans for the restoration of their fleets ready by the time the war came to an end, for business men, with expert knowledge and years of experience, plan more successfully than the much-advised

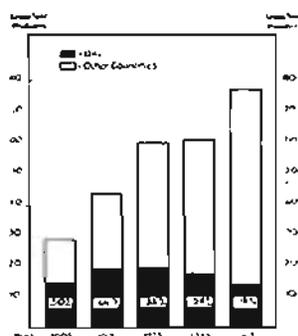


Chart Showing Tonnage Owned in the U.K. Compared with World Tonnage.



The frames of a 300 feet cargo vessel.

theorists who claim to be "planners". With the ending of the war, the shipyards in Britain and Northern Ireland were freed from requisition by the Government and the keels of new ships were laid immediately.

Since so much standardized cargo-carrying tonnage suitable for "tramping", had been constructed since 1939, attention was concentrated on specialized ships running to schedule, each designed for a particular route and a particular trade—whether for the carriage of passengers or cargo—and on oil tankers, for the consumption of oil fuel in this country is rapidly mounting up owing to the decrease in the output of coal and the increase in its price. To the man-in-the-street a ship is just a ship, but every shipowner needs a special type of vessel, differing

in size, equipment, steaming radius and speed, so as to suit the needs of his "masters", whether, on the one hand, travellers on business or pleasure or, on the other hand, shippers of goods or oil fuel.

Thus it came about that, while Congress at Washington was considering in detail the problem of what to do with all the war-built tonnage of standardized types which had been turned out, regardless of expense, in the United States in the years 1942-45, British shipowners were busy placing contracts for the precise types of ships which they require to give the most efficient service, whether in North or South Atlantic, in the Mediterranean, in the vast spaces of the Far East or in the northern waters of the Western Hemisphere. By the summer of 1946 ships totalling nearly 2,500,000 tons gross were either actually building or had been ordered, so the British shipbuilding industry was working at full stretch. Some of these ships were for foreign customers who had also suffered heavy losses in the war.

It is one thing to sign a contract for a new ship and it is quite another to pay the bill and to operate that ship successfully, in face of keen competition, during its lifetime of twenty or twenty-five years. Not only has the balance of carrying power in the world changed since 1939, but the conditions under which the different mercantile marines will compete have also changed. Canada, which built many ships in order to reinforce the strength of the United Nations, has ambitions, as has South Africa, and will operate, either through Government agencies or private ownership, a much greater volume of tonnage than in the past. New companies have been formed in South Africa which will, in due course, operate ships on the trade routes. Argentina acquired ships she badly needed for the movement of her imports and exports in the war years, and has ordered vessels of the most up-to-date design, most of them from British shipbuilders, in order to replace the older ships she now owns. She has been encouraged to adopt this policy by the financial success which atten-

Constructing a double bottom. This is a continuous series of tanks on the bottom of the vessel from end to end.



ded her war-time experiment when she had few competitors.

Another country which intends to expand its State-owned fleet is Russia, which, owing to climatic conditions, has never counted as a first-class Sea Power. The rulers of the Union of Soviet Socialist Republics propose to build a great mercantile marine. That decision explains the opposition which their spokesman offered at the Conference of the "Big Four" to the return of Trieste, on the Adriatic, to Italy and their advocacy of the claims to that port of Yugoslavia which, since the ascent of Tito to power, had come under the influence of Moscow. The Russians now have accepted a compromise. Trieste is to become a State, under international control, much as Danzig became after the First World War, with results that are familiar. Danzig passed under the control of the Germans in the course of a few years. If Russia can assert her ascendancy over Trieste, with the aid of her satellite neighbour, it will become the warm-water centre of the Russian shipbuilding industry and the base of a great fleet of mercantile shipping, owned and managed, with little regard to commercial principles, by the Soviet Government.

The Soviet has also pegged out audacious claims in her Note to Turkey with reference to the future of the Dardanelles. Russia is on the move to warm water and her plans would make her one of the great Sea Powers of the world, with a consequent gain of political as well as commercial prestige.

Though American shipping will be privately owned and operated, the vessels on certain routes will be subsidized by the Government and the subsidies will be larger than ever before. The justification which is pleaded for

that policy is that building prices and operating costs reflect the high standard of living in the United States and that parity must be established on what are regarded as essential trade routes. It is in these conditions that the British mercantile marine has to be rebuilt and conducted in future years so that voyages may not be

made at a loss, resulting in the laying-up of ships and the unemployment of seafarers.

But British shipowners have other problems to consider besides the action of foreign competitors. The nation looks to them to pay its debt of gratitude to the officers and men for their

Allot for the first time, the Ship moves out towards the centre of the river.



courage, resource and devotion during the war years. So wages are to be raised, hours of work on board ship, whether at sea or in port, are being reduced, and the general conditions of life of seafarers improved. Through the National Maritime Board negotiations with the organizations representing officers and men have been in progress for the past twelve months or so, without so far reaching a solution satisfactory to the Left-Wing section of the industry.

At the opening of the First World War the standard monthly wage of an able-bodied seaman, in cash—that is apart from "board and lodging" provided by the shipowner—was £4 10s.; as a result of recent discussions on the National Maritime Board, an offer was recently made by the owners of £18 10s. (with a transition bonus of £2 until the end of this year) for an able-bodied seaman, rising to £20 after four years' efficient service, with corresponding improvement for other seafarers, officers and men. It is apparent, therefore, that owners, with the responsibility of making ends meet if they are to provide employment and with all costs far higher—prices of new ships and repairs are about twice what they were before the war—have not tried to evade their duty.

Mr. Charles Jarman, the acting Secretary of the National Union of Seamen, has admitted that the increase of wages is by no means the only benefit which seamen of all classes have received. He has conceded that it is right and proper to have regard not only to wages and food and lodging but to other considerations—the total remuneration of the seamen in terms not only of their money wages but of the amenities, the social safeguards, the health, welfare and comfort of the seafarer and the security of his family

ashore". He and his colleagues who carried on the negotiations with the owners took account of the many advantages which have been gained—such as "sickness pay abroad, the regulation of the hours of labour in the ship and overtime payments connected therewith, improved dietary scales, special allowances in foreign-going two-watch ships, improved rail fare and travel for seamen ashore and other war-time concessions". He has stated that "in their totality all these improvements in status and service conditions are equivalent to substantial money wage increases and should be so reckoned".

What the real all-in wage would be under the wage scheme put forward by the owners has not been calculated. After the First World War the Chamber of Shipping declared that "in cash or kind, and making due allowance for time-off articles, the able-bodied seaman receives no less than £200 per annum". The equivalent sum today is probably not less than £400 a year.

Ships are to this country what railways are to the United States. We in this island, the pivot of a great maritime empire, cannot exist without ships. This brief record of the decline of British shipping, broken in two wars, shows that the task of restoring its strength, even to the level of 1939, will be no easy one, in view of the increased costs of shipbuilding and ship-repairing as well as of running costs and the intensification of competition on the trade routes, since some rivals will be financed from State funds. But the leaders of the industry are not dismayed or downhearted. In faith and courage that, in the last analysis, efficiency will triumph, they are replacing their war losses with the best ships that can be built and at the same time endeavouring to pay the

nation's debt to the seamen, who are, incidentally, far better housed and fed today in the latest ships than most workers on shore, for there has been a great improvement in their accommodation on board ship and in the hostels and other institutions which they use when not at sea.

Shipowners are planning the renaissance of the industry with confidence in the outcome of the coming competition, not forgetting that, if new rivals are staking out claims, two of the most serious competitors of the past have disappeared and a third has been crippled. The Germans, adopting various tricks and stratagems to give them advantages in trading, and the Japanese, who gained the benefit of what Westerners would regard as sweated labour as well as of State aid, were serious and unfair rivals. Italy, which also subsidized her shipping, lost most of her ships during the war, and has been crippled. But other rivals are appearing. The British shipping industry has before it an embarrassing obstacle race, but owners, with as fine ships as can be built and seamen second to none, are supported by their confidence in their native wit, exercised under expert knowledge and their long experience.

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is Your Guide
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His Majesty King George VI

The only King in history who has served afloat under shellfire.

ABOUT SOME ADMIRALS

By ADMIRAL SIR WILLIAM JAMES, G.C.B.

IF a citizen of this country, with no nautical affiliations, were asked to name the British Admirals who have won for their country its proud position amongst the great nations he would immediately name Nelson, and then, after a pause, add Drake, Hawke, Howe, Hood, Rodney and perhaps, as an afterthought, Jellicoe and Beatty.

Some of the eighteenth-century Admirals would probably occur to him only because he so often sees their names in newspaper reports of the doings of His Majesty's ships.

Why are these few remembered by everyone and so many other great sea leaders known only to a handful of students of naval history?

The reason surely is that those who belonged to the sailing era were not only in command of a British Fleet when a decisive victory was won which sealed the issue in the maritime war, but commanded fleets in more than one war, and also as junior flag officers and Captains commanded forces which were victorious in important minor operations, and, in many cases, restored the situation in major battle by their initiative and genius for doing the right thing at the right moment. Jellicoe and Beatty, on the other hand, never had the opportunity of fight to a finish with the German Fleet, but on every occasion of contact with the elusive enemy displayed such qualities of leadership and tactical skill that the German Fleet, little inferior in battle-strength, eventually surrendered.

Which, then, of the British Admirals of the Second World War will join the small but supremely distinguished company of British sea-leaders who will in future years come at once to the mind of John Citizen? There were 25 years of peace after the First World War and so no opportunity for them to emulate the war records of the sailing fleet Admirals; there was no powerful German Fleet to challenge in major battle; Lord Cunningham's hopes of pitched battle with the Italian Fleet, which outnumbered him in every class of vessel, were soon dashed by the first brushes which made it all too clear that the policy of the Italian Admirals was to run away and live to fight another day; Admiral Sir Bernard Rawlings' hopes of sea battle with the Japanese main fleet were gradually dispelled as reports came through of the staggering victories of the American fleet.

One might, therefore, infer that as the greatest clash of arms the world has ever witnessed passes



Vice-Admiral Sir Phillip Vian

into the pages of history books and is just one more war to worry the schoolboy, the names of the British Admirals, with the exception of Lord Cunningham, will gradually be forgotten, but that would be taking a very superficial view.

Lord Cunningham is excepted here, not so much for the dramatic victories at Taranto and off Cape Matapan, but for the whole Mediterranean campaign, which bears comparison with any campaign in history.

Never before has a British Admiral been faced with such hazardous operations as the withdrawal from Crete; or had to make so many fateful decisions when his relatively small forces were strained to the limit to give vital support to the Army in Africa, to fight through convoys on which all depended, to maintain pressure on the enemy's vital supply lines from Italy and to meet continual demands for minor operations. Never before has a British Admiral been left with a

few cruisers and destroyers to contain a major fleet of battleships, and cruisers and destroyers in plenty.

Mr. Churchill said that Lord Jellicoe was the only man who could lose the war in a few minutes; in the Second World War these minutes had become seconds, owing to the immense increase in speed and power of attack. Marapan, which was all over in two or three minutes, proved the Admiral's powers of immediate decision, a high-speed brain attuned to the new high-speed warfare.

But the key to his achievement lies elsewhere. It is no exaggeration to say that never before in history has British naval personnel been so highly tested in battle. Continually under severe bomb attack, never knowing when it would be their turn to take to the rafts, none of those well-

Admiral of the Fleet
Sir John Tovey



Admiral Sir Bruce Fraser

come periods for rest and rest which their predecessors had enjoyed, no second or third degree of readiness to allow some relaxation when at sea, Lord Cunningham's officers and men were strained almost beyond human limit. Yet they never faltered, because they trusted their leader implicitly. Hood had formed his Band of Brothers, Nelson had done likewise, Jellicoe and Beatty had kept their great personnel at a high pitch of efficiency despite many indications that the broadsides would never be used in battle; now once again there was a Band of Brothers. It is this power of drawing the best service from everyone, Flag Officer to Ordinary Seaman, that is so specially characteristic of British Admirals.

Admiral of the Fleet Sir John Tovey, who earned high praise from Lord Cunningham for his handling of the cruisers in the action off Calabria and then conducted the operations that ended in the sinking of the Bismarck, will be given a place in history be-

Continued on Page 202



H.M.A.S. "Bataan"

Film based on the Exploits of the R.A.N.

By Barry E. Keen

RECENTLY I was fortunate to meet the producer-director of the new Australian film "Always Another Dawn", Mr. T. O. McCreadie of Embassy Pictures. I met him on the way out from Garden Island and the film naturally formed the topic of our conversation. The story of the picture, Mr. McCreadie told me, has been adapted from the book of the same title written by Miss Zelma Roberts. Miss Roberts, a New Zealander, spent considerable time interviewing senior

Naval Officers, visiting various Naval establishments, and talking to members of all ranks to gather material for her story, which is based on the exploits of famous Australian ships during World War II.

Production on the film began early in January this year, but only after further extensive research was made to ensure that procedure in accordance with Naval atmosphere, and records was correct to the last detail. The picture is being made with the full co-operation of the Naval Board and included Officers and

Men of the R.A.N. in everyday routine Naval scenes.

Progress is up to schedule on the "shooting" timetable, Mr. McCreadie told me. This has been made possible only by the ever-ready assistance given to Embassy Pictures staff by all ranks who have been in any way associated with the making of the picture. The location areas range from Flinders Naval Depot, Sydney, for interior scenes, at sea off the N.S.W. coast with units of the R.A.N., Camden, N.S.W. and Melbourne.

The Navy

The film is now reaching the cutting and editing stage, Mr. McCreadie said. An interesting highlight of the picture will be a reconstruction of H.M.A.S. Yarra's epic fight against a superior Jap fleet. This action took place in the Indian Ocean south of Java in March, 1942. The part of H.M.A.S. Yarra will be portrayed by H.M.A.S. Bataan in the picture, under the name of H.M.A.S. Dauntless.

The cast of "Always Another Dawn" is headed by Charles Tingwell and Goy Doleman, whilst Charles Zoli, Douglas Herald, Max Gibb and Russell Jarrett are featured. The feminine interest is supplied by the well-known radio and stage artists Queenie Ashton and Betty McDowell.

To a final question as to when the book will be published, Mr. McCreadie said that arrangements have been made with Miss Zelma Roberts for publication to be effected simultaneously with the release of the picture. I understand that the musical numbers in the film are "Men of the R.A.N." (words and music by T. O. McCreadie), "You'll Be Sorry" and "What's It Matter", arranged by Iris Mason and Hal Saunders.



Who would dare interrupt this romantic interlude between stars Charles Tingwell and Betty McDowell while Police Dog Lassie stands guard. Scene from "Always Another Dawn" whilst on location at Edgar Downe's Camden property "Glendon."

Captain "Copper" Morrow, R.A.N. studies the script prior to going on location to sea with H.M.A.S. "Bataan" and other units of the R.A.N.



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Embassy Pictures' Director T. O. McCreadie and technicians filming a scene in Flinders Naval Depot Wardroom for the feature "Always, Another Day."



Naval Personalities

No. 6

Admiral Sir LOUIS HAMILTON



ADMIRAL SIR LOUIS HENRY KEPPEL HAMILTON, K.C.B., D.S.O. First Naval Member of the Australian Commonwealth Naval Board and Chief of the Naval Staff, comes of a distinguished line of Naval Officers.

His father, the late Admiral Sir Frederick Hamilton, G.C.V.O., K.C.B., was a torpedo expert, for some years Commanding Officer of H.M.S. "Excellent", the Gunnery School, Whale Island, subsequently attaining high command and becoming Second Sea Lord. Admiral of the Fleet Lord Chatfield describes him in "The Navy and Defence" as "One of the most popular, indeed beloved, officers in the Service . . . a captain under whom anyone would be fortunate to serve, one of the great gentlemen of the Captains' List."

On his mother's side Sir Louis is descended from the famous Keppel family. She was the daughter of Admiral of the Fleet Sir Henry Keppel, G.C.B., who, when in command of the China and Pacific Station in 1841 stamped out piracy in those waters, and who later obtained distinction in the Crimean War. He was himself a descendant of a First Lord of the Admiralty, Admiral Viscount Keppel.

The present First Naval Member followed in the family tradition by entering the Royal Navy in 1903 as a member of the first term of the Osborne and Dartmouth Scheme. The outbreak of the 1914-1918 War found him a Lieutenant, and he early saw service in the Cameroons in command of the River Flotilla which drove the Germans from Dehane in December, 1914. Later he commanded the detachment which transported a naval gun 160 miles up the Niger, thence 480 miles up the Benue River, and finally 60 miles overland, thus contributing largely to the success of the operations which culminated in the German surrender at Garua on June 10, 1915. For these services he was awarded the D.S.O. Subsequently he served in destroyers, and took part in the Battle of Jutland.

The greater part of his service during the 1939-1945 War was performed at sea, and he saw considerable action. He was Captain when the war broke out, and from January to October 1940 was in command of H.M.S. "Aurora", being awarded a Bar to his D.S.O. for his part in the operations near Narvik during the German invasion of Norway in 1940. For a brief period in 1941 he was in command of H.M.S. "Prince of Wales" before his promotion to Rear-Admiral, and his appointment as Rear-Admiral (Destroyers) Home Fleet.

In December, 1941, he commanded the Light Forces in the combined operations raid on the Lofoten Islands, when, without damage or casualties to our Forces, German sea communications in this area were destroyed, prisoners were captured, and an enemy patrol vessel was sunk.

Contd. on Next Page

Prominent Men in Shipping

No. 1

SIR THOMAS STEWART GORDON



CERTAINLY one of the most prominent shipping men in Australia today, Sir Thomas Stewart Gordon, K.B., received his knighthood in 1938 in recognition of his services to Empire Shipping previous to that year. He has since given of his great talents and experience in speeding the "swift shuttles of an Empire's loom" in the war years.

Born at Ardrossan, S.A., in 1882, educated at Broughton, Vic. Sir Thomas at the age of twenty-one joined the firm of Birt and Co. of Sydney and Brisbane, succeeding the late Sir Owen Cox as Managing Director and Chairman in December, 1929.

His shipping interests are manifold. He is also Australian Director of the Federal Steam Navigation Co. Ltd., of London, Chairman of the Newstead Wharves and Stevedoring Co. Pty. Ltd., of Brisbane and the Darling Harbour Stevedoring and Lighterage Co. Pty. Ltd., of Sydney, and a Member of the Association of Shipbrokers and of the Institute of Naval Architects. His Belgian decoration of Knight Grand Cross of the Order of Leopold was in recognition of his years as President of the Belgian Chamber of Commerce in N.S.W.

The war brought him additional responsibilities in plenty, firstly as Australian Representative of the British Ministry of War Transport, and later, when the Commonwealth took over shipping control, as Director of Shipping. The records of tonnage handled in Australia during that trying period bear testimony to the efficiency of his administration.

Founder and Chairman of the King George's Fund for Sailors (N.S.W.), Founder and President of the Australian Merchant Seamen's Relief Fund, he has also been for many years associated with the Mission for Seamen and the Sailors' Home in Sydney.

He has circled the world four times, and golf is his only interest to have suffered by reason of the shortness of the unforbearing minute.



Naval Personalities, Contd.

Appointed Rear-Admiral Commanding the First Cruiser Squadron in February, 1942, he flew his Flag in H.M.S. "London" when the Squadron provided close cover for the Marmansk Convoy in July of that year, the Convoy bearing the brunt of the heaviest air attacks ever delivered by the Germans on that route, with the added threat of surface attack by the "Tirpitz" and "Hipper".

He was promoted Vice-Admiral, and in August, 1943, became Vice-Admiral Malta and Flag Officer Commanding the Central Mediterranean, an appointment he held until his taking over his present post as Admiral, in June, 1945.

In 1943 Sir Louis was awarded the C.B., and received his K.C.B. in the Birthday Honours List in 1944. The Russian Government bestowed upon him the Order of St. Stanislaus, and he was the recipient of the Norwegian War Cross in 1942. -

Known to his intimates as "Turtle", Admiral Sir Louis Hamilton is a bachelor, of medium stature, and a strong personality with a quiet but impressive manner enlivened by a nice sense of humour and a twinkling eye. A great sportsman, he is keen on games and carries with him from his early days at Osborne, when he was whip of the boogles, a particular fondness of horse riding.



Sea Affairs at Home and Abroad

By
FRANCIS MCMURTRIE
Editor, *Japan Fighting Ships*
FROM LONDON

IN view of the large and steadily growing proportion of the total personnel of the Royal Navy concerned with aviation, there is in some quarters a disposition to question the soundness of the present policy of training new entries in battleships. It is felt that it would be a better preparation for his service career if the young sailor were to be trained in an aircraft carrier, by which method, moreover, larger numbers could be dealt with in a given time.

Amongst the advantages which an aircraft carrier possesses over a battleship is the extensive space afforded by the flight deck, which provides an ideal parade ground when not in use for flying purposes. It also gives excellent opportunities for physical training and for recreation generally, obviating the necessity of landing large parties, and so relieving the heavy demands at present made on ships' boats in the Training

Battleship Squadron. In bad weather the hangar would be available for these purposes.

Though the shortage of aircraft might preclude frequent flying practice in a training carrier, there should be little difficulty in arranging for a few machines to be operated from time to time, to give the new entries some experience of the duties to which so many of them are likely to be assigned in the future.

It may be added that in the U.S. Navy the carrier has largely displaced the battleship for training purposes. There are now only two American battleships in commission, the "Iowa" in the Pacific and the "Missouri" in the Atlantic.

Fresh light is thrown upon various aspects of the war with Germany by three documents of enemy origin which the Admiralty

released for publication at the end of January. These include a summary of statements made by Gross-Admiral Donitz, who considers that "the war was lost before it began" through the German Government's refusal to entertain until the last moment the possibility of having to fight the Royal Navy. If he had been able to dispose of 1,000 submarines at the outbreak of war instead of about 50, Donitz thinks the issue might have been very different. Actually the programme of 1,000 U-boats was not completed until 1944.

It seems to have been the general view in the German Navy that the co-operation of the Luftwaffe in maritime operations was neither cordial nor effective. If there had been a separate naval air service much more might have been accomplished. An illustration of this is the view expressed by a German court of enquiry

into the loss of the destroyers "Leberecht Maass" and "Max Schultz" in February, 1940, viz., that the two ships were bombed and sunk by the Luftwaffe in the belief that they were British. Previously it had been supposed that these destroyers had run into a minefield.

In a memorandum prepared by two anonymous officers of the German Naval Staff the friction between Navy and Air Force is discussed, blame being assigned principally to Goering, described as "a narrow-minded dilettante", though it is admitted that Raeder, Commander-in-Chief of the Navy up to January, 1943, "was not gifted with a persuasive manner nor with the necessary tenacity of will to force his opinions on a listener."

After the failure of the German attack on a Russia-bound convoy at the end of December, 1942, when Captain R. St. V. Sherbrooke, R.N., in command of the destroyer escort, gained the V.C. for his gallant and skilful defeat

of the much superior forces opposed to him, Hitler lost all confidence in Raeder and superseded him by Donitz. He also ordered all large German surface warships to be withdrawn from active operations, but this instruction was modified in so far that the "Scharnhorst" and "Tirpitz" remained in northern Norwegian ports until first one and then the other was destroyed.

A correspondent writes to enquire about the "Barele" class of destroyers, having observed that H.M.S. "Barrosa" had just passed into service. He is uncertain whether two or three flotillas of this type are being completed, but has assembled from Press references a list of 17 names, including the "Barrosa".

Though no official statement appears to have been issued, it is believed that in fact there will be three flotillas of these destroyers, each comprising eight ships. The additional units, names of which are sought by this correspondent, are understood to be "Agincourt",

"Aisne", "Alamein", "Corunna", "Dunkirk", "Finisterre", "Jutland" and "Matapan". In the last eight, the armament has been augmented slightly, including five 4.5-inch guns, eight 40-mm. Bofors and 10 torpedo tubes. The extra 4.5-inch gun is mounted in "Q" position, abaft the funnel.

FRANCE

H.M.S. "Colossus", the fleet aircraft carrier which is lent to the French Navy until 1951, has been renamed "Arromanches" in commemoration of the famous artificial harbour in Seine Bay which was the main base for the liberation of France in 1944.

GREECE

The Royal Hellenic Navy has also acquired a corvette from Canada, the ex-"Petrolia". Some motor minesweepers have besides been transferred to the Greek flag from the Royal Navy. It is hoped to obtain a cruiser to replace the antiquated "Averof", of 9,450 tons, built in Italy in 1910.

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Lt. H. R. Syme, Contd.

He had to dig down through eight feet of heavy clay in the case of a parachute mine which landed at Primrose Hill, London, on April 20, 1941, and buried itself only 100 yards from a water reservoir and 50 yards from an anti-aircraft battery. After all his labour he found that the fuse was on the other side of the mine, and had to dig round, with water seeping into the trench and continuous baling necessary, before he could withdraw the fuse by hand. This was the first time this dangerous operation was performed at close quarters, and much valuable knowledge for future operations was gained.

A. B. Hammond, Contd.

heavy explosion which blew the enemy's stern off and sank her.

The second raider was now engaged by "Bengal", who suffered a hit which started a fire, whereupon the raider shifted target to "Ondina" and these two ships exchanged fire until "Ondina's" ammunition was exhausted and "Abandon Ship" was ordered.

Shortly afterwards the bridge was hit by shrapnel and the Captain killed. A number of boats and rafts was got away. The raider twice torpedoed "Ondina" and evidently concluded she had finished the ship, as she made off. The "Ondina's" crew thereupon returned to the ship and succeeded in bringing her safely to Fremantle, while the "Bengal" made port at Colombo.

Able Seaman Hammond, in command of the gun's crew of the "Ondina", set an example which was reflected in the cool behaviour of his crew and in the results they attained.

Decorated Officers and Men

No. 1 of the Series



Courtesy of "The Argus," Melbourne.

LIEUTENANT HUGH R. SYME

LIEUTENANT Hugh R. Syme, G.C., G.M. and Bar, R.A.N.V.R., is the only Australian to be awarded the George Medal with Bar, as well as the George Cross. He received his awards, the George Medal in June, 1941, the Bar to it in the following year, and the George Cross in August, 1943, for his services with the Royal Navy in England in bomb and mine disposal.

A native of Melbourne, Hugh Syme joined the R.A.N.V.R. in 1940 under the Yachtsman's Scheme and went overseas to the United Kingdom as a Sub-Lieutenant in that year, being first appointed to H.M.S. "King Alfred", and later to H.M.S. "Vernon", where he did courses in mine disposal.

During his period in the United Kingdom he dealt successfully with ten unexploded mines, one of which detonated, fortunately without doing him any injury.

To get at the fuse of one mine in Manchester, which had landed on the first floor of a house and was hanging by its parachute cords, Lieutenant Syme hit upon the idea of turning it slowly by a rope made fast to a motor car.



Courtesy of "The Argus," Melbourne.

ABLE SEAMAN B. A. G. HAMMOND

ABLE SEAMAN Bertram Albert George Hammond, R.A.N.R., was awarded the Distinguished Service Medal and the Dutch Bronze Cross for the part he played, as gunlayer in the Dutch Motor Vessel "Ondina", in sinking a heavily armed Japanese raider in the Indian Ocean in November, 1942.

A citizen of Glanville, South Australia, Able Seaman Hammond was in the Royal Australian Naval Reserve and was mobilized for service when the war broke out, going to sea as a D.E.M.S. rating.

On the morning of November 11, 1942, whilst on passage from Fremantle to Diego Garcia, M.V. "Ondina", in company with H.M.I.S. "Bengal", met two Japanese raiders, each of about 1,000 tons. "Bengal" ordered "Ondina" to turn away and proceed independently, while she herself proceeded to intercept.

A remarkable action now commenced. Shortly after it opened "Bengal" and one of the raiders, "Ondina" opened fire. She scored a number of hits in quick succession, causing a



WHAT THE R.A.N. IS DOING. at Sea and Ashore

Units and personnel of the Royal Australian Navy, on their lawful occasions, are doing useful jobs in various parts of the Western Pacific and around the Australian coast. Dispositions and employment change from time to time, as is natural in the case of a highly mobile force with various and varying duties, so that by the time these lines appear in "The Navy" there will have been some alterations, but the position as at the time of writing — which is mid-May — is as follows.

The Cruisers

H.M.A.S. "HOBART" (Captain D. H. Harries, R.A.N.) is with the Occupation Forces in Japan.

H.M.A.S. "SHROPSHIRE", wearing the Flag of Rear-Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., R.A.N. (Captain H. J. Buchanan, D.S.O., R.A.N.) is in Sydney.

H.M.A.S. "AUSTRALIA" (Commdr. G. L. Cant, R.A.N.) is in Sydney undergoing repairs and a refit.

10th Destroyer Flotilla

H.M.A.S. "BATAAN", Captain D. (Captain J. C. Morrow, D.S.O., D.S.C., R.A.N.) is in Melbourne for a few days, subsequently proceeding to Sydney.

H.M.A.S. "ARUNTA" (Commdr. G. C. O. Gazette, D.S.C., R.A.N.) is in Sydney.

H.M.A.S. "QUADRANT" is in Sydney, where she is paying off into reserve.

H.M.A.S. "QUIBERON" (Commdr. J. L. Bath, R.A.N.) is with the Occupation Force in Japan.

H.M.A.S. "QUICKMATCH" (Lt. Commdr. C. J. Stephenson, R.A.N.) is also in Japanese waters.

H.M.A.S. "WARRAMUNGA" (Commdr. G. C. Oldham, D.S.C., R.A.N.) is in Sydney.

1st Frigate Flotilla

H.M.A.S. "SHOALHAVEN", Senior Officer (Commdr. J. K. Walton, R.A.N.) is at Williams-town for refit.

H.M.A.S. "CONDAMINE" (Lt. Commdr. R. J. Hodges, R.A.N.) is on passage, Sydney to Port Moresby.

H.M.A.S. "CULGOA" (Lt. Commdr. H. L. Gunn, D.S.C., R.A.N.) is in Sydney, and expects to depart for Japan about June 9.

H.M.A.S. "HAWKESBURY" is in Sydney, where she is paying off into reserve.

H.M.A.S. "MURCHISON" (Lt. Commdr. J. McL. Adams, O.B.E., R.A.N.) is in Sydney,

where she is attached to H.M.A.S. "WATSON" for radar training.

20th M/sweeping Flotilla

The ships of this Flotilla are all in the Cairns area, where they are engaged in minesweeping operations. They are:

H.M.A.S. "SWAN", Senior Officer (Captain R. V. Wheatley, R.A.N.).

H.M.A.S. "DELORAINÉ" (A/Lt. Commdr. J. A. Doyle, R.A.N.R.(S)).

H.M.A.S. "ECHUCA" (A/Lt. Commdr. N. S. Townshend, R.A.N.V.R.).

H.M.A.S. "KATOOMBA" (Lt. R. H. Grant, R.A.N.V.R.).

H.M.A.S. "LITHGOW" (Lt. Commdr. H. J. Hull, R.A.N.R.).

H.M.A.S. "MILDURA" (Lt. Commdr. A. W. Savage, R.A.N.).

H.M.A.S. "WARRNAMBOOL" (A/Commdr. A. J. Travis, R.A.N.).

Also in the Cairns Area for Mine-sweeping operations are the H.D.M.Ls. Nos. 1323, 1326, 1328 and 1329, and M.S.L. 706.

10th L.S.T. Flotilla

L.S.T. 3014 (Lt. Commdr. W. A. Wilson, R.A.N.R.) is in Melbourne.

L.S.T. 3017 (A/Lt. Commdr. G. M. Dixon, D.S.C., R.A.N.V.R.) is in Sydney.

Landing Ships Infantry

H.M.A.S. "MANOORA" (Captain A. O. Cousin, D.S.O., R.A.N.R.(S)), is in Darwin.

H.M.A.S. "KANIMBLA" (Commdr. S. H. Crawford, M.B.E., R.A.N.R.(S)) departed Kure, Japan, on May 10 for Melbourne, with Occupation Force personnel for leave and discharge.

Australian M/sweepers

These two vessels are for training Flinders Naval Depot personnel.

H.M.A.S. "GLADSTONE" (A/Lt. Commdr. W. J. Dovers, D.S.C., R.A.N.) is at Williams-town refitting.

H.M.A.S. "LATROBE" (Lt. D. H. D. Smyth, R.A.N.) is at Flinders Naval Depot.

Survey Ships

H.M.A.S. "BARCOO" (Lt. Commdr. D'A. T. Gale, D.S.C., R.A.N.) is engaged in Surveying Duties at Kokopo.

H.M.A.S. "LACHLAN" (Lt. Commdr. C. G. Little, D.S.C., R.A.N.) is at Sydney for refit and leave.

Whyalla Survey

The work on which H.M.A.S. "Lachlan" had been engaged previous to her arrival in Sydney at the beginning of May was that of

completing the survey of Guichen Bay and Whyalla, South Australia. The information she obtained will enable the Hydrographic Branch to issue a new chart of the approaches to Whyalla and Robe Harbour. The latest survey of this area was commenced in 1938 by H.M.A.S. "Moresby", and H.M.A.S. "Lachlan" continued the work in 1946 when the more pressing wartime commitments had been fulfilled. She resumed work on the survey in January of this year and, when she completed her task in April, had recorded over 100,000 soundings.

South Australian Hospitality

Officers and men of H.M.A.S. "Lachlan" are enthusiastic about the hospitality they received in South Australian ports, the general conclusion reached being that it was "grand".

From South to North West

The next surveying operation to be undertaken by H.M.A.S. "Lachlan" will take her across to the North West of Australia. After fifty days in Sydney, where leave is being given to her Ship's Company, she sails to continue her survey of King Sound and the approaches to Derby.

Her officers consider that this forthcoming Survey is one that will be undertaken under most difficult surveying conditions, mainly owing to the rise and fall of the tides in the area, which is approximately 30 to 40 feet, with a tidal current sometimes attaining speeds of 6 to 7 knots.

Canyon in Continental Shelf

While H.M.A.S. "Lachlan" was carrying out her South Australian survey Commander Little, in accordance with Hydrographic instructions, proceeded south of Kangaroo Island. Soundings here disclosed a canyon in the continental shelf. It is believed that this may indicate the original exit into the ocean of the River Murray.

Goodwill Cruise

When H.M.A.S. "Bataan" arrived in Sydney on May 7 she was wearing the flag of the Rear-Admiral Commanding His Majesty's Australian Squadron, for Rear-Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., had been in the ship on her goodwill cruise during which she had called at Noumea, Vila, Suva, and Norfolk and Lord Howe Islands. Rear-Admiral Farncomb transferred his

WHAT THE R.A.N. IS DOING at Sea and Ashore . . . Continued



The First Naval Member of the A.C.N.B. (Admiral Sir Louis Hamilton), calling on Rear-Admiral C. H. Carson, on board the American Flagship "DULUTH", in Melbourne last month.

Flag to H.M.A.S. "Shropshire" at 0800 on May 8.

Firing Practice

As I sit here writing these lines with my windows open to the sunlight of a perfect Melbourne Autumn day and the hazy waters of Hobson's Bay, I "heed the rumble of a distant drum" thudding away beyond the horizon. H.M.A.S. "Barwan" is out there carrying out firing exercises, and a very nice day she has for it.

Yesterday she was out also, engaged on torpedo firings. She is at present the temporary home of a Film Unit, and there is other shooting than that with the ship's armament in progress. Director T. O. McCreadie, with his staff of Cameraman Harry Malcolm and Sound Engineer B. Hallett, is on the job shooting scenes for the film "Another Dawn".

Heavier Armed Frigate
H.M.A.S. "Culgoa", who leaves for Japan in June, is the twelfth

of the River Class Frigates built in Australia since the outbreak of the recent war. She has benefited from the experience gained in the building of her predecessors, and her Ship's Company will enjoy the many improvements that have been introduced in her, not the least of these being the more comfortable and convenient quarters that have been provided.

Considerably increased armament has been installed in her, in comparison with the earlier ships of her class. Apart from lighter armament, these had two four-inch guns, one forward and one aft. The "Culgoa" doubles this main armament, with four four-inch guns in twin forward and after mounts. In addition she has three Bofor Anti-Aircraft guns, and two power-driven twin Oerlikons. She is also equipped with a modern fire control system and radar.

H.M.A.S. "Culgoa" was built at Williamstown Naval Dockyard, Victoria. Launched on September 22, 1945, she was commissioned on April 1 of this year. Her Commanding Officer, Lieutenant-Commander H. L. Gunn, D.S.C., R.A.N., formerly commanded H.M.A.S. "Barwan", and took up his new appointment after bringing that ship back from New Guinea to pay off into reserve at the end of March. A number of his Ship's Company were transferred from "Barwan" to "Culgoa" with him. His present command is of 1420 tons, with 301 feet length and 36 feet beam, and a complement of 104 officers and men. She has a speed of 20 knots.

Capital Survey

The survey carried out by H.M.A.S. "Barcoo" at Kokopo, at the southern entrance to Blanche Bay, New Britain, was to determine the sea approaches to the site of the new capital of

the Island, which is to be built there. The deprivation of Rabaul of its dignity as the centre of Government has been rendered necessary by the volcanic upheavals that periodically disrupt that town.

Iron at Yampi Sound

Following the Kokopo survey, "Barcoo" will, throughout the northern survey season until the middle of October, be engaged in a survey of Yampi Sound, on the north-west coast of Australia. The object is to establish a safe route for deep draft shipping into the Sound, where there are extensive iron ore deposits which it is intended to work on a large scale. New deep draft vessels are now being built especially for this trade.

The last survey of Yampi Sound was conducted by the British Admiralty survey ship "Fantome" in 1913, but it was not nearly sufficiently complete for present requirements. H.M.A.S. "Barcoo" is well equipped for her task. She has been fitted with the most modern echo-sounding gear and radar apparatus, and will do the work with expedition and accuracy. Her Ship's Company will have little opportunity for recreation at the Sound, but they will have a break every five weeks or so when they visit Darwin for boiler-cleaning, storing ship, and recreational leave.

When she has completed her work in the north-west, "Barcoo" will proceed to Fremantle on her way to Melbourne or Sydney, preparatory to resuming the survey of the waters of Bass Strait.

Personal

Commodore J. M. Armstrong, D.S.O., R.A.N., is Second Naval Member of the Australian Commonwealth Naval Board, an appointment which, with its responsibilities in regard to personnel,



COMMODORE ARMSTRONG

has been particularly onerous in the period of demobilisation, with the many problems that the change-over from wartime to peacetime conditions presented. Commodore Armstrong saw much sea service during the war, and a period as N.O.I.C. New Guinea. His latest command was H.M.A.S.

"AUSTRALIA", whose Captain he was when, as Flagship to (then) Commodore H. B. Fatncomb, she withstood five attacks by Japanese kamikaze aircraft in the Leyte Gulf operations. Later he took H.M.A.S. "AUSTRALIA" to England, via America, for repairs and refit, and those who, in the ship's wardroom in New York, saw the way he stood up to a prolonged barrage of questions from 40 American newspaper reporters, have nothing but admiration for his bearing under such concentrated fire.

Military Secretary

Commander (S) Frank George Crowther, R.A.N., has been appointed to the position of Military Secretary and Comptroller of the Household to His Excellency the Governor General, and has been promoted to the rank of Acting Captain. Captain Crowther joined the Royal Australian Navy

At Princes on May 17th, some officers of U.S. Task Force 38 were honoured at a function attended by the wife of the American Ambassador, Mrs. Robert Butler. From the left are Rear-Admiral Moore, R.A.N., Mrs. Butler and Captain Tompkins, U.S. Naval Attache.

Photo Courtesy Truth Newspapers Ltd.





Lt. Commr. N. L. T. Kempson, R.N., and his wife, who arrived in Melbourne last month. Lt. Commr. Kempson has been appointed Flag Lieutenant to Rear-Admiral H. B. Farncomb.

Sporting Results

Results of the Uniformed Staff and Civil Staff Golf Competition organised at Navy Office, Melbourne, recently, and played at the Albert Park links, were:

Championship: Commander T. K. Morrison, O.B.E., D.S.C., R.A.N., with 79 off the stick.

Handicap: Mr. Mervyn Neilson, D.N.A.'s Branch, net 69.

9 Holes Out: Mr. W. Kenny, D.N.A.'s Branch, net 32.

9 Holes In: Instructor Captain F. G. Rednall, R.A.N., net 33.

Rugby: Up to the time of writing, Flinders Naval Depot Rugby Team is undefeated in the Melbourne competition.

In a golf match at Woodlands (Vic.) on May 12, the R.A.N. defeated the R.A.A.F. 16-7.

RUGBY UNION

Inter-ship competition for the Dempster Cup is well under way, points being: "Kuttubul" 25; "Penguin", "Watson" and "Rushcutter" 21; "Australia" 17; Reserve Ships and L.S.T.'s combined 16; destroyers and frigates 13; "Shropshire" 9; "Kanimbla" and "Manoora" combined 5.

Lieut. D. J. Hamer, D.S.C., R.A.N. Courtesy of "The Argus," Melbourne.



The Navy

In addition to these the Navy at Sydney has entered teams for the "A" and "B" grade mid-week Union which is usually played on Wednesdays, Navy's home ground being at Rushcutter's Bay.

The R.A.N. Rugby Union in Sydney maintains its affiliation with the N.S.W. Rugby Union, to which a delegate has been assigned.

AUSTRALIAN RULES

Although there is a deal of interest in Australian Rules, the difficulty in playing this game in Sydney is in obtaining grounds. Trumper Park is usually available for private hire during the week and it is hoped to arrange games on the "Penguin" grounds at Balmoral from time to time.

GOLF

The R.A.N. Golfing Society has been revived and now membership is nearly 100. This Society is open to all serving members and R.A.N. officers on the retired list. Membership entitles play for the "Randle Ford" cup, donated by Admiral Randle Ford for handicap play. This trophy was competed for and won by Instructor Lieutenant E. T. Griffiths of H.M.A.S. "Rushcutter" in December, 1946. It was previously competed for in 1939 when it was won by Engineer Captain L. J. P. Carr. The R.A.N. Golf Championship for 1946 was won by Captain E. C. Rhodes of H.M.A.S. "Penguin" who came home with 89. The inter-services Golf match has been arranged for Friday, June 13th, 1947, at "Elanora" and it is expected that the annual match of Services versus Bench and Bar will take place about mid-July, at "Elanora".

SQUASH

The Garden Island Squash Club has been revived and renamed The R.A.N. Squash Rackets Club, N.S.W. This club is being affiliated with the N.S.W. Squash Rackets Association, in

which at present are represented five civilian clubs and one Army. The R.A.N. has had no court since the prior wartime requirements for the use of Garden Island court for stowage of wartime equipment, but it is hoped that a new one will be provided. The Navy has entered one "B" grade team for the 1947 Squash competitions in Sydney. The N.S.W. Squash Rackets Association is hoping to stage both the State and Australian Championships in Sydney this year.

CRICKET

The 1946-1947 season was split into two halves for two series of inter-ship competitions. Some

difficulty was experienced in playing off due to the movements of ships to and from New Guinea and Japan, but the leaders at the end of the first half were "Kuttubul" with 40 and "Australia" with 40 points. The second half matches were also played against the Army and Air Force at Victoria Barracks in all of which, unfortunately, the Navy was unsuccessful.

TENNIS

The Garden Island Tennis Club Championships were played during the latter part of 1946. The entries were disappointingly few but meritorious wins were recorded.

Lt. Commr. E. J. Peel, D.S.C., R.A.N., who on May 22nd received the Philippine Legion of Merit, from Rear-Admiral S. P. Ginder, with his wife at their home at Edgecliff. Lt. Commr. Peel, as Captain of H.M.A.S. "Gascoigne", was attached for some time to an American Task Force, during the South-West Pacific Campaign.



as a Paymaster Cadet in February, 1921. From April 1926 to June 1928 he participated in the "Long Air Course", and he also had considerable service in the seaplane carrier H.M.A.S. "Albatross". He leaves the position of Base Supply Officer, H.M.A.S. "Leeuwin", to take up his new appointment.

Success of R.A.N. Officer in Gunnery Course

The Commander Egerton Memorial Prize open to Naval Officers of the Royal Navy, Dominion Navies and the Royal Indian Navy has been awarded to two officers for 1946. Lieutenant D. J. Hamer, D.S.C., R.A.N., of Melbourne, is one of the successful officers.

This prize was founded in 1901 in memory of the late Commander

F. G. Egerton, R.N., who was mortally wounded on the 2nd November, 1899, in the defence of Ladysmith. It is awarded annually to naval officers who, when qualifying for Gunnery Lieutenant, pass the best examination in practical Gunnery. Lieutenant Hamer gained his D.S.C. "for gallantry, skill and devotion to duty while serving in H.M.A. Ships in the successful assault operations in Lingayen Gulf.

Lieutenant Hamer recently arrived in Australia after participating in a long gunnery course at Portsmouth.



WHAT THE R.A.N. IS DOING (continued)

ded by Engineer Captain Carr in the singles; runner up was Commander Gatacre, while the doubles were won by Engineer Captain Carr and Commander Gatacre. Several matches were played against the R.A.A.F. at Sydney and at Richmond, but the Air Force proved too strong a team.

SWIMMING

A Trophy has been donated by Rear-Admiral G. D. Moore, O.B.E., R.A.N., Flag Officer-in-Charge, Sydney Establishments for competition between the Navy at Sydney and the Garden Island dockyard employees. The result of the first competition for this trophy, which is for a relay race with 10 aside in the Garden Island baths was a win for the Navy by half a length of the baths.

BOXING

An amateur boxing competition against U.S. Army Task Force No. 38, was staged at Leichhardt Stadium on May 20th. Proceeds of the event were donated to the N.S.W. Crippled Children's Association. Each team won 4 boxing contests and there was one draw. The three wrestling contests were won by the U.S.

SAILING

At the Anniversary Day Regatta in June, 1947, an event was included for service whalers open to crews from the R.A.N. Naval Reserve and members of the Royal Naval Sailing Association.

In gusty weather Lieutenant Commander Hinchliffe, R.A.N. of H.M.A.S. "Rushcutter" won with a margin of 3 minutes. On the 5th April, Balmoral 12 footer sailing club also included a race for service whalers in Middle Harbour which was won by Mr. Dobson, bosun of H.M.A.S. "Rushcutter" with Lieutenant Commander Hinchliffe second.

The Royal Naval Sailing Association has appointed as Branch Secretariat in Australia the Naval Officers' Club (N.S.W.) with Lieutenant K. J. A. Bromley, R.A.N.R. as local Treasurer whose address is Box 1, Post Office, Edgecliff, N.S.W. The activities of this Association include revision of facilities for sailing and crewing and will furnish officers who are interested in sailing with information. Opportunities will probably occur for members who are able and willing to become crew members in the Sydney/Hobart ocean race next season.

Several attempts to decide the challengers for the Rawson cup during the past season were inconclusive due to lack of wind

Naval Quis

Answers on Page 206

1. There is one instance of a name given by Captain Cook being blotted from the map of Australia. Do you know it?
2. Do you know when the Australian Station was first formed?
3. What sailing ship holds the England to Australia passage record?
4. A Lieutenant, R.N., is credited with having first conceived the idea of the present Suez Canal. Do you know who he was?
5. During the Nineteenth Century Australian Naval forces rallied to the assistance of Britain in a war in the Middle East. Can you say what war, and the Australian ships involved?
6. To whom, on what occasion, was the signal "Well done, 'Condor'" made?
7. Who was Captain Thomas Fleming of the "Golden Hind"?
8. Do you know who were the first and last to hold the position of Lord High Admiral of England?
9. On December 26, 1943, cruisers and destroyers of the Royal Australian Navy took part in a bombardment of Japanese positions previous to the landing of U.S. Marines at Cape Gloucester, New Britain. How did Cape Gloucester get its name?
10. Who was the original First Naval Member of the Australian Commonwealth Naval Board?

and misunderstanding about the course. H.M.A.S. "Hobart", therefore, retains the Rawson Cup for the present.

Keep a Good

Lookout

for the Next Issue of

"The Navy"

The Navy

Objects of the Navy League

General Statement of Policy

GENERAL Statement of Policy has recently been issued by the Governing Body of the Navy League, London, over the signature of H. T. Bishop, Esq., O.B.E., R.N. (retd.). To this Statement of Policy the Australian Branches of the League wholeheartedly subscribe: It is as follows:

THE Navy League maintains that the well-being of all the British peoples depends entirely upon the restoration and extension of their maritime trade, shipping and industries; that in no other way can their security, standard of living, prestige and influence be regained and enlarged; and that, unless a great effort is made during the coming years to bring home to every man, woman and child in the Commonwealth and Empire, by demonstration, and argument, our utter dependence on the sea for our livelihood, we shall have to learn it in the bitter school of experience.

Sea Power, in spite of contrary opinions advanced from time to time in certain schools of thought and in spite of the social problems which press upon us daily, is still the fundamental basis of the security and prosperity of a sea-girt Commonwealth and Empire.

We contend that the lessons of the last war have emphasised the truth of this proposition and that in that war, as Mr. Winston Churchill has stated, the struggle at sea was the foundation of all the war effort of the United Nations. Had that struggle been lost, all else would have been lost to us.

The validity of this general proposition is in no wise affected by the advent of atomic energy into the field of Naval and Military operations. The atomic bomb

should be regarded as a more devastating form of a weapon that has already been used in Sea-warfare. It may well necessitate new concepts in the type, armament and tactical use of ships and in the dispersal of bases and supply and repair facilities, but what these new concepts may be must be a matter for consideration by experts, guided by experiments such as those conducted at Bikini.

Nevertheless, so long as our essential supplies are carried in the holds of ships, so long will it be necessary to maintain the forces required to secure for those ships the uninterrupted passage of the seas.

Objects of the League

In consequence of the foregoing the Navy League reaffirms its principal objects as set forth in its Constitution, namely:—

To secure as a primary object of National policy the complete naval protection of British subjects and British Commerce all the world over and to urge this policy on all citizens of the British Empire and upon the Government of the day.

To spread information showing the vital importance to the British Commonwealth and Empire of maintaining such sea and air power as will ensure the permanent safety of the British Commonwealth and Empire, of our

trade and of our supplies of food and raw materials, and secure British prestige on every sea and in every port in the world.

Defence Ministry Proposal

We desire to point out that the exercise of sea-power is no longer, if indeed it ever was, the exclusive responsibility of the Royal Navy. It involves an integrated effort on the part of the sea, land and air forces to secure the passage of the seas and the defence of essential shore bases against every form of attack.

Consequently the Navy League welcomes in general, the proposal of H.M. Government to set up a Defence Ministry to co-ordinate the administration of the three services and the apportionment of available supplies between them in accordance with the strategic policy laid down by the Defence Committee as advised by the Chiefs of Staff Committee.

Conscription for Royal Navy

The Navy League accepts the view of H.M. Government that a continuance of conscription is necessary at present to provide the strength of arms required for our defence and overseas commitments and considers it to be consonant with democratic principles that every citizen should be prepared to take his share in the defence of the Commonwealth.

Nevertheless, the strength of the Royal Navy, as a highly technical service, has always consisted

June 1947

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and must always consist in its long-service officers and men supported by a strong voluntary reserve.

Consequently the Navy League urges H.M. Government to do all in its power to maintain the strength of the Fleet by the voluntary recruitment of long-service officers and ratings supplemented by an adequate and well-trained Royal Naval Reserve and Royal Naval Volunteer Reserve.

Commonwealth Collaboration

While the Navy League fully appreciates that the sovereign independent states of the British Commonwealth of Nations have their own several responsibilities in regard to Defence, it is of opinion that H.M. Government should take all possible steps consonant with those individual and regional authorities and responsibilities to achieve the highest possible measure of collaboration in the Defence of the British Commonwealth and Empire as a whole.

The Navy League welcomes, therefore, as a first step, H.M. Government's proposal that United Kingdom Liaison officers should be appointed to each of the Dominions and that Dominion liaison officers should similarly be appointed to London for the purpose of joining with the respective Chiefs of Staff in their study of regional security problems.

United Nations Organisation

Though the Navy League recognises that this country must be

prepared to play its part in any measures of collective defence that may be organised under the aegis of the United Nations, it insists that H.M. Government must discharge its primary duty to organise and maintain in collaboration with the Dominions such forces as are necessary for our own defence until such time as the general forces of the United Nations Organisation could come to the assistance of whatever part of the Dominions or Colonies might be attacked at any time.

Ex-Naval Men's Association of Australia.

"The Navy" is now the Official Organ of the Victorian Branch of the above Association. This was decided at a general meeting held in Melbourne on May 21st.

All Branches were invited last month to adopt "The Navy" as their official Organ and to send reports of their activities for publication each month.

In this way it is hoped that "The Navy" will be able to present between the covers of one magazine, everything of interest to both serving and ex-Naval men and women throughout Australia.

The Navy

EX-NAVAL MEN'S Association of Australia

Patron-in-Chief



His Majesty The King

New South Wales Section

We had quite a busy time during the past month of April, it being the 22nd Anniversary of the formation of the New South Wales Section, and we had a record crowd at our General Meeting held on the 28th. The large room was crowded out, over 300 being present. After the business was completed we finished the evening with first class harmony and refreshments, and everyone present decided it was the best evening they had had for dooneys' years.

We have good news for members now, and that is—we have decided to purchase premises for our Headquarters; and, by the time this appears in print we expect the contract will have been signed, and we will all have to get busy to bring our ambition to a head and have our own rooms in the centre of the city.

The question has been asked: "Why should I join the Ex-Naval Men's Association?" Well, here are some of the reasons:—

Unity is strength, and all Ex-Naval men and women should band together to make their presence felt in the Commonwealth and help each other to make their position secure in civil life on leaving the Service. We render assistance in every possible way to ease the lot of our old shipmates, and do everything possible to assist their families if in need. We have our Honorary Solicitor, who is always available and ever ready to give advice in your own

interest. Our Honorary Architect, although a very busy man, is very pleased at any time to give you his advice when needed. Our Social and Welfare Officer is available at any time for your benefit. If you are sick in hospital, let us know, and our Sick Visitor will be out to see you and help where necessary.

Lectures, entertainments, and social functions are arranged regularly, and we hold a dance the second Saturday in every month at the I.O.O.F., 100 Clarence Street, City; and all members, their wives and families, and their friends are welcome and a good night is assured.

We endeavour to find employment for our members, and have been very successful in that effort.

On the death of a member we give immediate financial assistance to those who are left behind.

In fact, we do everything we possibly can to help, and if you have any useful suggestions as to how and where we can improve the assistance, we will be pleased to go fully into the matter and, if feasible, adopt the suggestion. How to Join.

Get in touch with the Hon. State Secretary, Mr. R. Humphry, 77 Pitt Street, Sydney, or Box 3082, G.P.O., Sydney. Contact a member of the Committee, or any member of the Association; you will be able to tell him by the distinctive badge he wears. The proof required for your eligibility

for membership will be the production of your Service papers to show you have served at least twelve months in the Royal Navy, Royal Australian Navy, Royal Dominion Navies, W.R.N.S. or the W.R.A.N.S. The entrance fee is 7/6d. and the yearly subscription is 14/-, payable in advance. Where to Join.

Call at the Association Office, 1st Floor, 77 Pitt Street, Sydney, or write to Box 3082, G.P.O., Sydney; Telephone No. BW 5036. The office hours are 10 a.m. to 4 p.m. Monday to Friday, and 10 a.m. to 12 noon Saturday.

Our regular Monthly Meeting is held on the fourth Monday in each month at 8 p.m. on the first floor of the I.O.O.F. Hall, 100 Clarence Street, Sydney, where you can meet old shipmates and have a good time.

If you can form a sub-section in your district, inform the State Secretary, and we will help to our utmost to get it going; and then you could hold monthly meetings in your own district.

We ask you to keep in mind our motto, and do your best to live up to it—"Each for all, and all for Each." If you honour that, you will be of assistance to all.

Yours faithfully,

GEO. B. DARLING,
State President.

R. HUMPHRY,
State Secretary.

June, 1947

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Naval oddities

NORTON

COINCIDENCE

ON APRIL 25, 1908,
THE AMERICAN LINER, "ST PAUL",
RAN AMID AND SANK IN M.S. GLAD-
VATOR IN THE SOLENT DURING
A BLINDING SNOWSTORM.

ON APRIL 25, 1910,
TEN YEARS LATER TO THE VERY
DAY, THE "ST PAUL" HERSELF HEALED
OVER AND SANK, REASONS UN-
KNOWN, ALONGSIDE A NEW YORK PIER.



WIDOWS MEN

IN THE MID-18th CENTURY
EVERY WARSHIP CARRIED
"WIDOWS MEN"—FICTITIOUS
INDIVIDUALS WHO DID NOT
EXIST, BUT WHO WERE ON
THE SHIP'S PAY-ROLL.
THEIR MONTHLY PAY
AND PRIZE-MONEY
WENT FOR THE upkeep OF
THE GREENWICH SEAMENS
HOSPITAL, LONDON //



NOT "SEA-MOUNDED"

ENGLAND WAS AT TIMES A
LAX "MISTRESS OF THE SEAS".
IT IS ON RECORD THAT THE
TOTAL OUTLAY ON THE NAVY
FOR TWO YEARS ENDING AUG. 31
1839 WAS £6,000,000.

SUPERSTITION OR?

PROBABLY THE ONLY
VESSEL EVER TO BE RE-
CHRISTENED AT THE
BOTTOM OF THE SEA WAS
H.M. SUBMARINE K.13,
WHICH SANK IN GARDLOCH,
SCOTLAND, ON JAN. 29, 1917,
WHILE DOING TRIALS.

OF 80 MEN ONBOARD
ONLY 46 WERE RESCUED.
"K.13" CAME TO THE
SURFACE AS "K.22".



COLLINGWOOD

... NELSON'S SECOND-
IN-COMMAND AT TRAFALGAR
WAS REMARKABLY LUCKY.
AS CAPTAIN OF THE
FRIGATE "HINCHINBROKE",
ON A SOUTH AMERICAN
PUNITIVE EXPEDITION, HE
BURIED NO FEWER THAN
180 OF HIS CREW OUT
OF A TOTAL 200. FIGHT-
ING AND TROPICAL DIS-
BASE CAUSED THE DEATH
ROLL; COLLINGWOOD
ESCAPED UNHARMED



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**With the Officers
of the
MERCHANT SERVICE**

Being an Australian journal of the Sea and Seamen generally, "The Navy" is for the Merchant Service also. Here we introduce a feature which tells you of our Merchant Ships and the men who man them. Following is a list of ships on the Australian Register, and their Masters. We plan to expand this section, and tell you something, next month, of the rest of the personnel—a "Merchant Service Who's Who", in fact.

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M.V. Manunda: Captain S. G.	Kerrison.	S.S. Kooronga: Captain O. K.
Webb (Overhaul).	S.S. Karacca: Captain R. Pearson.	Snowball.
M.V. Moonta: Captain D. B.	Australian United Steam	S.S. Koomilya: Captain W. R.
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M.V. Morialta: (Overhaul).	Mortlock.	Melbourne Steamship Co. Ltd.
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S.S. Allara: Captain W. A. Waller.	man.	Lloyd.
S.S. Arkaba: Captain R. J.	S.S. Murada: Captain J. M. Little.	S.S. Ellaroo: Captain D. G. Jones.
Williamson.	S.S. Mungana: Captain G. C.	S.S. Lowana: Captain R. McLe-
S.S. Aroona: Captain E. W. Evans.	Smith.	man.
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Sampson.	M.V. Babinda: Captain S. A.	Huddart Parker, Ltd.
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S.S. Broadway: Captain G. V.	Eastern and Australian Steamship	Darroch.
Manuel.	Co. Ltd.	S.S. Adelong: Captain C. F. Wil-
S.S. Bundaleer: Captain V. L.	S.S. Nankin: Captain B. W. Dun.	son.
Adie.	Australian Steamships Ltd.	S.S. Barwon: Captain P. K.
S.S. Bungaree: Captain F. J. Silva.	S.S. Nellore: Captain H. C. G.	Holthe.
S.S. Dilga: Captain C. E. Goss.	Stratford.	S.S. Colac: Captain R. J. Webb.
S.S. Dundula: Captain T. Minto.	S.S. Eastern: Captain T. J. Mills.	S.S. Corio: Captain W. G. Ferris.
S.S. Kapara: Captain S. Benson.	S.S. Acon: Captain F. McRae.	S.S. Goulburn: Captain J. Gilbert-
M.V. Kaloora: Captain H. J.	S.S. Age: Captain T. Johnson.	son.
Chapman.	S.S. Caldare: Captain F. B. Bee-	
M.V. Momba: Captain D. D.	ham.	Broken Hill Pty. Ltd.
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rison.	S.S. Cycle: Captain A. S. Leche.	S.S. Iron Duke: Captain J.
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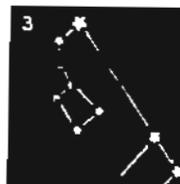
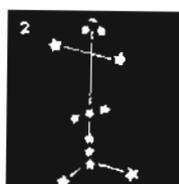
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MAKE & MEND

Answers on Page 207



KNOW YOUR STARS

All seamen should be able to recognize the more important stars. Having studied the three constellations on this page, can you say (a) what they are? (b) which is the North Star? and (c) Do you know alternative names for No. 3?

DO YOU KNOW . . .

1. What size rope will a common wood block take?
2. How is a block measured?
3. What do we use leading blocks for?
4. How many marks and deeps are there in soundings by hand lead line?
5. Why do we "arm the lead"?
6. What is the weight of the hand lead?
7. What is the difference between compass north and magnetic north called?
8. What do we mean by navigation?
9. What do we mean by pilotage?
10. What is a spring tide?
11. What is a neap tide?
12. What do we mean when we say the wind is veering?

ORDER, PLEASE

Our printer has printed the wrong facts against the following ships. Can you sort them out?

1. *Grif Soee*.—Sunk by a torpedo from the *Dorsetshire*, between Faroe Island and Greenland.
2. *Bismarck*.—Torpedoed by a U-boat, River Plate.
3. *Rawalpindi*.—Scuttled. Scapa Flow.
4. *Royal Oak*.—Torpedoed by a U-boat, Atlantic.
5. *Courageous*.—Sunk by *Deutschland*, about 400 miles off Brest.

O.S. SMITH

In the following story concerning O.S. Smith we have included some alternative words. Cross out one word only from each italic group, and when you have finished look at the end of this magazine and find out whether you are right or wrong! O.S. Smith will appear again.

Ordinary Seaman Smith got up from the *form/bench* in his *mess/flat* and put away his book on his *locker/cupboard*. He wanted to take the air, so went *forward/for'ard* to climb the *gangway/ladder* to the *upper deck/quarterdeck*. Looking round the harbour, he noticed a ship *sending/making* a signal by *Morse/light*. The wind being rather cold, he went *astern/aft* to a warm position *abaft/behind* the *chimney/funnel*. Suddenly he heard a pipe: "*Away, motor-boat's crew!*" "*Away, motorboat.*" Not being *duty division/duty watch*, he decided to go ashore with the *shore party/libertymen*, so he went below to change into his *best clothes/No. 1's*.

CAMOUFLAGED

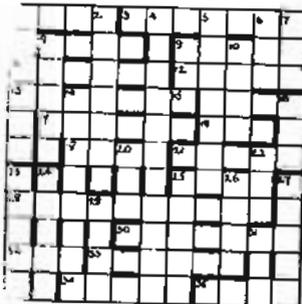
1. *Rihaas*.
2. *Cibroas*.
3. *Sepueddel*.
4. *Epyeoh*.
5. *Kwroflo*.
6. *Aymek*.
7. *Eroneeg*.
8. *Nrnnewo*.

Fleet sweepers.

Cruisers.

Battleships.

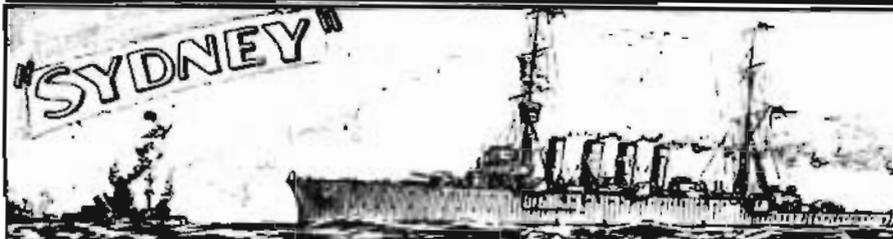
1. and 20. Down. Two cables crossed when both anchors are down (4 and 5).
2. "Where's there's a sheekh there's a —" (7).
3. Bar of metal or wood (4).
4. One of the Cique Ports (5).
5. — Bench, sandbank in the North Sea (8).
6. Last letter of the Greek alphabet (5).
7. Piece of rope for making fast one thing to another (7).
8. Sheet —, for securing a rope to the eye of another (4).
9. Double banked boat used for short-roving (4).
10. Part of a circle (3).
11. Cape (4).
12. Braid of the cable when in line with the stays of the ship (5).
13. Call (4).
14. Aircraft Carrier (10).
15. Large ropes (7).
16. Deed (3).
17. Cruiser "London" Class (8).
18. Empty cask (5).
19. Symbol (4).



Clues Down

1. Deckhouse over the boiler tops upon which the funnel rests (8).
2. Large open flat-bottomed boat (7).
3. Small barrel for holding salt meat (7 and 4).
4. British Naval Base (7).
5. A tack in sailing to windward (3).
6. Period of time (3).
7. Fresh water fish (3).
8. Two hour watch (3).
9. To pay out chain (4).
10. Can be seen on the rug (4).
11. — dock, for ship's inspection and major repairs (3).
12. — sector, a floating anchor to prevent a ship drifting (3).
13. Drink (3).
14. Ploving and ebbing (5).
15. Small container (3).
16. See 1 across.
17. Destroyer "I" class (4).
18. Boalrwale (5).
19. Thong (4).
20. To fit with tackle (3).

NOTABLE NAMES IN AUSTRALIA'S NAVAL HISTORY.



THE ORIGINAL H.M.A.S. SYDNEY WAS A LIGHT CRUISER OF 5400 TONS, ARMED WITH 8-6" GUNS AND 2-21" SUBMERGED TORPEDO-TUBES. LAUNCHED IN THE UNITED KINGDOM IN 1912, SHE JOINED THE AUSTRALIAN FLEET IN 1913, AND BECAME FAMOUS WHEN SHE DESTROYED THE GERMAN RAIDER EMDEN AT COCOS KEELING ISLAND, 9-11-1914...



THE OLD SYDNEY PAID OFF AT GARDEN ISLAND IN 1928 AND WAS BROKEN UP IN THE FOLLOWING YEAR AT COCKATOO ISLAND DOCKYARD. HER TRIPPO MAET AND FORE TOP WERE ERECTED ON BRADLEYS HEAD, SYDNEY HARBOUR.—A FITTING TRIBUTE TO A GALLANT SHIP...



A NEW AND MORE POWERFUL SYDNEY ENTERED HER HOME-PORT IN AUGUST 1936, LAID DOWN FOR THE ROYAL NAVY AS H.M.S. SWAZTON, SHE WAS PURCHASED FOR THE R.A.N., RENAMED SYDNEY, LAUNCHED 28-9-36 AND COMPLETED 24-9-35. SHE DISPLACED 6930 TONS, CARRIED 8-6", 4-4" AND SEVERAL SMALLER GUNS, 8-2" TORPEDO-TUBES AND ONE AIRCRAFT...



AFTER THE OUTBREAK OF WAR, 1939, SYDNEY SERVED IN AUSTRALIAN WATERS UNTIL TRANSFERRED TO THE MEDITERRANEAN IN MAY 1940. SHE SAW MUCH ACTION WITH THE MEDITERRANEAN FLEET, BUT HER MOST FAMOUS EXPLOIT WAS ON 19-7-1940, WHEN, UNDER CAPTAIN JOHN COLLINS, SHE DESTROYED THE ITALIAN CRUISER BARTOLOMEO COLLEONI...



SYDNEY FOUGHT HER LAST ACTION 300 MILES OFF THE COAST OF WAUWAU, AUSTRALIA ON 13-11-1941, AS SHE CLOSED TO IDENTIFY THE GERMAN RAIDER ADMIRAL GRAF SPEE, THE RAIDER, DISGUISED AS A MERCHANTMAN, OPENED FIRE, CRIPPING THE CRUISER. SYDNEY BENT THE RAIDER, BUT SHE HERSELF, BLAZING FURIOUSLY, DISAPPEARED INTO THE NIGHT, NEVER TO BE HEARD OF SINCE. SO ENDED THE CAREER OF A FINE SHIP, AND SO PERISHED HER GALLANT COMPANION OF 648 MEN...

Drawn Specially for "The Navy" The Navy

ROYAL AUSTRALIAN NAVY

Sub-Branch, R.S.S. & A.I.L.A.

By H. E. NEAL



The usual monthly meeting of the sub-Branch was held in the I.O.O.F. Building, 100 Clarence Street, City, on Tuesday, May 13th and was well attended with 73 members being present. New members enrolled for the month totalled 16 including 9 transfers from other sub-Branches.

The main business of the meeting was the sub-Branch vote on the question of widening the eligibility for membership of the R.S.S. to include all men who served not less than six months during the 1939-45 war, irrespective of where they served. The negative vote was carried with only two dissentients. The resignation of Mr. R. A. S. Platt as Pensions and Rehabilitation Officer was received and accepted with regret. It was decided to dispense with that Office in the sub-Branch in future, in view of the facilities available at the present time, in regard to both Pensions and Rehabilitation.

Acting on a request from State Headquarters, a Liaison Officer, to act in conjunction with Legacy was appointed. Mr. K. Bromley, who was elected to the position is a keen member, and it is felt that the sub-Branch will benefit from this liaison with an organization such as Legacy, which is doing a grand job for the children of deceased ex-Servicemen.

The sub-Branch delegate and alternate delegate to the R.S.S. & A.I.L.A. Annual State Congress, 1947 were elected, namely: Messrs. H. E. Neal and P. B. O'Leary respectively. Two important resolutions will be submitted by R.A.N. sub-Branch to Congress; one asking for a pro

rata increase on all war pensions, and the other asking for an amendment to the War Gratuity Act, 1945, to allow an ex-Serviceman to use part of his Gratuity for the purpose of furnishing a home.

The next sub-Branch "Smoko" is still indefinite, due to the difficulty still being experienced in obtaining a suitable hall in the city.

In the sporting world, now that the cricket season has ended, members are concentrating on the sub-Branch Football Club. Three matches have been played to date, and our boys have yet to record their first win. Unfortunately they are severely handicapped by the lack of a coach. If any reader of "THE NAVY" would care to volunteer to coach the R.A.N. sub-Branch Football Club, please contact Mr. G. F. Nolan, B 6528, immediately. Such a gesture would be greatly appreciated by the Club.

The newly formed sub-Branch Women's Auxiliary did a grand job for the sub-Branch on Tin Hat Day, April 24th. The ladies acted as voluntary sellers and collected the amount of £146/18/0, of which the sub-Branch Distress Fund will benefit by 50 per cent. of this amount. The Auxiliary is to be congratulated on its first

effort, which was certainly an excellent one, on behalf of the sub-Branch. The Women's Auxiliary are holding their first dance on Friday, August 15th, in the Benevolent Society's Hall, Thomas Street (near Central Railway). Tickets are 3/- including supper, and are obtainable from the Hon. Secretary, Mrs. F. B. O'Leary, 250 Old South Head Road, Watson's Bay. Members and ex-Naval Men generally are invited to come along and support the ladies in their efforts to raise funds which will assist in the welfare of Naval men later.

Employment. Those carpenters, electricians, engineers and technicians of all kinds, interested in employment in New Guinea, with average wages ranging from £10-12 per week, are asked to contact the Sydney Office of the New Guinea Administration. Vacancy also for a disabled ex-Naval Man as lift-driver and casual watch man.

Any serving or discharged member of the R.A.N., R.N., or Dominion Navies with the necessary service qualifications for membership of the R.S.S. & A.I.L.A., and desirous of joining the premier Naval sub-Branch in Australia, can contact the Secretary by writing Box 4556, G.P.O., who will forward information immediately.

The next General Meetings of the sub-Branch will be held in the I.O.O.F. Building, 100 Clarence Street, City (between King & Barrack Streets) on Tuesday, June 10th, July 8th and August 12th, at 8 p.m.

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HARVEST OF A REGIME. "The Ciano Diaries", by Galeazzo
Ciano, Count di Cortellazzo; with an introduction by Mr. Sumner
Welles. (Doubleday and Co. Inc., Garden City, New York, 1946.)

This document makes fascinat-
ing reading. In the day by day
entries by Count Ciano, Italian
Foreign Minister during the
period of the war up to the time of
the coup d'etat against Mussolini
in 1943, there unfolds a picture
of the melancholy reaping of the
harvest of the Fascist regime. It
was a poor harvest. Like Ciano
himself, it was the product of his
times and (to quote Mr. Welles)
"the times in which he had his
being are the least admirable man-
kind has known for many centu-
ries."

Count Ciano wrote with a
frankness that is rather surprising
in view of the fact that the
Diary's existence was not secret to
himself. Mussolini, who emerges
from its pages as a pitiful figure
dancing Ego-driven down the
pathway to destruction along
which he led his hapless people,
knew of it. There are references
in its entries to his asking Ciano
if it were being kept up to date,
and one peculiarly revealing en-
try which was made at his ex-
pressed wish. It tells of Musso-
lini's reception of the news of the
death of Neville Chamberlain.
"He has," was his observation—
the reference being to Mr. Cham-
berlain's comment on Hitler when
Germany invaded Norway—"defi-
nitely missed the bus." And he
was, Ciano records, so pleased
with his wit that he told Ciano
to be sure to record it in his Diary.

In spite of this knowledge of
the Dictator, Mussolini appears
throughout the pages of the Diary

as the one solely responsible for
the plunging of Italy, against the
known wishes of the Italian
people as a whole and many of
the highest officers, Service and
Civil, of the country, firstly into
a disastrous alliance with Ger-
many, and secondly into a war
which many of them saw could
have but one result.

In his Diary (again to quote
from the excellent introduction
by Mr. Sumner Welles) Count
Ciano "shows himself precisely
what he was in life, the amoral
product of a wholly decadent
period in Italian, and for that
matter, in European history. To
him morality in international re-
lations did not exist. He was
wholly seized of the concept that
only might makes right.

The question whether the Ital-
ian people should be consulted
before the nation was plunged
into war, since it would be they
who would make the sacrifices in-
volved, simply did not occur to
him.

"Yet where he showed himself
far superior to the man who was
his father-in-law, his political
chief, and finally his executioner,
was in his ability to see clearly
where Italy's real security lay. He
appears to have had no illusions
from the time of the German
occupation of Austria as to the
danger inherent to Italy in Ger-
man ambitions and in the exten-
sion of Hitler's sway.

On the Naval side, the Diary
gives a picture of ineptitude in

the High Command, of lack of
co-operation between the Italian
Services—especially between Navy
and Air—of shortage of fuel
hampering or denying operations,
of general strong dislike of the
German Allies, and, on the part
of the High Command, and especi-
ally of Mussolini, of a complete
failure to realise the significance
of Sea Power and of the suicidal
policy of carrying on an overseas
war without control of the sea
communications.

Again and again these matters
appear in the Diary, as some ex-
tracts show:

July 13, 1940: "The real con-
troversy in the matter of naval
conflicts is not between us and
the British but between our avia-
tion and our Navy. Admiral
Cavagnari maintains that our air
action was completely lacking
during the first phase of the en-
counter" — Calabria — "but that
when it finally came it was di-
rected against our own ships,
which for six hours withstood the
bombardment of our airplanes.
Other information also gives the
lie to the glowing reports of our
air force. I confess that I am
incredulous too. Mussolini, on
the other hand, is not. Today he
said that within three days the
Italian Navy has annihilated 50%
of the British naval potential in
the Mediterranean. Perhaps this
is somewhat exaggerated."

October 1, 1941: "A conference
with Admiral Ferreri. He is con-
cerned about the fate of Libya,
especially if the sinkings of our
merchant ships continue to be as
numerous as in September. While

in the past the percentage of ships
lost had reached a maximum of
5%, in September it jumped to
18%. Like all our Naval officers,
he is outright anti-German."

November 22, 1941: "No posi-
tive news about the Libyan battle
... There is no doubt that the
task of moving supplies is most
difficult, and it is that which keeps
our hearts in our throats."

September 2, 1942: "Rommel
is halted in Egypt on account of
lack of fuel. Three of our oil
tankers have been sunk in two
days. Cavallero" — Count Ugo
Cavallero, Army Officer and poli-
tician, Chief of Staff after the
resignation of Badoglio — "main-
tains that this will not change the
course of operations, and that
other means will be found to for-
ward gasoline. Instead of the oil
tankers which are too easily iden-
tified, ordinary boats and hospital
ships can be used. (This is an old
system that goes well as long as it
goes well.)"

And so the sorry tale unfolds.
It is that of a country driven
to ruin under the sway of a Dic-
tator living in a completely unreal
world of theatrical dreams; of a
Foreign Secretary who saw clearly
where the road led but, shackled
by environment and the limita-
tions of his morality, was power-
less to act until it was too late;
of a crowd of self-seeking harpies
flourishing in a corrupt adminis-
tration; of a supine population;
and of a Navy—the only possible
sure sword and buckler of a mari-
time nation with overseas commit-
ments — rendered impotent by
lack of faith in its cause and heart
in its job.

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Naval Appointments Etc.

**PERMANENT NAVAL FORCES OF THE COMMONWEALTH
Sea-going Forces**

Appointments.—Lieutenant Alexander Hugo Evelyn Hood is appointed on loan from the Royal Navy (Exchange Officer), with seniority in rank of 16th May, 1941, dated 5th March, 1947; the Reverend Kevin Patrick Ellis is appointed Chaplain (on probation), dated 20th March, 1947; the Reverend Frederick George Kyte is appointed Temporary Chaplain (on probation), dated 17th February, 1947; George William Royston (Surgeon Lieutenant (D), Royal Australian Naval Reserve), is appointed Surgeon Lieutenant (D) for temporary service, with seniority in rank of 1st November, 1945, dated 1st August, 1946.

Promotions.—Sub-Lieutenant (E) George Angus Bennett is promoted to the rank of Acting Lieutenant (E), dated 1st November, 1946; Lieutenant (S) Walter Henry Ross is promoted to the rank of Acting Lieutenant-Commander (S), dated 1st February, 1947; Sub-Lieutenant (S) Max Baker is promoted to the rank of Lieutenant (S), dated 1st March, 1947; Thomas Victor Dicks, official number 20552, and Reginald Thomas Green, official number 23614, Chief Engine Room Artificers, are promoted to the rank of Warrant Engineer (Acting), dated 17th February, 1947; Robert Arthur May, Chief Petty Officer Radio Mechanic, official number 19068, is promoted to the rank of Warrant Electrician (Acting) (Provisional), dated 29th January, 1947; Kenneth Colston Eames, Temporary Schoolmaster Candidate (on probation), is promoted to the rank of Temporary Schoolmaster (on probation), dated 26th February, 1946.

Confirmation in Rank.—Acting Lieutenant Cecil James Cochran is confirmed in the rank of Lieutenant, with seniority in rank of 9th March, 1940, dated 1st January, 1947; Acting Lieutenant James Hume is confirmed in the rank of Lieutenant, with seniority in rank of 28th December, 1945, dated 5th December, 1946; Henry Thomas Blake, Gunner (Acting), is confirmed in the rank of Gunner, with seniority in rank of 22nd February, 1946; Alec Russell Ryan, Temporary Warrant Engineer (Acting) (Provisional), is confirmed in the rank of Temporary Warrant Engineer (Provisional), with seniority in rank of 18th April, 1945; Kenneth Colson Fames, Temporary Schoolmaster (on probation) is confirmed in the rank of Temporary Schoolmaster, with seniority in rank of 23rd October, 1945; Lyell Adolphe Bock and Edward George Cyril Stokes, Warrant Writer Officers (Acting), are confirmed in the rank of Warrant Writer Officer, with seniority in rank of 1st February, 1946; Leslie Arthur Hitchin, Temporary Warrant Stores Officer (Acting) (Provisional), is confirmed in the rank of Temporary Warrant Stores Officer (Provisional), with seniority in rank of 10th November, 1945.

Transfer to Emergency List.—Lieutenant (E) Alec Nairn, M.B.E., is transferred to the Emergency List and reappointed for temporary service, dated 31st January, 1947.

Termination of Appointment.—The appointment of Lieutenant Derek Richard Spooner is terminated on reversion to the Royal Navy, dated 24th March, 1947.

EMERGENCY LIST

Transfer to Retired List.—Commander (S) Eric Kingsford-Smith is transferred to the Retired List, dated 27th February, 1947; David Victor Stratton, Commissioned Gunner, is transferred to the Retired List, dated 11th February, 1947.

Termination of Appointment.—The appointment of David Victor Stratton, Commissioned Gunner, for temporary service is terminated, dated 10th February, 1947.

RETIRED LIST

Termination of Appointments.—The appointment of Commander (Acting Captain) Harvey Mansfield Newcomb is terminated on reversion to the Royal Navy, dated 4th February, 1947; the appointment of George Allen Standen, Commissioned Mechanician, for temporary service is terminated, dated 17th February, 1947.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH

Royal Australian Naval Reserve (Sea-Going)

Fixing Rates of Pay.—Temporary Engineer Lieutenant William Humphreys is paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Temporary Engineer Lieutenant-Commander (on promotion), whilst acting in that rank, dated 27th February, 1947.

Royal Australian Naval Reserve

Promotion.—Sub-Lieutenant William Martin Featherstone is promoted to the rank of Lieutenant (Provisional), dated 1st March, 1947.

Transfer to Retired List.—Lieutenant Thomas Richard Prior is transferred to the Retired List, dated 17th January, 1947.

Royal Australian Naval Volunteer Reserve

Promotion.—Sub-Lieutenant (A) Duncan Nixon Caldwell is promoted to the rank of Lieutenant (A), dated 24th March, 1946.

Confirmation in Rank.—Sub-Lieutenant (A) (on probation) Duncan Nixon Caldwell is confirmed in the rank of Sub-Lieutenant (A), with seniority in rank of 24th March, 1944.

Transfer to Retired List.—Lieutenant-Commander William James Pascoe is transferred to the Retired List, dated 17th January, 1947.

Royal Australian Naval Nursing Service

Appointments.—Catharina Hendrica Aarsen and Nancy Slattery are appointed Sisters, dated 29th January, 1947, and 18th February, 1947, respectively; Annie Gloria Burke and Pauline Margaret Overehu are appointed Sisters, dated 17th February, 1947.—(Ex. Min. No. 18—Approved 23rd April, 1947.)

W. J. E. RIORDAN, Minister for the Navy.

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About Some Admirals
Contd. from Page 171

cause that long chase was so crammed with strategical and tactical factors. But perhaps the most important factor was that all those in the many detached squadrons knew exactly what their Admiral expected of them and few signals were passed. Another Band of Brothers.

For the same reason officers and men wanted nothing better than to go to sea under the flag of Admiral of the Fleet Sir James Somerville. Cunningham and Tovey were both seamen with a seaman's eye trained by long service in destroyers. Somerville, with his scientific bent, was in the early months starting radar on its meteoric development, but soon came the complex task of immobilizing the French Fleet at Oran and after that three major convoy operations in the Mediterranean, the bombardment of Genoa, the chase of the Bismarck and the first attempt to stem the Japanese move into the Indian Ocean. And in each case we see that eye for modern battle, that power to make instantaneous decisions, that balanced judgment on major issues, and, always, that not easily defined power of leadership.

Admiral Sir Bruce Fraser after successfully competing with what was perhaps the most arduous task that fell to any man—the building up of a great fleet from small beginnings—was privileged to employ with resounding success the very instruments he had brought into service when he at last brought the Scharnhorst to battle. That was a perfect example of the co-ordination of all arms and of just that extra skill that is found only in a perfectly trained fleet manned by a Band of Brothers. With his profound knowledge of administration and proved powers as a sea-commander he was the natural choice for faced far greater odds than their

predecessors, were required to the high command in the Pacific, but the success that attended the wide-flung operations was as much due to a personality that was able to impress itself on the American Commanders-in-Chief.

Any historical account of the Second World War, however much compressed, will throw into high relief the great amphibious operations because it is they and they alone that secured the final victory.

Eisenhower is an imperishable name, but the British Admiral who organized the armadas and who became the acknowledged master of amphibious warfare will surely always be mentioned when the historian comes to Dunkirk, North Africa, Sicily, Italy, and Normandy.

Great skill in organizing, professional knowledge and leadership were all at a premium on these great occasions and Admiral Sir Bertram Ramsay possessed them in abundant measure.

To stop there may seem to be ignoring the just claims for inclusion of such men as Sir Max Horton, who won the Atlantic Battle; Sir Edward Syfret, of Madagascar and Mediterranean convoys; Sir Bernard Rawlings, who commanded the Eastern Fleet; and Sir Philip Vian, who perhaps saw more fighting than anyone. But, judging by precedent and remembering the vast scale of the Army and Air operations and the scores of Generals and Air Marshals who achieved great distinction, it cannot be expected that John Citizen a hundred years hence will, on being questioned, be able to name any but those who held the supreme commands in the three Services.

Mention of the three Services inevitably brings to mind another supreme commander—Lord Louis Mountbatten. It was his name

that Lord Cranborne coupled with Lord Cunningham's when he pressed for the inclusion of the names of the principal commanders in the motion of thanks to the Services in the House of Lords. The scope, importance and victorious operations of his command will certainly include him in the small band of leaders who will be given an abiding place in history.

The historian, whether writing for the schoolboy or the student, will not be true to his calling if he fails to emphasize that, though make decisions in the same number of seconds as hours or days in earlier wars, and, despite the unprecedented strain borne by their personnel, were by their character and their appeal as masters of their profession able to lead into every battle a Band of Brothers.

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Sea Affairs

Contd. from Page 178

JAPAN

The heavy cruiser "Takao", which fell into British hands in damaged condition at Singapore when the Japanese forces there surrendered in 1945, was scuttled outside the port on 27th October, 1946.

The shattered hull of the fleet "Shireroko", of 14,050 tons, which was sunk inside the boat-auxiliary "Siretoko" (also spelled ing dock at the Singapore naval base, has been recovered by a salvage party. Originally an oiler, this ship had been rebuilt with two tripod masts, increased beam and extra accommodation, to serve as a depot ship for midget submarines.

NORWAY

Commodore J. E. Jacobsen, O.B.E., doyen of the foreign Naval attaches in London, is returning to Norway, having been relieved by Commodore H. Hendriksen, former naval equerry to His Majesty King Haakon VII.

Commodore Jacobsen, who was appointed Naval Attache on 16th April, 1940, will be greatly missed by his many friends in this country. It is reported that he will take his final departure at the end of May. He will then assume command of the Norwegian sea-going fleet.

POLAND

Warships transferred to the Polish flag by the Soviet Navy do not appear to be of much importance. They include nine motor minesweepers of 130 tons, names "Albatross", "Czapla", "Jaskotka", "Jaszczab", "Kania", "Kondor", "Kormoran", "Krogulec" and "Orlik"—all bird names; and a dozen so-called submarine chasers, wooden motor launches of about

40 tons, which have been given Polish names with meanings such as acute, brave, brisk, rapid, etc. A couple of motor torpedo boats have also been acquired from Russia.

RUSSIA

It is understood that, under the terms of the loan to the Soviet Navy of the battleship "Arkhangelsk" (ex-H.M.S. "Royal Sovereign"), the ship has to be returned to this country as soon as the various ships surrendered by Italy under the Peace Treaty have been divided between the Navies of Britain, the United States and Russia. Thus it should not be long before the Royal Sovereign hoists the White Ensign again. She is believed to be at Murmansk.

The ex-German cruiser Nurnberg, of 6,000 tons, is reported to have been renamed Makarov, after the admiral who lost his life at Port Arthur when his flagship, the battleship Petropavlovsk was sunk by Japanese mines on 13th April, 1904. An able leader, he became a popular hero in Russia as far back as 1877, as a result of his exploits as a young lieutenant against the Turkish fleet in the Black Sea.

Last year the Russians returned to the United States Coast Guard two icebreakers, the Northwind and Westwind, which were known during their temporary service in the Soviet Navy as the Severnii Veter and the Severnii Polius, respectively.

TURKEY

The minelayer Yuzbasi Hakki, built by Messrs. Thornycroft for the Turkish Navy in 1940, has been renamed Torgud Reis, after a famous admiral of the days when Turkey was the principal maritime power in the Levant.

Another ship of the Turkish Navy which has been renamed is the Istanbul, originally the French oiler Adour. She is now known as the Akar, and her previous name has been transferred to a fleet auxiliary purchased in America, the Mexico, of 5,236 tons gross. The latter was originally launched in 1932 as the Colombia.

U.S.A.

Particulars were recently released by the Navy Department of personnel losses during the period from 7th December, 1941, to 1st January, 1947. The total number dead and missing amounted to 88,939, of which 62,548 belonged to the U.S. Navy, 24,479 to the Marine Corps and 1,912 to the Coast Guard.



OCEAN RACE

The Committee of the Royal Prince Alfred Yacht Club extends an invitation to members of the Royal Naval Sailing Association to enter their yachts in a race round Montague Island and return to Sydney commencing on Friday, 3rd October, 1947.

The distance is approximately 350 sea miles and under normal circumstances the race should be completed within three days.

In addition to a trophy to be awarded the winning yacht, £100 has been allocated as prizes.

The conditions governing this race will be furnished on application to the Branch Secretariat of the Royal Naval Sailing Association, Box No. 1, Post Office, Edgecliff

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1. Point Hicks, Victoria, the first point of land sighted from the "Endeavour" on April 19, 1770, and so named by Cook after Lieutenant Zachary Hicks, who was on watch at the time. It was later renamed Cape Everard, out of compliment to a Victorian politician of the 1860's.

2. On March 26, 1859, when Captain William Loring hoisted his Blue Pendant as Commodore 2nd Class in H.M.S. "Iris", as Senior Officer of Her Majesty's Ships on the Australian Station independently of the Commander-in-Chief in India.

3. The "Thermopylae" of the Aberdeen Line, London to Melbourne 60 days. "Thermopylae", of 948 tons, was built by Walter Hood of Aberdeen in 1868 to the design of Mr. Bernard Wymouth and Mr. Cornelius Thompson. Her best day's run was 358 miles.

4. Lieutenant Thomas Fletcher Waghorn, famous as the pioneer of the "Overland Route" to the East across Europe and Egypt Ferdinand de Lesseps, referring to Waghorn at a banquet in Paris celebrating the completion of the Suez Canal, said: "He it was who first conceived the idea; it was his indomitable courage and great perseverance, which led him on to prove its practicability."

5. The Sudan War in 1884. Her Majesty's Ships "Victoria", "Albert", and "Childers".

6. To Lord Charles Beresford, on the occasion of his close engagement of Fort Marabout by his small gunboat "Condor", in the bombardment of Alexandria, July, 1882.

7. Thomas Fleming was the English sea captain who sighted the Andalusian Squadron of 15 galleons commanded by Pedro de Valdes off the Lizard on July 19, 1588, and sailed to Plymouth with news of the arrival of the Spanish Armada.

8. The first was John Beaufort, Earl of Somerset, natural son of John of Gaunt, appointed in 1406. The last was the Duke of Clarence (afterwards King William IV) who was deprived of the great post by Wellington in 1828.

9. From William Dampier, who sighted it from the "Roebuck" in March, 1700. "... this East-Land does not join New Guinea, therefore I named it Nova-Britannia. The North-West Cape, I called Cape Gloucester..." (Dampier's "A Voyage to New Holland".)

10. Vice-Admiral Sir William Creswell, K.C.M.G., R.A.N., who was First Naval Member from 1911 to 1919.

Answers to Make and Mend

KNOW YOUR STARS

- (a) 1, Southern Cross; 2, Orion and his sword; 3, The Plough.
(b) The top star in our diagram No. 3 (a line drawn through the two end stars of the Big Dipper points to the tail star of the Little Dipper, which is the North or Pole Star).
(c) Big and Little Dipper, The Plough, Big and Little Bear.

CROSSWORD SOLUTION

ACROSS.—1, Foul Hawse; 3, Thimble; 8, Rail; 9, Dover; 11, Dogger; 12, Omega; 13, Lashing; 15, Bend; 17, Cutter; 18, Arc; 19, Ness; 21, Astay; 25, Hail; 28, Impalpable; 30, Hawser; 32, Act; 33, Susses; 34, Shake; 35, Sign.
DOWN.—1, Fiddle; 2, Lighter; 4, Harness Coak; 5, Mombasa; 6, Leg; 7, Era; 8, Roach; 9, Dog;

10, Veer; 14, Sunspots; 16, Fry; 20, Sea; 22, Ale; 23, Tidal; 24, Smack; 26, Hex; 27, Bosun; 29, Lash; 31, Rig.

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- Bismarck*.—Sunk by torpedo from the *Dorsetshire*, about 400 miles off Brest.
- Rawalpindi*.—Sunk by *Deutschland* between Faroe Islands and Greenland.
- Royal Oak*.—Torpedoed by U-boat, Scapa Flow.
- Courageous*.—Torpedoed by U-boat in the Atlantic.

DO YOU KNOW?

- One-third its size.
- Along the core from crown to tail.
- First*: to ensure that the rope is being led in the best direction so as not to strain the gear. *Second*: to ensure having a suitable lead so that cadets can man the rope.
- Nine marks and 11 deeps.
- To ascertain the nature of the sea bed.
- 10 to 14 lb.
- Deviation.
- Taking a ship from one place to another, out of sight of land.
- Taking a ship from one place to another, when land or navigational marks are in sight.
- The highest high waters.
- The lowest high waters.
- The wind shifting clockwise.

O.S. SMITH

The following words are correct: Bench; mess; locker; forward; ladder; upper deck; making; light; aft; abaft; funnel; "Away, motor-boat's crew!"; duty watch; liberty-men; No. 1's.

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| 3. Speedwell. | |
| 4. Phoenix. | } Battleships. |
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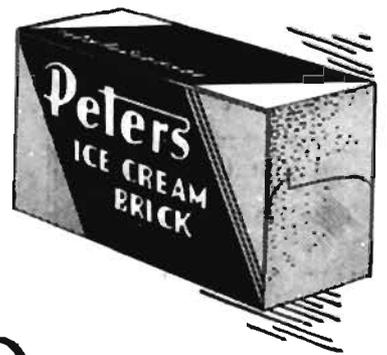
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