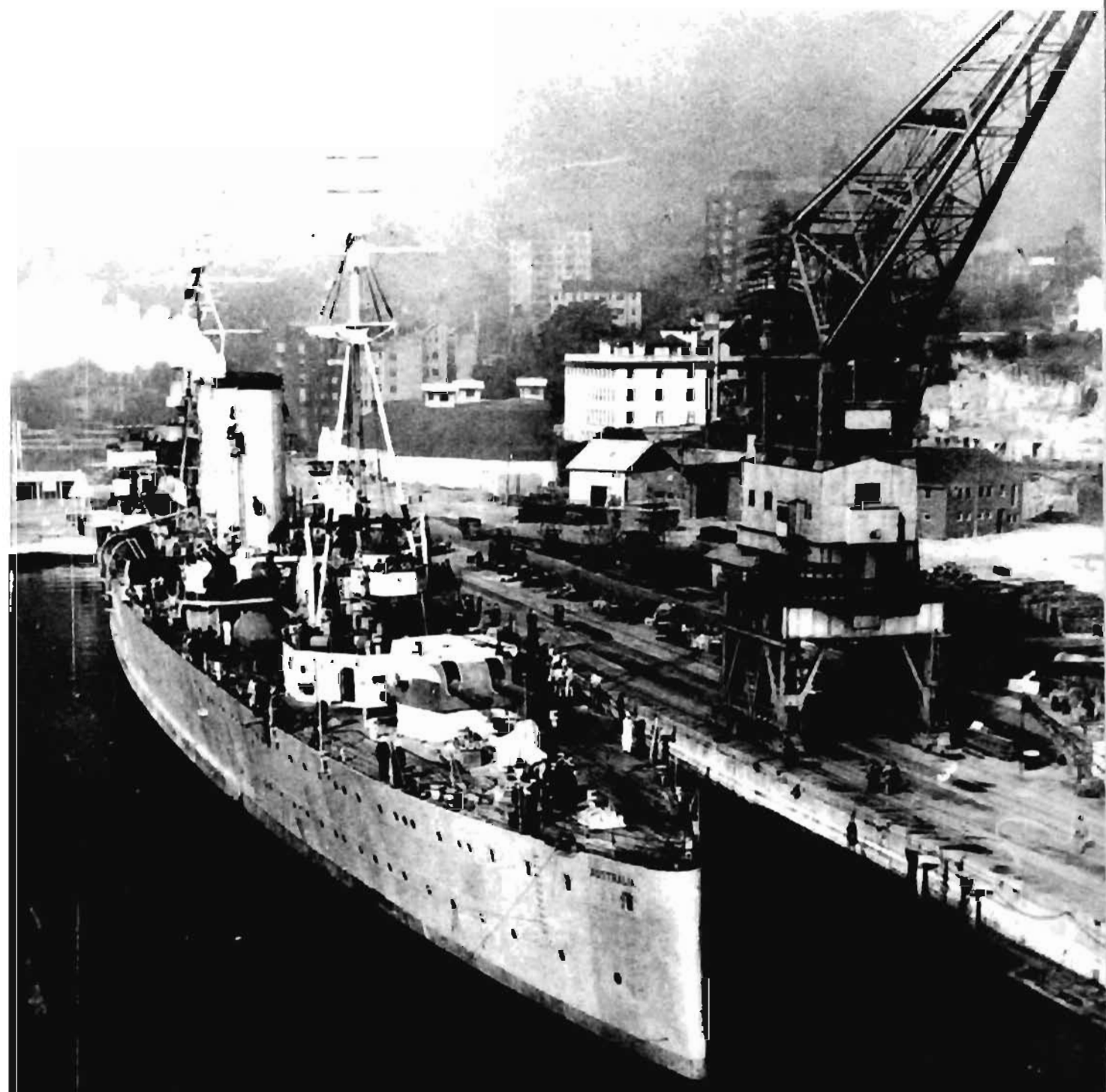


# THE NAVY

VOL. 10. No. 7

JULY, 1947

1/- MONTHLY





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July, 1947

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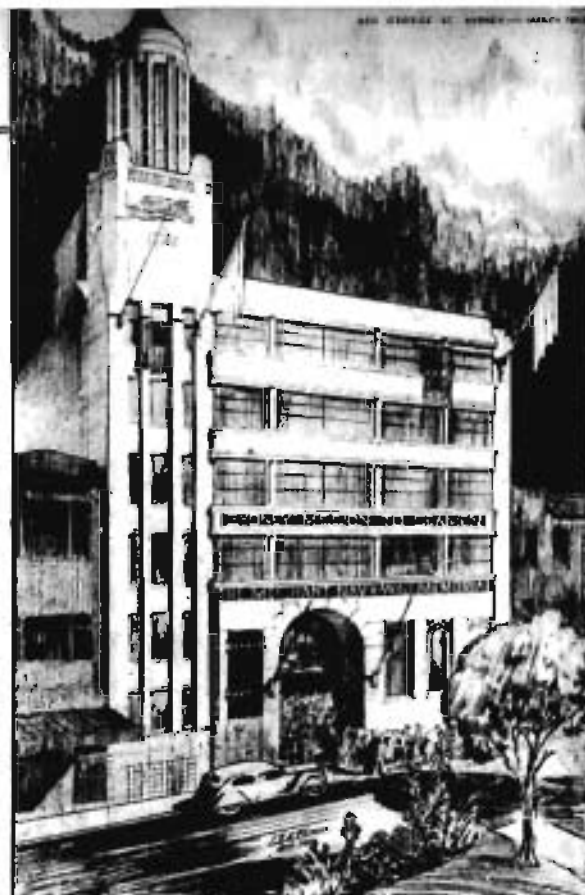


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3

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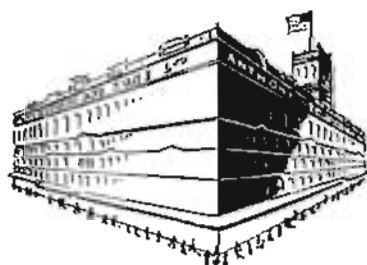
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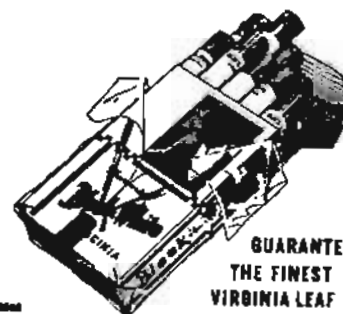
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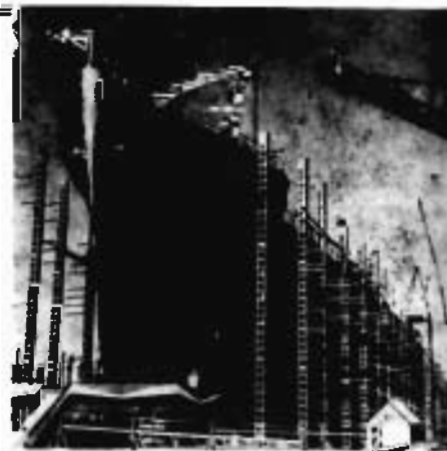


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# The NAVY



## AUSTRALIA'S MARITIME JOURNAL

### FOUNDATIONS OF SEA POWER

SEA POWER exists by reason of the Merchant Ships, those "Swift shuttles of an Empire's loom that weave us, main to main." They are a fundamental element of sea power, its basis in flourishing sea-borne trade in times of peace, its sinews in times of war. The trans-sea roads they follow link market to market in peaceful commerce, lead to friend and foe alike in hostilities. Sea power exists on behalf of Merchant Ships, because its sole function is the maintenance of one's own trans-sea lines of communication and the destruction of an enemy's. Thus the Merchant Service is both the strength and the responsibility of the Navy. Each is complementary to the other. To Australia, no less than to the Empire as a whole, a healthy Merchant Service and strong Navy are essential, the one to provide trans-sea carriers for commerce and national security, the other to ensure that—by patrol, distant cover, and close convoy escort—those carriers are guarded when danger threatens.

Photo: A convoy moves by moonlight.





H.M.S. "GLORY"

## Editor's Notes

"THE NAVY" is published monthly. Literary communications, photographs and letters for insertion (which should be short) should be addressed to Commander G. H. GUN, Editor of "The Navy", Editorial 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.

IN his statement on the Defence Policy of Australia, delivered in the House of Representatives on June 4, the Minister for Defence (Mr. Dedman) put his finger on the point when he said that, notwithstanding all the changes and developments in weapons, the British Commonwealth still remains a maritime Empire, dependent on sea power for its existence. To make clear that he was not using the term "Sea Power" in any narrow sense, the Minister quoted from Admiral Sir Herbert Richmond's "Statesmen and Sea Power" (reviewed in this issue of "The Navy") the elements composing that power.

They are the fighting instruments necessary to secure control of the seas, the positions in which those instruments can be continuously maintained and from which they can be operated efficiently, and the vehicles of transport in which troops and trade can be carried. "Those fighting instruments and those vehicles operate today on the surface of the sea, under the surface and above the surface; they extend from the largest battleship to the

submarine, the motor-boat, and the aeroplane. All are instruments of sea power."

"Australia's experience in the recent war," said Mr. Dedman, "fully demonstrated the fundamental importance of sea power to our defence." Allied sea power enabled "its possessors to exploit all their own resources, to draw upon the resources of the world for the raw materials and finished goods of their needs in war, to carry those goods whither they were needed, and to transport the fighting forces of the other arms to whatever points in the vast theatre of war where they could be most efficiently used. Sea power did not win the war itself; it enabled the war to be won. It was, as the British Prime Minister had said, the 'foundation' essential to victory."

For the foregoing reasons, Mr. Dedman said, and because it is essential that a Navy must be ready to fight as soon as war occurs, the largest quota in the Defence Programme has been allotted to Naval Defence. "The naval programme

aims at building up a balanced force over a period of years which will be capable of operating as an independent force, backed by shore establishments for its maintenance. It also includes escort vessels for the protection of our shipping and survey vessels to continue the surveys necessary in Australian waters."

The Statement is noteworthy because of its evidence of a clear grasp of the fundamentals of the Defence needs of Australia and of the Empire, and the lucidity with which those needs were made public. It, and the policy it expounds, deserve the strongest support of all concerned in the future security of the Commonwealth.

THE NEWS that the Naval development programme includes the provision of two fleet carriers will give general satisfaction. During the recent war the value of the carrier task force was amply demonstrated on more than one occasion. This particularly applied in the case of the Coral Sea battle in May, 1942, when the security of Port Moresby and the Torres Straits was assured by the defeat of a Japanese force by a U.S. task group comprising two carriers, with cruisers and destroyers. Surface forces did not establish contact, and without the carriers and their aircraft the battle could not have been won. Australia's own naval defence was incomplete in those days because of the lack of those fighting instruments that operate over the surface, a condition which is now to be rectified.

BASES are an essential element of sea power, and Australia is likely to loom more largely in Empire defence in the future by reason of the capital ship base now available at Sydney since the completion of the Captain Cook Dock, and the important base site acquired at Manus, in the Admiralty Islands. Bases, however, although essential elements, are only elements; and a naval base is only as secure as its sea communications. Indeed, in these days of fleet trains, a fleet without a shore base is less vulnerable than a base without a fleet when that base is capable of being isolated. As Sir Herbert Richmond rightly pointed out, the fall of every isolated fortress on land or at sea has been inevitable throughout the whole history of war.

IN the matter of aircraft carriers, the Royal Australian Navy is fortunate in having officers with experience in this type of modern fighting instrument. Rear-Admiral H. B. Farncomb, Rear-Admiral Commanding His Majesty's Royal Australian Naval Squadron, commanded H.M.S. "Attacker"

on operations in the Mediterranean during 1944, and the Second Naval Member, Commodore J. M. Armstrong, has also been in command of carriers, having been Commanding Officer of H.M.S. "Ruler" and H.M.S. "Vindex". Other officers with experience in the Naval air arm are the present Director of Naval Intelligence, Commander A. S. Storey, who was Staff Officer (Operations) in Admiral Vian's force with the British Pacific Fleet, Commander G. C. Oldham, present Commanding Officer of H.M.A.S. "Warramunga", who has done observers' courses in carriers, and Lieutenant-Commander V. A. Smith. The Navy is making full preparations for the time when the carriers join the Squadron, and has for some time had a Naval Aviation Planning Directorate in operation.

THE death during June of Admiral Sir Reginald H. Bacon, K.C.B., K.C.V.O., D.S.O., has removed from this mortal coil a colourful Naval personality and a link with the stirring naval days that saw the introduction of the water-tube boiler and the all-big-gun battleship, and the turbulent period of a resurgent fleet. Born in 1863, he had a distinguished career in the Service. He was chief of the intelligence service in the Benin Expedition of 1897, where he won his D.S.O., and he was the founder of the submarine service in the Royal Navy, conducting the first submarine trials. During the great "change-over" time of the Royal Navy he was—then a Captain, and Naval Assistant to the First Sea Lord—a member of the Design Committee constituted as an advisory body to consider "the features which should be incorporated by the Director of Naval Construction in the new design of ships." From this Committee's deliberations the "Dreadnought" and "Indomitable" designs evolved. In 1909, after being Director of Naval Ordnance and Torpedoes, he resigned from the Service to become managing director of the Coventry Ordnance Works. He resigned this position with the outbreak of the 1914-1918 war, in the early stages of which he commanded a heavy howitzer brigade in France as a colonel of the Royal Marines. In 1915 he was appointed Vice-Admiral in command of the Dover Patrol, remaining there until January, 1918, when he was made Controller of the Munitions Inventions Department at Admiralty. In the late war he was a company commander of the Home Guard until April, 1941. An ardent disciple of Lord Fisher, he published a biography, "The Life of Lord Fisher of Kilverstone" in 1929, and "The Concise Story of the Dover Patrol" in 1932. He was knighted in 1916.



With the Royal Canadian Navy on patrol. Fitting primers to depth charges on board a destroyer

## BRITISH SEA POWER AND THE DOMINIONS

By LIEUTENANT-COMMANDER GEOFFREY RAWSON, R.A.N.

**N**OW that the great struggle for survival is over, now that Britain and the British Empire have once again been saved from dire peril of extinction, it is opportune to reflect once more upon the old lessons which the great conflict re-emphasised, and upon the new problems of Empire defence which confront us.

These are matters not only of supreme importance to Britain herself but to her outlying dominions and colonies, conscious of their separation from each other in terms of ocean spaces.

During the past thirty years the people of Britain have gone through two critical periods, the

memory of which will for ever remain graven in their minds. One was during those desperate months of 1917 when the loss of merchant shipping rose to the most dangerous heights and when the spectre of famine and starvation in our island for a time raised its ugly head. The second was in 1940, after evacuation from Dunkirk, when Britain stood alone, partially disarmed and facing the menace of invasion.

During the former crisis, she was saved by the gradual but inexorable defeat of the U-boat campaign; from the latter she was delivered by the fact that, however great our losses, how-

ever weakened we were, Britain never lost the control of the seas.

The part played by Sea Power in slowly but relentlessly creating the strategic conditions essential to an Allied victory is now clear. Fortunately, the significance of Sea Power was not so apparent to Hitler and to his generals. They were obsessed by theories of the Land Campaign, of great armies, large air forces and immense territorial gains. But, apparently, they were blind or indifferent to those steel tenebres which could be forged by Sea Power and which would eventually enable the whole German strategic plan to be met, foiled and overthrown.

England, it seems, according to the German view, was saved from invasion after Dunkirk because the German Admiralty would not guarantee the command of the Channel, the Straits and the North sea. The evacuation from Dunkirk itself had been made possible by the British control of the narrow sea. But a further revelation was soon to be given to the world of the unseen power and capacity which lay in the control of the outer seas.

It is now generally agreed that the Battle of Alamein marked the turn of the tide. How were the great Empire forces slowly and steadily, secretly and silently built up, for Generals Alexander and Montgomery at Cairo, Suez, Port Said and in the desert? The Mediterranean was not an open fairway. The stream of reinforcements and supplies had therefore to be sent round the Cape by "the long haul." This trunk route, this great sea lane, was open.

It was open and was kept open because British Sea Power, though sorely tested and tried, was able to keep it open, and to guarantee the safe arrival in Egypt of the stream of reinforcements and supplies which Mr. Churchill was directing thither at a time when England herself was almost disarmed.

It was the military genius of Generals Alexander and Montgomery which made possible the break-through at Alamein; it was the long and patient toil and arduous of the Navy and Merchant Service, which, over many months, at length succeeded in giving them an incomparable army with which to finish the job.

So, too, with the invasion of North Africa; the maintenance of our oil supplies from the Middle

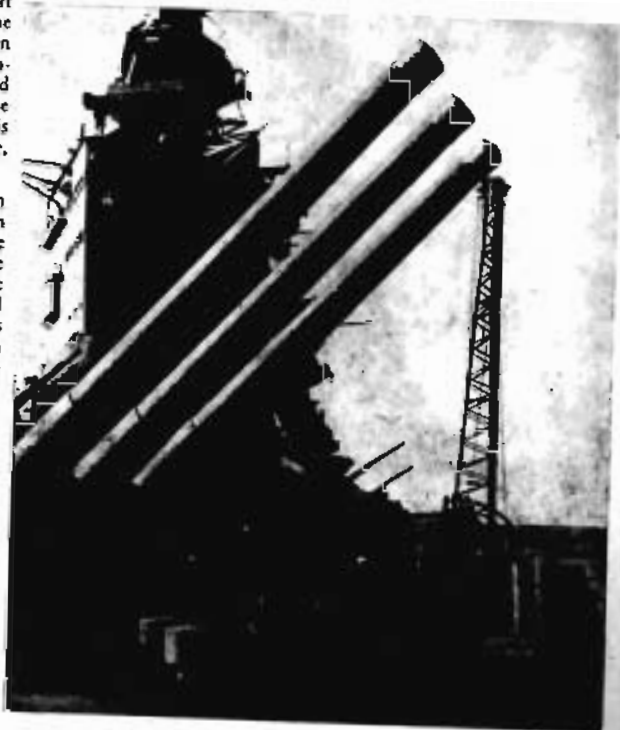
East and from America; the security of Lend-Lease material, and the safe arrival of the American armies in Europe; the Battle of the Atlantic; and finally the invasion of Normandy.

Sea Power, aided by Air Power, made all these great events possible. To paraphrase Admiral Mahan: it was the storm-tossed ships, the escorted convoys, the hard-pressed flotillas and the stout-hearted seamen who manned them, often in fog, snow and ice, upon which and whom Hitler never looked and of whose exist-

ence he was but dimly if uneasily aware, which stood between him and the dominion of the world.

The contribution which the Dominions and the Colonial naval forces made to the combined effort is well known. Each rose to the occasion, multiplying and expanding its naval forces in every direction. Canada, Australia, New Zealand and India took the lead in the magnitude of their efforts. Whilst raising, training and equipping their own forces, they continued with complete unanimity to place all these newly

Members of the South African Division of the R.N.V.R. with the Fleet, ammunition ship. 16-inch shells weighing more than 1 ton each, are here being struck down on board H.M.S. "Nelson."





The cruiser "Bellona" of the Royal New Zealand Navy, which will be taking part in the Squadron Exercises at Lewis Bay at the end of this month.

raised forces at the disposal of the Admiralty, to be used wherever they could best be devoted to the common cause.

From their earliest days, the Dominion Navies have regarded

themselves virtually as integral parts of the Royal Navy. They have sought and succeeded in building up their own proud history and traditions on the rich store and heritage of the Mother

Service. Not yet sufficiently developed to maintain large enough Navies to defend and secure their own countries, they have undertaken in great part their own local defence, and the local defence of each part of the Empire is a direct contribution to the over-all safety of the whole.

Hence the integration of the Dominion naval forces in the Royal Navy is dictated not only by filial sentiment but by sound reasoning and by the instinct of self-preservation.

The creation and maintenance of these Dominion Navies in peace-time and their immediate absorption in the common Empire fleets on the outbreak of war were a remarkable phenomenon. They were made possible only by the adoption of a common system so that each and every Dominion and Colonial naval unit was able at a moment's notice to slip into its appointed place when the emergency came.

The co-ordination was perfect. So much so that Dominion ships and individuals, both officers and men, were to be found serving all over the world in R.N. ships and establishments irrespective of the particular Dominion or Colonial naval force in which they had been recruited and trained.

On the outbreak of war, all the Dominion and Colonial naval forces were placed entirely at the disposal of the Admiralty. Thus, at the outset, was inaugurated that oneness and totality of Empire naval co-operation and co-ordination which rapidly extended its network across the oceans and which enabled the major strategic plan eventually to be put into operation. The turning point was made possible precisely because the Empire forces at Alamein had been built up with the aid of Empire Sea Power.

The Navy

To Australia it was clear that Sea Power made it possible for the Australian divisions to be moved overseas to where they were most needed; to bring them back when Australia herself was threatened; to fight the New Guinea campaign which turned the tide against the Japs; to send across the world the Australian airmen who took such a prominent part in the bombing of Germany; to maintain contact with the overseas Allies, and to dispatch her wheat, wool and meat cargoes across the oceans.

The important contributions made by the Dominions to this great naval effort merit, in particular, some further consideration. These great land masses could hardly have been expected to develop peoples with a strong sense of Sea Power. The Canadian Prairie provinces, located far inland, are inhabited by people looking primarily to the soil rather than to the sea; the great open spaces of Australia are remote from the Australian seaboard; the great sub-continent of India with its men folk inheriting a military rather than sea tradition may well have been expected to be lacking in a consciousness of Sea Power. Yet the event proved the contrary, as was demonstrated by the phenomenal rise and expansion of the Canadian, Australian and Indian Navies during the war. Their men flocked to the naval recruiting stations. An analysis, if it could be made, would provide some interesting sidelights as to how the ships of these Dominion Navies were manned and officered by men many of whom had never previously seen the sea and many of whom had hitherto been "landsmen" in every sense of the term.

Somehow, somewhere, in the Anglo-Saxon stock there is an in-



A leading seaman of the Royal Canadian Navy, qualified in Gunner. Every inch a sailor.

herited, a traditional, sense of the sea and of Sea Power, and all that it connotes. Perhaps it derives from our Elizabethan forbears, from the memory and the glamour which even to-day surround the names of Drake and of Nelson. Whatever the reason, there has grown up some peculiar inherent belief in the British Navy and all that that term implies. It is universal; it is undying; it is deeply rooted. Only some such explanation will explain the astonishing rally of Canadians, Australians, New Zealanders, South Africans and the men of the Colonies to the call of the sea when the Empire was in danger. It explains also the quick learning aptitude with which these hundreds of thousands of recruits passed rapidly through their training courses and took their places in the ships

at sea during the height of the U-boat campaign and in the harsh and compelling circumstances of a total war.

This was largely made possible by the success of the tried and tested methods, systems and plans of the Admiralty for coping with such an emergency as the management, handling and training of a vast influx of raw recruits into a highly specialized and technical Service.

Another factor was the establishment of the Navy League and of the Sea Cadet Corps throughout the Dominions. This was not only bound to make an immediate appeal to the youth of the Dominions but supplied that very training and familiarity with the rudiments of seamanship and navigation which were to prove of such

Contd. on Page 60

July, 1947



Admiral Thomas C. Kinkaid, U.S.N., presenting to His Excellency The Honourable N. J. Makin, Australian Ambassador, Washington, an 8-inch gun tampon from U.S.S. "CANBERRA"

## The Two Canberras

A pleasant and significant ceremony took place at the Australian Embassy, Washington, D.C., on Thursday, March 13, of this year, when Admiral Thomas C. Kinkaid, U.S.N., Commander Eastern Sea Frontier, presented three mementoes from the U.S.S. "CANBERRA" to the Australian Ambassador, His Excellency The Honourable N. J. O. Makin. The mementoes are a battle flag flown by U.S.S. "CANBERRA", an 8-in. gun tampon from the ship, and a framed scroll recording the part she played in the Pacific War. The wording of the scroll is:

### U.S.S. "CANBERRA" (CA 70)

Built at Quincy, Massachusetts, and named to commemorate the loss of His Majesty's Australian Ship Canberra in the First Battle of Savo Island, 9 August 1942. Christened by Lady Alice C. Dixon and commissioned in October 1943, she joined the United States Pacific Fleet and participated in the following engagements: Carrier Bombardment.—

Eniwetok, 14 February-1 March 1944

Palau, Yap, Molai, 27 March-6 April 1944

Aitape and Hollandia Area, 21 April-24 April 1944

Truk, 29 April 1944

Gun Bombardment.—

Salomon, 30 April 1944

Carrier Bombardment.—

Marcus, 19-20 May 1944

Wak, 23 May 1944

Guam, Saipan, Tinian, Rota, 6-27 June-6-23 July 1944

Carrier Bombardment.—

Iwo Jima and Chi Chi Jima, 15, 16, 23, 24 June, 4 July 1944

First Battle of the Philippine Sea.—

19-20 June 1944

Gun Bombardment.—

Iwo Jima, 4 July 1944

Carrier Bombardment.—

Palau, 25-27 July and 8 September 1944

Philippine Islands, 9-24 September 1944

Morotai, 15-16 September 1944

Okinawa Jima, 10 October 1944

Formosa, 12-13 October 1944

The U.S.S. Canberra was hit by a Japanese aerial torpedo on 13 October 1944 and returned to the United States for repairs. She rejoined the fleet in October 1945.

Subsequent to the ceremony, the following letters were interchanged between Commodore E. M. Eller, U.S.N., Director of Public Relations, and Captain S. H. K. Spurgeon, D.S.O., R.A.N., Australian Naval Attache, Washington.

Navy Department  
Executive Office of the Secretary  
Office of Public Information  
Washington 25 D.C.

D-3  
Serial 4909 00R

18th March, 1947

Captain S. H. K. Spurgeon, Royal  
Australian Navy,  
Naval Attache, Australian Embas-  
sy

3120 Cleveland Avenue, N.W.,  
Washington D.C.

Dear Captain Spurgeon,

I wish to express my appreciation to you for your gracious co-operation and assistance in making the arrangements for the ceremony at which Admiral Thomas C. Kinkaid presented the Australian Ambassador, The Honourable Norman J. O. Makin, with three mementoes from the U.S.S. CANBERRA.

This tribute to His Majesty's Australian Ship CANBERRA, and the spirited men who fought her, is but another testimony of the good will our countries feel towards each other. I feel sure that the Ambassador and Admiral Kin-

kaid will cherish the memory of this reaffirmation of our kinship. With all best wishes, I am,

Cordially,

"E. M. ELLER"  
Commodore, U.S.N.  
Director.

1700 Massachusetts Ave.  
N.W.

No. 4.01/47

Dear Commodore Eller,

I wish to acknowledge with appreciation your gracious letter of 18th March, 1947.

The Australian Ambassador, His Excellency The Honourable N. J. O. Makin, has asked me to express to Navy Department, through you, the thanks of the Australian Government for the relics from the U.S.S. CANBERRA. These tokens will assist in keeping alive, in Australia, the close bonds which linked our two countries during the war.

Yours very truly,

(S. K. H. Spurgeon)  
Captain, R.A.N.  
Naval Attache

Commodore E. M. Eller, U.S.N.,  
Director of Public Relations,  
Navy Department,  
Washington, D.C.

It was fitting that the two main figures at this ceremony should have been Admiral Kinkaid and Mr. Makin. Admiral Kinkaid will be remembered as the Commander of the U.S. Seventh Fleet during the "attack" period of the Pacific War, while Mr. Makin was, from November 1941 until his assumption of his present office, Minister for the Navy in the Commonwealth Government.

U.S.S. "CANBERRA" which was called for H.M.A.S. "CANBERRA", is the only American Naval vessel named for a foreign city, and is now in commission as inactive reserve.

The mementoes handed over ' Admiral Kinkaid have recently arrived in Australia, where they will be housed in the Australian War Memorial, Canberra.

Admiral Thomas C. Kinkaid, U.S.N. (third from right), with members of his staff at the presentation of mementoes from U.S.S. "CANBERRA" to the Australian Ambassador, Washington, His Excellency The Honourable N. J. Makin. Captain E. S. K. Spurgeon, D.S.O., R.A.N., the Australian Naval Attache, is on Mr. Makin's right.







## H.M.A.S. AUSTRALIA

### "Lang May Her Lums Reek!"

A veteran of the Royal Australian Navy, who has been laid off for some time undergoing repairs and an extensive refit, is now ready to join the Squadron again for whatever may eventuate in Naval Occasions, from a Goodwill Tour to the United States to anything else that involves being in all respects ready for sea.

By REUBEN RANZO

SHE is H.M.A.S. "Australia", brought up to date as a fighting unit and with improved facilities for her Ship's Company, including a labour-saving laundry and a cafeteria system among other amenities. She has received a new lease of an eventful and most valuable life.

Towards the middle of last decade the people and Govern-

ment of Australia were becoming somewhat apprehensive of the defence position of the country in view of developments in the Western Pacific, including the growing and ambitious strength of Japan. As a result, the Government, in 1924, decided on a Naval developmental programme, to include the construction of two 10,000 ton cruisers. One of these

was the present H.M.A.S. "Australia".

Her fine record in the late war—with that of her sister, H.M.A.S. "Canberra", unfortunately lost in August 1942 at the First Battle of Savo Island—proves the rightness of the Government's decision. During the war, when every efficient fighting unit on the seas was of inestimable value to the British Commonwealth and its Allies, these two cruisers, and H.M.A.S. "Australia" in particular, rendered invaluable service.

The decision having been reached, orders for the two cruisers were placed with Messrs. John Brown and Co., Clydebank, the contract calling for delivery by June, 1928. "Australia's" keel was laid in 1925; she was launched on March 17, 1927, the ceremony being performed by Dame Mary Cook, wife of Sir Joseph Cook, the Australian High

Commissioner in London; and the following year, on April 24, she commissioned at Portsmouth and, wearing the flag of Rear-Admiral George F. Hyde, C.V.O., C.B.E., arrived on the Australia Station on October 14, 1928.

Previous to the outbreak of war in 1939, H.M.A.S. "Australia" spent a period overseas, leaving Australia in 1934, when she took His Royal Highness the Duke of Gloucester to England after his visit for the Melbourne Centenary celebrations, and remaining in Home waters for the 1935 Jubilee Review, subsequently serving with the Mediterranean Fleet as exchange cruiser (H.M.S. "Sussex", being the exchange ship with the R.A.N. Squadron) until July, 1936.

In 1939, "Australia" was in reserve, completing a large-scale refit and modernisation. She commissioned on August 28 of that year under the command of Captain R. R. Stewart, R. N., and remained on the station until the middle of 1940 when, having acted as escort of one of the A.I.F. convoys across the Indian Ocean, she entered the Atlantic and remained for some time in Western longitudes.

Here she had her first taste of action. This was off Dakar. She was one of the covering force in July, 1940, when a motor boat from the Aircraft Carrier "Hermes" entered the harbour and dropped depth charges under the stern of the "Richelieu". Two months later she was there again, at the time General de Gaulle tried unsuccessfully to persuade the French forces there to throw in their lot with the Free French. "Australia" suffered superficial damage from a hit by shore batteries during this operation, and also had an encounter with, and put out of action on fire, a Vichy French destroyer of the "Famrasque" class.

The end of the year found her in England, and experiencing heavy German air raids whilst in dry dock at Liverpool, a large bomb falling in the dock itself, but fortunately not exploding.

Back to Australia. Indian Ocean convoys, raider hunts and patrols, and then a hurried recall from across the Indian Ocean when Japan struck, to become Flagship of Rear-Admiral Crace, C.B., Rear-Admiral Commanding the Australian Squadron. During this period there had been changes

in command. In August, 1941, Captain G. D. Moore, R.A.N., had succeeded Captain Stewart, and in December of the year Captain H. B. Farncomb, M.V.O., R.A.N., took over from Captain Moore.

There followed an anxious period when Allied Naval strength in the Western Pacific was at its nadir, and Anzac Force, with "Australia" as Flagship, for some time was out only naval concentration in the Coral Sea area, with the Japanese coming rapidly and steadily southward. But the American Navy was even more rapidly and steadily recovering from the crippling blow at Pearl Harbour, and in the Coral Sea Battle in early May 1942, was able to call "check" to a hitherto unchecked Japanese advance. "Australia" was Flagship of the Moresby covering force on that occasion. The force was the target for a determined bomb and torpedo attack by Japanese aircraft, but came through without damage.

That was "Australia's" curtain-raiser with the Japanese. The next encounter took place further east in the Solomon Islands when, on August 7, 1942, the American

Contd. on next Page

Left: H.M.A.S. "Australia" in October, 1944, after being hit by Japanese aircraft at the Leyte Battle. Showing damage to foremast and control tower. Right: In January, 1945, after undergoing five attacks by Japanese suicide aircraft in the Lingayen Gulf Operations. Forward funnel knocked over, and hole at waterline under bridge.



Marines attacked and stormed Tulagi and Guadalcanal, and "Australia", as Flagship of the escorting force—wearing the Flag of Rear-Admiral V. A. C. Crutchley, V.C., D.S.C., who had relieved Rear-Admiral Grace—led the line which included, among ships of the U.S. Navy, the other Australian cruisers, "Canberra" and "Hobart". "Canberra" was to remain there, sunk as a result of a Japanese surface attack on the night of August 8-9, and with her remained three U.S. cruisers, "Astoria", "Quincy", and "Vincennes".

There followed a period of comparative quietude; of patrolling, escorting, exercising; and then a resumption of the covering and bombardment work in support of assault landings against Japanese positions in the South-West Pacific as the rising tide of Allied strength swept westwards and northwards. Arawe and Cape Gloucester, Tanahmerah Bay and Wakde, Biak, Noemfoor, and Morotai.

During this period there were changes in both Squadron and Ship command. On March 9, 1944, Captain E. F. V. Dechainaux, D.S.C., R.A.N., assumed command of the ship vice Captain Farncomb. In May, 1944, on relinquishment of command of the Squadron by Rear-Admiral Crutchley, Captain J. A. Collins, C.B., R.A.N., was appointed to succeed him with the rank of Commodore First Class. Thus, for the first time in its history, the R.A.N. Squadron came under the command of a graduate of the R.A.N. College.

Things began to happen to "Australia" when she went into Leyte with the Philippines Invasion Force in October, 1944. On Trafalgar Day, the second day of the landing, a Japanese aircraft dived into the foremast and ex-

ploded, showering blazing petrol and debris over the compass platform and bridge, and causing 91 casualties, 30 of which were fatal. Among those who lost their lives was Captain Dechainaux, whilst the Commodore was seriously wounded. Damage was such that the ship had to retire to Espiritu Santo for repairs under the command of the Commander, Commander H. C. Wright, D.S.C., R.A.N.

The necessary changes in command of Squadron and ship were made with the appointment of Captain H. B. Farncomb, D.S.O., M.V.O., R.A.N., as Commodore Commanding the Squadron, with the rank of Commodore First Class, and that of Captain J. M. Armstrong, R.A.N., as Commanding Officer of H.M.A.S. "Australia". Subsequently, for their service in these commands in the Lingayen Gulf operations, these two officers received the decorations of C.B. (Commodore Farncomb) and D.S.O. (Captain Armstrong).

It was in the Lingayen Gulf operations in January, 1945, that "Australia" suffered her heaviest damage and casualties, these amounting to 113, including 44 killed, from Japanese suicide aircraft attacks. Here is the story as Captain Armstrong told it to New York newspaper reporters later in the year:

"The first suicide attack came at dusk on January 5, when we were bombarding strong points in Lingayen Gulf. The day had been one of constant alarms, with the crew throwing everything we had at the Japanese planes.

"The American escort carrier "Ommaney Bay" had taken a direct hit, and half a dozen Japanese planes, evading our fighter protection, came at us low down from the west. One hit our deck, exploded, and then tried to go

down our funnels. It caused a lot of casualties but not much damage.

"On the following day we were covering mine-sweeping operations when three or four planes pierced our defence. One crashed into our starboard side, completely wiping out our one gun crew, while the Naval 16-in shell which the plane carried as a bomb, tore a huge hole in the deck.

"Then, early on the morning of January 8, two twin-engined bombers came at us from the shore. We shot down one of them some distance from the ship, but got the second plane only about 20 yards away from the ship. It skidded in and exploded against the ship's side, tearing a hole 14 feet by 7 feet.

"We had the last two attacks on January 9, when one plane crashed on to a gun crew, killing all members and knocking out the gun. The second attack knocked over one of our funnels, but its bombs did not explode. That evening we left the Philippines as part of the escort for the ships that had landed the thousands of troops."

So ended the "Australia" service in action during the war. She returned to Sydney, and in June 1945 left for England for major repairs and refit. She returned to Sydney on the conclusion of hostilities in order to carry out the dockyard work there instead of in England, and it has now been completed.

Now she is an efficient ship again, revived and rejuvenated, and ready to take her place in any Naval activity that involves "they that go down to the sea." She has, in good measure, added lustre to her country's name; and if one may wish her a blessing in the tongue of the land of her birth, it is "Lang may her lums reek."

## Naval Personalities

No. 7

Rear-Admiral H. B. FARNCOMB



REAR-ADMIRAL HAROLD BRUCE FARNCOMB, C.B., D.S.O., M.V.O., was born in Sydney on February 28, 1899. He entered the Royal Australian Naval College—then at Osborne House, Geelong—as a Cadet Midshipman in December, 1912, being one of the original entry. When he passed out in 1916 to take up his first sea-going appointment as Midshipman in H.M.S. "ROYAL SOVEREIGN," he had "maximum time," the Grand Aggregate Prize, the prize for French, and First in English and History to his credit.

Following his period in H.M.S. "ROYAL SOVEREIGN," he served in various ships of the R.N. and R.A.N., being promoted Lieutenant in October, 1919, Lieutenant-Commander in 1927, Commander in June, 1932, and Captain in June, 1937, the first graduate from the Royal Australian Naval College to attain that rank.

In June, 1939, Captain Farncomb commissioned H.M.A.S. "PERTH"—formerly H.M.S. "AMPHION"—at Portsmouth, and was Commanding Officer of that ship, en route to Australia via New York when war broke out. Hostilities kept H.M.A.S. "PERTH" in the Caribbean for some months, and she did not reach Australia until April, 1940. Shortly after arrival in Australia, Captain Farncomb assumed command of H.M.A.S. "CANBERRA". While on patrol in the Indian Ocean under his command in March, 1941, "CANBERRA" intercepted the German raider supply ship "COBURG" and her consort, the tanker "KETTY BROVIG", both ships being scuttled and sunk by their crews.

Captain Farncomb's next command was H.M.A.S. "AUSTRALIA", in which ship he was in action against the Japanese at the Coral Sea Battle in May, 1942, and at the initial assault on the Solomon Islands in the following August, and later at Arawe and Cape Gloucester. The Solomon operation gained him the D.S.O. "for skill, resolution and coolness."

In December, 1944, after a period with the Royal Navy in command of the aircraft carrier H.M.S. "ATTACKER", Captain Farncomb was appointed Commodore (First Class) Commanding His Majesty's Royal Australian Naval Squadron, flying his broad pendant successively in H.M.A. Ships "AUSTRALIA", "SHROPSHIRE", and "HOBART". During this period he took part in the operations at Lingayen Gulf, Corregidor, and Borneo, being awarded the C.B. and the United States Legion of Merit, Degree of Commander, for his services. In addition, he was, during the war, three times Mentioned in Despatches.

Following a term of duty as Commodore Superintendent of Training at Flinders Naval Depot, he was, in November, 1946, again appointed Commodore (First Class) Commanding His Majesty's Royal Australian Naval Squadron, and in January, 1947, was promoted Rear-Admiral, thus being the first R.A.N. College graduate to fly his Flag as R.A.C.A.S. H.M.A.S. "AUSTRALIA" at the time of writing, in his Flagship.



# Decorated Officers and Men

No. 2 of the Series



Courtesy of "The Argus," Melbourne.

CAPTAIN H. M. L. WALLER, D.S.O., R.A.N.

**H**ECTOR McDONALD LAWS WALLER, a native of Victoria, entered the Royal Australian Naval College as a Cadet Midshipman in December 1913 and, after passing out four years later, received his first sea-going appointment as a Midshipman in H.M.S. "Agincourt" in April 1918.

The years previous to the outbreak of the late war saw his service in various ships of the R.A.N. and his steady promotion—Sub-Lieutenant in October 1919, Lieutenant in March 1921, Lieutenant-Commander in March 1929, Commander in June 1934, and Captain six years later. On the outbreak of war he was commissioned H.M.A.S. "Stuart" in command, that ship, together with the four "V" and "W" destroyers, proceeding overseas to join the Mediterranean Fleet before the end of the year. With the formation of the 10th Destroyer Flotilla he became Captain (D), a command he held until his return to Australia in 1941.

Captain Waller's inspiring leadership with the destroyers in the Mediterranean earned him the D.S.O. and Bar, and two Mentions in Despatches. These were: The D.S.O. in September 1940 "For courage, enterprise and devotion to duty in recent engagements"; M.I.D. in July 1941 "For courage, skill and devotion to duty in operation off the

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Courtesy of "The Age," Melbourne.

STOKER C. A. PETHEBRIDGE, ALBERT MEDAL, R.A.N.R.

**C**HARLES ALEXANDER PETHEBRIDGE, 2, native of Northcote, Victoria, joined the Royal Australian Navy through the R.A.N.R. entry in June, 1941. He was in H.M.A.S. "Perth" as Stoker (Second Class) when that ship was lost in Sunda Strait in action on the night of February 28-March 1, 1942, subsequently becoming a prisoner-of-war of the Japanese.

In September, 1944, the Japanese decided to transfer some prisoners-of-war from the South to Japan, and Stoker Pethebridge was one of a number crowded in the ship "Rakuyo Maru" when that vessel was torpedoed by a U.S. submarine in the China Sea. Many went down with the ship. But a comparative few remained afloat, swimming, or on rafts and wreckage. Stoker Pethebridge was on a raft, and his story—which was told by survivors who, after some hours in the water, were rescued by submarines of the U.S. Navy—is preserved in the Citation accompanying the posthumous award of the Albert Medal in Bronze which was made to him:

"For gallantry in saving life at sea at the cost of his own. When the ship on which he was a passenger was torpedoed, Stoker Pethebridge got away with twenty others on a raft. During the

The Navy

# Prominent Men in Shipping

No. 2

MR. STANLEY THOMPSON EDWARDS

**A**MONG the leading personalities in the Australian shipping world, Mr. Stanley Thompson Edwards holds a high position and is well known as Chairman and Managing Director of Messrs. McIlwraith McEachern Ltd., and as the holder of various other offices he occupies in maritime circles.

Born in Melbourne, Vic., and educated at Melbourne Grammar School, Mr. Edwards joined the staff of McIlwraith McEachern Ltd. on leaving school, and has spent all his business life with the Firm, having been on the staff now for over forty years. Since 1941 he has directed its extensive activities in ship-owning and ship operating on the Australian Coast, and the agency work on behalf of various overseas shipping companies for which it is responsible.

With such a background of experience, Mr. Edwards has a wide knowledge of his subject in its many ramifications from shipbuilding to the operating of freighters and passenger liners. His managerial experience extends over a number of years, he having been Manager for McIlwraith McEachern in Western Australia from 1923 until 1936, returning to the Melbourne office of the Firm early in 1937, and succeeding Mr. James Kelso as Managing Director in 1941.

In addition to his responsibilities as Chairman and Managing Director of McIlwraith McEachern's, Mr. Edwards is Chairman of the Australasian Steamship Owners' Federation, Acting Chairman of the Maritime Industry Commission, Member of the Australian Shipping Board, and a Member of the Australian Shipbuilding Board.

Like most really busy men, he is easily approachable, pleasant and willing to talk informatively on his favourite hobby—the business of shipping, and with the interests of that industry very much at heart. Moments of relaxation find him on the golf course at Royal Melbourne, and he is a member of the Australian Club in his home city, and of the Weld Club, Perth, Western Australia.



CAPTAIN WALLER, cont.

Libyan Coast", and again four months later "For good service in Greek waters; and a bar to the D.S.O. in February 1942 "For bravery and enterprise in the Battle of Matapan".

Captain Waller was lost while in command of H.M.A.S. "Perth" when that ship—in company with U.S.S. "Houston"—was sunk in action with a vastly more powerful Japanese force in Sunda Strait during the night of February 28-March 1, 1942. He subsequently was awarded a posthumous Mention in Despatches "For gallantry and resolution whilst serving in H.M.A.S. "Perth" lost by enemy action in the Far East on 1/3/42".

STOKER PETHEBRIDGE, cont.

ordeal which followed, Pethebridge left this raft on several occasions, without a lifebelt, to go to the help of those who through physical weaknesses could not prevent themselves from slipping into the sea. The strain of this merciful work upon himself was such that he could not carry on, and during the night which followed the sinking of the ship, he himself disappeared."

It was considered by survivors that, had he remained on the raft and not exhausted himself in rescue work, he would have survived.

He is presumed to have lost his life on September 12, 1944.

July, 1947

27

# MARITIME NEWS OF THE WORLD

From our correspondents in  
LONDON and NEW YORK  
By AIR MAIL



LONDON, July 2nd

The British Government's decision on conscription, to reduce the previously agreed-upon period of eighteen months compulsory service to twelve months, has occasioned considerable criticism.

The "Sunday Times", in an article headed "The Betrayal", describes the reduction as entailing a national danger. The "Hampshire Telegraph", always outspoken on naval affairs, says: "The voluntary system of Naval service has proved itself equal to the strain of two hardly contested wars within a generation. It is a system which recognises, in a ship's company working, learning and improving together, that corporate expression of naval efficiency which has stood the nation in good stead. The volunteer has some interest in promotion and to that end improves his knowledge and becomes more useful to the Service."

It will be obvious that, in the case of conscripts with but a year to serve, the excellent results of the voluntary system as just outlined may not be achieved. They may have little enthusiasm for a service to which they were conscripted. . . . They will regard Naval service as an enforced interruption of their normal civilian careers, and their instructors will always be conscious of attempting a routine and unproductive

task. It is hardly to be wondered at, therefore, that naval men as a body will regard the regular entry of national service men to the Navy as tending to undermine efficiency and place an added and unfair burden upon the voluntary service element who, in time of need, will again prove the backbone upon which success depends."

British shipbuilding is suffering as the result of shortage of materials. Coal would appear to be largely the Dictator, shortages of production entailing shortages in steel production; although other materials are also affected. Sir Frederick Rebbeck, chairman of Harland and Wolff Ltd., said recently "Until they could see the foundation commodity, coal, brought up to a level that would give security, shipbuilders would go on living from hand to mouth."

Full-scale action in the battle against cross-Channel smugglers has been launched by the Customs authorities, and the former minesweeper "Vigilant", which brings radar and other wartime radio secrets into use, is now being used in the extensive search for the suspected smuggling craft. The new Revenue cruiser is a fast ship, and her radar will overcome the advantages of fog

and moonless nights previously held by the smugglers.



RADAR SHIP TO COMBAT CHANNEL SMUGGLERS

This picture shows the "Vigilant" approaching a vessel (from which the picture was taken) for a search at the mouth of the Thames.

A new type of rocket for use by the coastguards has been developed as the result of experiments during the war and is expected to go into production shortly. Final experiments have yet to be made, but production of the old type of Boxer rocket, which has been used for nearly a century has already stopped.

The new rocket to be known as the cordite rocket would have greater power in strong winds and a longer range than the Boxer type. Designed on the same principle as the rockets used by the Navy for carrying explosives from landing craft on "D" Day,

it is electrically fired, and has an instantaneous start and a steady propulsive thrust of about 300lb. for about 3 sec. The Boxer type which has two charges takes 10 sec. for the same distance. The range of the new rocket will be about 450 yards farther than that of the present type. The range is limited by the distance at which rescue work can be carried out.

The development of the new rocket, supplies of which will eventually be distributed to 180 Boxer rocket stations on the coast, has been carried out, by the Armament Research Department of the Woolwich Arsenal.

NEW YORK, June 27th

The United States Army and Navy own or lease millions of acres in the San Francisco area, and property owners of the Californian city are urging consolidation of Service bases and the elimination of non-essentials in order to release property for private industry. Representative Jack Z. Anderson, Republican, of California, chairman of a House subcommittee dealing with this question, said that he considered the San Francisco Bay area "an excellent guinea pig for an inquiry into the possibility of combining supply stations and other Army-Navy installations throughout the country. I am convinced," he added, "that we can save untold sums of money by the elimination of duplication and waste."

U.S. Navy psychologists are trying to find out how fast man can work, why he makes errors and what kind of errors. Other scientists are redesigning, simplifying and suggesting improvements in the complex dials and push buttons man must control to make his machines work for him. The Navy's interest is in improved human efficiency aboard its ships and at its shore installations, and the laboratory where the research

is being carried out was set up by the Office of Research and Inventions.

July 1 is the deadline for a recruiting drive now being carried out in the United States for the Navy, a total of 1,148,000 recruits being sought. Many of the new recruits will sign under a "pledge of patriotism", which means that they are committed to serve only in case of national emergency. These men will form one group of the U.S. Naval Reserve, the other group being the Organized Reserve, which is committed to regular drills and training activities. Total membership in the Reserve is now more than 600,000.

The McDonnell Banshee, the new U.S. Navy jet fighter, flies at 600 miles an hour. With a

rate of climb of 9,000 feet a minute, the new fighter weighs 14,000 lbs., is powered by two Westinghouse 24C "Yankee" jet engines, has tricycle landing gear and folding wings for efficient carrier storage.

A radio-photographic network spread over the Pacific provides the U.S. Navy with up-to-the-minute pictures showing weather conditions all the way from Washington to the China Coast. Navy weather stations at Guam, Pearl Harbour, San Francisco and Anacostia, D.C., serve as collecting centres for weather data, and assemble weather maps for their areas. These maps are assembled to make the big map charting weather conditions halfway round the world. Transmitting takes about thirty minutes.

## COASTGUARDS TEST OUT A NEW TYPE OF ROCKET ON THE CRUMBLES AT EASTBOURNE

Placing the rocket on the launching slide, showing the carefully stowed line.



# WHAT THE R.A.N. IS DOING

THERE has been little change in the appointments of personnel or the activities of ships of the Royal Australian Navy during the period since our last issue. The major alteration from the previous list is that H.M.A.S. "Australia", having completed her reft, is back in commission. She was commissioned on May 28, under the command of Captain H. J. Buchanan, D.S.O., R.A.N., who transferred from H.M.A.S. "Shropshire", which ship will be going into reserve. There will be some movement in the near future when the exercises with the visiting Aircraft Carriers of the Royal Navy eventuate, but the situation as at the time of writing—which is early July—is as follows:—

## The Cruisers

H.M.A.S. "Australia" (Captain H. J. Buchanan, D.S.O., R.A.N.) is in Sydney. She is wearing the

Flag of Rear-Admiral H. B. Farncom, C.B., D.S.O., M.V.O., R.A.N.

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

H.M.A.S. "Shropshire" (Commander G. L. Cant, R.A.N.) is in Sydney and is going into reserve.

## 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 Sydney. Departs for Jervis Bay July 7.

H.M.A.S. "Arunta" (Commander G. C. Garside, D.S.C., R.A.N.) is in Sydney.

H.M.A.S. "Quadrant" is in Sydney, paying off into reserve.

H.M.A.S. "Quiberon" (Commander J. L. Bath, R.A.N.) is at Kure, with the Occupation Forces in Japan.

An unusual view of the bridge of the Australian River Class Frigate "Condamine".



H.M.A.S. "Quickmatch" (Lieutenant-Commander C. J. Stephenson, R.A.N.) is at Kure, with the Occupation Forces in Japan.

H.M.A.S. "Warramunga" (Commander G. C. Oldham, D.S.C., R.A.N.) is at Sydney, and departs for Jervis Bay, June 23.

## 1st Frigate Flotilla

H.M.A.S. "Shoalhaven" Senior Officer (Commander J. K. Walton, R.A.N.) is refitting at Williamstown. Departs for Jervis Bay July 5.

H.M.A.S. "Condamine" (Lieutenant-Commander R. J. Hodge, R.A.N.) is in Sydney.

H.M.A.S. "Culgoa" (Lieutenant-Commander H. L. Gunn, D.S.C., R.A.N.) departed Sydney June 9, for Dreger Harbour via Port Moresby and Lae. Arrive Kure July 2.

H.M.A.S. "Hawkesbury" paid off into reserve in Sydney.

H.M.A.S. "Murchison" (Lieutenant-Commander J. McL. Adams, O.B.E., R.A.N.) is in Sydney, attached to H.M.A.S. "Watson" for radar training.

## 20th Minesweeping Flotilla

H.M.A.S. "Swan" Senior Officer (Captain R. V. Wheatley, R.A.N.) is in Sydney.

H.M.A.S. "Deloraine" (A/Lieutenant-Commander J. A. Doyle, R.A.N.R. (S)) is in Sydney.

H.M.A.S. "Echuca" (A/Lieutenant-Commander N. S. Townsend, R.A.N.V.R.) is in Sydney.

H.M.A.S. "Karoomba" (Lieutenant R. H. Grant, R.A.N.V.R.) is in Sydney.

H.M.A.S. "Lithgow" (Lieutenant-Commander H. J. Hull, R.A.N.R.) is in Sydney.

# ...at Sea and Ashore

H.M.A.S. "Mildura" (Lieutenant-Commander A. W. Savage, R.A.N.) is in Sydney.

H.M.A.S. "Warrambool" (A/Commander A. J. Travis, R.A.N.) is in Sydney.

H.D.M.L.'s 1323 and 1326, 1328 and 1329, and M.S.L. 706 are also in Sydney.

## 10th L.S.T. Flotilla

L.S.T. 3017, Senior Officer, (Lieutenant-Commander J. H. P. Burgess, R.A.N.R.) is in Sydney.

L.S.T. 3008 is in Sydney paying off into reserve.

L.S.T. 3014 (Lieutenant-Commander W. A. Wilson, R.A.N.R.) departed Sydney June 25 for Fremantle, where arrived July 6.

L.S.T. 3022 is in Sydney paying off into reserve.

L.S.T. 3501 is in Sydney paying off into reserve.

L.S.T. 3035 (Lieutenant-Commander I. M. Adie, R.A.N.R. (S)) is in Sydney.

H.M.A.S. "Manoora" (Captain A. O. Cousin, D.S.O., R.A.N.R. (S)) is due to depart from Sydney on July 10 for Fremantle.

H.M.A.S. "Kanimbla" (Commander S. H. Crawford, M.B.E., R.A.N.R. (S)) departed Dreger Harbour June 9 and arrived Kure June 16. Departed Kure June 22, arrived Sydney July 5.

## Australian Minesweepers

These two vessels are for training Flinders Naval Depot personnel:

H.M.A.S. "Gladstone" (A/Lieutenant-Commander W. J. Dovers, D.S.C., R.A.N.) is at Flinders Naval Depot.

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

## Survey Ships

H.M.A.S. "Barcoo" (Lieutenant-Commander D'A. T. Gale,

D.S.C., R.A.N.) is on surveying operations at Yampi Sound.

H.M.A.S. "Warrego" is at Sydney, at present non-operational.

H.M.A.S. "Lachlan" (Lieutenant-Commander C. G. Little, D.S.C., R.A.N.) departed Sydney June 23 for King Sound. Arrived Darwin July 4.

H.M.A.S. "Brolga" (Attached as Tender to Survey Ship). Departed Sydney June 23 for King Sound. Arrived Darwin July 4.

H.M.A.S. "Jabiru" (Attached as tender to Survey Ship). In Sydney, tender to H.M.A.S. "Warrego".

H.M.A.S. "Tallaroak" (Attached as tender to Survey Ship). Is at Yampi Sound.

## General

H.M.A.S. "Air Rest" (Lieutenant W. I. A. Key, R.A.N.V.R.)

is at Sydney, attached to H.M.A.S. "Watson" for radar tracking.

H.M.A. Tug "Reserve" (Lieutenant J. R. Neville, R.A.N.R. (S)) is at Sydney.

H.M.A.S. "Kangaroo" is at Sydney for reft. To be placed in reserve.

H.M.A.S. "Karangi" is at Fremantle, Boom Defence Vessel.

H.M.A.S. "Koala" (Lieutenant G. G. Moss, R.A.N.R. (S)) is at Sydney.

H.M.A.S. "Woomera" (Lieutenant A. R. Pearson, R.A.N.V.R.) departed Melbourne June 14, for Sydney and Brisbane.

H.M.A.S. G.P.V. 956 (Sub-Lieutenant R. S. B. Gye, R.A.N.R.) is at Cairns.

H.M.A.S. G.P.V. 957 (Lieutenant L. Mushins, R.A.N.) is at Cairns.

Continued on next page.

The Veteran Antarctic exploration ship, "WYATT EARP" is soon to be commissioned as an H.M.A. Ship. Her commanding officer will be Commander K. E. Oom, O.B.E., R.A.N.



# WHAT THE R.A.N. IS DOING

## Continued



Once more H.M.A.S. "Australia" is wearing the Flag of the Rear-Admiral Commanding His Majesty's Australian Squadron. Now that her long refit is over, she has been spending the month of June undergoing sea tests, and early in July commences her working up period. Her refit has brought the well-tried cruiser up to date as a fighting unit. She is now equipped with the latest wireless, radar, fighter-direction, and communications installations, in addition to which she has many amenities for personnel formerly lacking. These include better accommodation, both for officers and ratings, a labour-saving laundry, and a cafeteria.

## Minesweepers' Leave Period

After their work in the Cairns area, where they were engaged in minesweeping operations, the ships of the 20th Minesweeping Flotilla returned to Sydney on May 31, for leave period and to make good operational defects. Captain R. V. Wheatley, R.A.N., Senior Officer of the Flotilla, who had earlier been on sick leave, rejoined the Flotilla on its arrival, having recovered from his indisposition.

## Wyatt Earp

The M.V. "Wyatt Earp" is at present undergoing a considerable refit and conversion in Adelaide in preparation for her work with the forthcoming Australian Antarctic Expedition. This conversion entails the replacement of the main engine and reconstruction of the accommodation. New gear being installed includes modern navigation devices, such as radar and echo-sounding gear, and new Admiralty-designed whaler-type

surf boats. The "Wyatt Earp" is to be commissioned as an H.M.A. Ship and, as previously announced, her Commanding Officer will be Commander K. E. Oom, O.B.E., R.A.N. Lieutenant-Commander W. F. Cook, R.A.N., has been appointed as First Lieutenant. One of the L.S.T.'s will probably be attached to the expedition as an ancillary.

## L.S.T. 3017—Change of Command

Lieutenant-Commander J. H. P. Burgess, R.A.N.R., has assumed command of L.S.T. 3017, vice A/Lieutenant-Commander G. M. Dixon, D.S.C., R.A.N.V.R., who has been appointed to Navy Office. Lieutenant-Commander

Burgess will know his ship well, as previous to his new appointment he was her First Lieutenant.

## New Entry System

From July 1, 1947, all new entries into the R.A.N. will be entered in the rating of Recruit, with the appropriate branch added in brackets, e.g. Recruit (Seaman), Recruit (Writer), Recruit (E.R.A.4), Recruit (Joiner 5). Recruits other than artificers and artisans will be advanced to the ordinary rating in their branch after a minimum of six months from the date of entry. Artisan and artificer recruits will change their title to that appropriate to their branch and class on completion of the new entry school

training period. The normal period of service from the ordinary rating to the able rating in all branches will be 18 months, with accelerated advancement up to a maximum of 6 months. Accelerated advancement up to four months will be awarded for professional and technical efficiency as determined by examination in the recruit and ordinary stages.

## Sporting Results

### N.S.W.

## RUGBY

### McCabe Cup

Interservices competition will be held as follows:—

Monday, 7th July: R.A.N. v. R.A.A.F.

Monday, 14th July: Army v. R.A.N.

Monday, 21st July: Army v. R.A.A.F.

## Mid-Week Competition "A" Grade.

Progressive points score as at 18th June is:—

Police Cadets	12
Sydney	10
Army	10
R.A.N.	10
R.A.A.F.	—
C.R.T.S.	—

## Dempster Cup

Results up to and including 10th Round (19/6/47):—  
Kurrabul . . . . . 50



NAVAL CEREMONIAL outside Parliament House, Melbourne, on June 12th in honour of the King's Birthday. The Governor of Victoria, Sir Winston Dugan, with Lieutenant-Commander Dovers, D.S.C., R.A.N., inspecting the Guard of Honour before the levee at Queen's Hall.

Penguin	41
(1 game to play)	
Watson	38
Rushcutter	33
(1 game to play)	
Shropshire	32
Destroyers and Frigates	30
Reserve Ships and L.S.T.'s	28
(1 game to play)	
Australia	27
(1 game to play)	
20th M.S.F.	11
Kanimbla	5
Manoora	5

It has been proposed to arrange a match for Combined Services versus a Metropolitan team on Monday, 4th August.

## VICTORIA

### Rugby

The Navy team has been beaten for the first time this season in the Rugby fixtures, when St. Kilda were the victors in the match in Melbourne on Saturday, June 14. This reduces the Navy's lead, although the team still heads the list by one point in the competitions.

## Australian Rules

Flinders Naval Depot Australian Rules Football Team plays in the Mornington Peninsula League. At present the Team lies third in the competition.

## SQUASH

"B" Pennant Ladder—1947 (Results up to and including 5th Round).  
Games.

	P.	W.	L.	Pts.
Sydney	5	5	—	10
University	4	4	—	8
Langridge I	5	3	2	6
Navy	4	2	2	4
Army I	5	1	4	2
Sydney II	4	1	3	2
Killara	4	1	3	2
Army II	5	—	—	—
Langridge II	4	3	1	6

The Navy has no court at present, but is entertained on court of other clubs.

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

### GOLF

The result of the Interservices Match held at "Elanora" on 13th June was a win for the Army 240 points.

R.A.N. 239

R.A.A.F. 204.

The Navy appeared to have an unassailable lead, until the very end, when the situation was quickly reversed to give the Army a narrow victory. The Army were the holders of the trophy. The match was played under Stable-

ford conditions, teams of twelve.

The Annual fixture, Bench and Bar versus Services will be held at "Elanora" on Friday, 18th July. It is hoped to field teams of at least thirty. Conditions of play will be championship four ball best ball.

### Squadron Exercises

The exercises being planned for the arrival of the visiting carriers and destroyers of the Royal Navy will be inter-Service, for the Royal Australian Air Force will participate, in addition

to the ships of the visiting squadron and those of the Royal Australian Navy. Final details have not yet been settled, but it is anticipated that the exercises will take place off the South East coast of Australia during the period 22nd-23rd July.

The Royal Naval Squadron, consisting of the two Aircraft Carriers H.M.S. "THESEUS" (Flag) Captain R. K. Dickson, D.S.O., R.N.; and H.M.S. "GLORY," Captain W. T. Couchman, D.S.O., O.B.E., R.N.; with the destroyers H.M.S. "COCKADE," Lieutenant Commander J. B. Cox, R.N.; and H.M.S. "CONTEST," Lieutenant Commander J. C. Cartwright, D.S.C., R.N.; is under the command of Rear Admiral G. E. Creasy, C.B., C.B.E., D.S.O., M.V.O. The Squadron departed from Singapore on June 23, 1947, and arrives in Melbourne on July 11. Previous to the arrival in Melbourne, H.M. Ships "THESEUS" and "COCKADE" will visit Hobart from July 6 to July 9, while H.M. Ships "GLORY" and "CONTEST" will stay in Adelaide from July 4 to July 9.

According to tentative plans for the exercises, the Royal Australian Naval Squadron, under the command of Rear Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., R.A.N., and consisting of the cruisers H.M.A. Ships "AUSTRALIA" (Flag) Captain H. J. Buchanan, D.S.O., R.A.N., and "HOBART," Captain D. H. Harries, R.A.N., with the destroyers H. M. A. Ships "BATAAN" (Captain (D)) Captain J. C. Morrow, D.S.O., D.S.C., R.A.N., "ARUNTA," Commander G. G. O. Gatacre, D.S.C., R.A.N., and "WARRAMUNGA," Commander G. C. Oldham, D.S.C., R.A.N., and the frigates H.M.A. Ships "SHOAL HAVEN," Commander J. K.

Walton, R.A.N., and "MURCHISON," Lieutenant Commander J. McL. Adams, O.B.E., R.A.N., will depart from Sydney about July 20, the Royal Naval Squadron leaving Melbourne for Sydney on the same day.

As the two Squadrons approach each other, fighter cover will be provided for the R.A.N. Squadron by the R.A.A.F., while a Catalina will shadow the British Squadron. An aircraft attack by aircraft flown off from the British carriers will be made on the R.A.N. Squadron, which in turn will deliver a destroyer attack on the British force, in conjunction with an air strike by the R.A.A.F. The exercises will probably culminate in night attacks delivered on each other by the opposing forces, after which the two Squadrons will combine and proceed to Sydney, where they are due on July 24.

Subsequent movements of the Royal Naval Squadron in Australian waters include a visit to Brisbane, leaving Sydney on August 6 and arriving at the Queensland port on the 8th of the month and remaining for ten days. The Squadron departs from Brisbane on August 18, H.M. Ships "THESEUS" and "COCKADE" proceeding to New Zealand, spending five days in Wellington and eight days in Auckland, and H.M. Ships "GLORY" and "CONTEST" returning direct to Singapore. The exercises, which are keenly looked forward to by the personnel of the R.A.N. Squadron, should be productive of experience and information of considerable value.

### Personal

The name of "Hack" or "Hoddy" is well known to hundreds of Reserve Officers, conjuring up to them the genial personality of A/Lieutenant-Commander (S) Harold Alexander Hodgkinson, R.A.N. In his wartime capacity on the staff of the



R.N. Officers who arrived in Melbourne last month to assist in organising the R.A.N.'s new aircraft carrier plan. From left, Engineer-Commander A. F. Turner, D.S.C., Commander (S) B. J. Robinson, and Captain E. W. Anstie, Chief of Naval Aviation Planning Staff, studying a plan at Navy Office.

Director of Naval Reserves and Mobilization, he was guide, philosopher and friend to wavy strikers.

Not that, in the heat of the moment, his blood has not been sought on occasion. There is the story of one Reserve officer who, in the early days of the war, finding himself shipmates with Booby Island's solitary palm tree, confided to a passing mariner in gory detail what he would do to

"the bloke who sent me up here" when he got him. But that was justifiable—and passing—wrath.

The point of this paragraph is to tell his many friends that "Hoddy" has now got another appointment himself. He is off to London to join the staff of the N.I.O. at Australia House, firstly on the business of Naval Aviation (Personnel), and later to relieve Lieutenant-Commander

Continued on next page.



COMMANDER-IN-CHIEF of the United States Pacific Fleet (Admiral Denfeld) right, and the first member of the Australian Naval Board (Admiral Sir Louis Hamilton) joking after a conference at Victoria Barracks (Melbourne) last month. Admiral Denfeld was in Australia for talks on Pacific defence plans



(S) A. Bryan, R.A.N., as Deputy N.L.O.

"Hoddy" has now been nearly 30 years with the R.A.N. Born in Deloraine, Tasmania, in 1904, he joined the Navy as Boy, 2nd Class, in H.M.A.S. "Tingira" in September, 1918. All entries in those days had to join as Seaman Boy, but he later transferred to



the Accountant Branch. He saw service in a number of ships, "Geranium," "Anzac," (where he was Commander (D's) Secretary), "Swordsmen," "Melbourne," the first "Sydney" and the "Moresby," before he made his first voyage to the United Kingdom to join the present H.M.A.S. "Australia" on commissioning. He has been over there again since, for, although he has spent some time in Navy Office, he was on the staff of N.L.O., London as Supply Officer from January to December, 1945, being recalled to Australia by air to assist in the demobilization then getting under way.

Promoted to Warrant Rank in 1936, Lieutenant - Commander Hodgkinson was commissioned on October 1st, 1940, promoted Lieutenant on October 1st, 1943, and received his half stripe (Acting) on December 24th, 1945. He will find no lack of friends when he reaches London, for his is the nature that makes and keeps them, and there are plenty there who will be glad to pick up the threads that were dropped eighteen months ago.

## Naval Quiz

Answers on Page 62

1. "The boy stood on the burning deck". Of what ship?
2. There was once an extensive trade between Australia and the "West Coast". What was it, and how carried on?
3. The Royal Australian Navy is an Australian creation conceived in Australian minds at the suggestion of a British Naval Officer who later lost his life in the Mediterranean. Who was he, and how did he lose his life?
4. The British Admiralty built a special net-laying vessel called "Protector". Do you know of an Australian warship of that name?
5. The Germans have a naval rank "Generaladmiral". Has the British Navy ever had a rank of "General"?
6. Who were the personal opponents of: Howard in the Armada battle, Blake at the Battle of the Kentish Knock, Jervis at Cape St. Vincent, Nelson at Trafalgar, and Jellicoe at Jutland?
7. What was the relationship of the clipper ship "So-branon" with the Royal Australian Navy?
8. Is the term "under weigh" correct?
9. How did the name Joesang Fjord attain prominence early in the late war?
10. What is the length of a nautical mile, and how was it determined?

A.B. Colin Turner (left), of Sydney, and A.B. Norman Frost of Melbourne, who arrived in Sydney by H.M.A.S. "Condamine" on June 21st, are very proud of their beards. A number of bearded ratings shaved when the frigate berthed.



The Navy



# Sea Affairs at Home and Abroad

By  
FRANCIS McMURTRIE  
Editor, *Janet Fighting Ships*  
FROM LONDON

## - news of the World's Navies

FOR THE FINANCIAL year 1947-48 provision is made in the Navy Estimates for a total expenditure of £196,700,000. This compares with £275,075,000 provided jointly by the original 1946-47 Estimate and the Supplementary Estimate of February last, and therefore represents a decrease of £78,275,000.

Personnel authorised for the Royal Navy and Royal Marines this year is 192,665, as compared with 492,800 a year ago. This includes 10,000 Wrens. In this connection it is observed by the First Lord that "shortage of men, materials and money, will continue to be a serious factor in all planning. These shortages are most difficult to bear where they affect programmes for new barracks, married quarters and amenities generally, and better living

conditions in the ships themselves."

During 1946 the strength of the Royal Navy's occupation force in Germany was reduced from 7,850 officers and ratings to 1,600 and the number is continuing to fall. One destroyer is stationed at Kiel and another at Cuxhaven on guard duties, and seven small craft are based on the latter port for the supervision of German minesweeping operations. In the process of liquidating the German fleet, 116 U-boats were sunk at sea. The greater part of the remaining ships, chiefly minesweepers and auxiliary craft, had had extensive war service and had reached the end of their useful lives; the balance was allocated to the Allies by the Potsdam decisions. Of the British share, a number of minesweepers were lent to

the Norwegian, Danish, Dutch and French Navies to assist in mine clearance, and have since been offered as a gift. Eight destroyers and torpedo boats were passed on to the French Navy; seven whale-catchers which had been used by the Germans for minesweeping were given to the Norwegian Government to assist in food production; and a net-layer was given to Denmark to aid in the removal of German obstructions in Danish waters. A few submarines, motor torpedo boats, minesweepers, landing craft, depot ships, tugs, auxiliaries, yard craft, an aircraft crane ship and a fleet oiler have been retained in the Royal Navy, whilst a catapult ship has been transferred to the R.A.F. and three converted whale-catchers to the Ministry of Transport.

Continued on next page.

July, 1947



A squadron of the British Pacific Fleet, including units of the Royal Australian and Royal Indian Navies, has been based on the port of Kure. This squadron is under the operational control of the Admiral commanding the local detachment of the United States Fleet. A British Naval Port Party of 300 is maintained at Kure.

On the initiative of the Admiralty an international organisation, under a Control Board in London, was set up immediately after fighting ceased to supervise the clearance of minefields. In spite of unfavourable weather, 125,000 miles of sea were cleared of mines by 1,900 minesweepers of various nationalities. Though about 130 merchant ships and fishing vessels have been sunk or damaged by mines since May, 1945, more than 95 per cent. of these were sailing outside special channels and areas in spite of published advice. No minesweeper was lost and no casualties were suffered by British personnel in the course of these sweeping operations. At the beginning of 1946, 513 British minesweepers were operating, a figure reduced to 65 a year later. Over 4,600 mines of all types were swept by British personnel in 1946, bringing the total swept by British and Dominion forces since the outbreak of war to 34,600.

Naval aviation is now an integral part of the Royal Navy; one man out of every four in the Service is directly concerned or closely associated with flying at the present day, and this proportion tends to increase. The aircraft carrier is now regarded officially as second to none among the fighting ships of the fleet. Under the new system, most of the pilots will be ratings; and a Naval Airman branch is to be introduced, to embrace all ratings engaged in the non-skilled servicing of aircraft, as well as photographers and meteorological observers.

## NORWAY

It is understood that, in conformity with the terms of the Peace Treaty between the two countries, the Finnish Government has ceded to the Soviet Navy the coast defence ship Vainamoine. Displacing 3,900 tons, she was Finland's largest warship, mounting four 10-inch guns in two turrets as her main armament. Diesel-electric propulsion gave her a nominal speed of 15.5 knots. A sister ship, the Ilmarinen, was sunk by a mine in the Gulf of Finland during the war.

## GREECE

Five minesweepers, belonging to the group of ships of the "Auk" type transferred to the Royal Navy by the United States Government under the Lease-lend scheme, have now hoisted the Greek flag on completion of their service under the White Ensign in the Eastern Mediterranean. These vessels are the *Combatant*, *Florizel*, *Gorgon*, *Jasper* and *Steadfast*, of 890 tons standard displacement. While operating with the Royal Navy this type had the reputation of being the best design of double-loop sweeper afloat.

## JAPAN

Some interesting information has been elicited from Japanese naval officers since the war in the Pacific came to a conclusion. It seems that the two big battleships of about 46,000 tons that were completed secretly just before Japan opened hostilities, the *Musashi* and *Yamato*, were armed with nine guns of 18-inch calibre, instead of 16-inch as hitherto supposed. In an endeavour to camouflage this fact, the guns were referred to officially in the Imperial Japanese Navy as a "special 16-inch" model.

In the Battle for Leyte Gulf in October 1944, the *Musashi* is

stated to have received from 18 to 26 torpedo hits, in addition to damage from 30 bombs. She finally sank owing to two torpedoes penetrating the same spot on the port side abreast of No. 4 engine-room. The first penetrated the outer hull, the second went through the inner hull, flooding the engine-room and choking the pumps. An attempt was made to beach the ship on the north side of Sibuyan Island, but the list to port became so great that she capsized first.

When the *Yamato* succumbed to air attack on 7th April, 1945, she was known to have been hit by over a dozen torpedoes, the majority on the port side, which ultimately caused her to capsize.



## Thanks to Subscribers

We wish to acknowledge our thanks to those who in the past few weeks, have shown their practical appreciation of "The Navy" by becoming subscribers.

From admiral to rating, the response has been most gratifying, far exceeding our expectations.

Subscriptions from Merchant Navy officers, Shipping Companies and the public from all over Australia are also literally pouring in.

We assure our readers that this expression of their confidence will not go unrewarded, and that they will always find "The Navy" authoritative, informative and interesting.

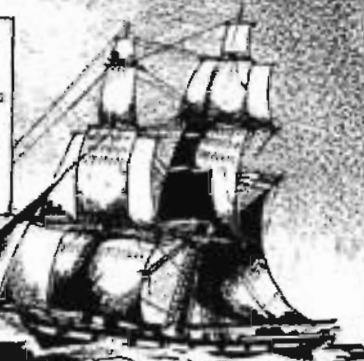
# Navaloddities.

By NORFON



## The WRECKER !!

THIS CAT WRECKED H.M.S. "HASTINGS". GOING MAD IT BIT THREE MEN. THE SHIP WAS BEING RUSHED FOR MEDICAL HELP WHEN IT STRUCK A REEF IN THE RED SEA, AND REMAINED THERE, HARD AND FAST, FOR SEVEN WEEKS.



## SURVIVOR?

HERE LIES THE BODY OF JAMES VERNON, F22, ONLY SURVIVING SON OF ADMIRAL VERNON, DIED 23rd JULY, 1753

ST ANDREWS, PLYMOUTH, ENG.



## VON SPEE!

AN ODD MEDAL WAS STRUCK BY GERMANY IN 1914 FOLLOWING THEIR DEFEAT AT THE FAULTLAND IS. WHERE THREE "COUNTS VON SPEE" WERE LOST... FATHER AND TWO SONS. STORY OF THE BATTLE IS TOLD ON THE MEDAL.



## QUEER "DRY" DOCK

ON FEB. 6, 1895, H.M.S. "ALLUMA", A TWIN-SCREW GUNBOAT, MOORED IN THE BRISBANE RIVER, WAS CARRIED AWAY BY A 24-FOOT FLOOD, AND STRANDED HIGH AND DRY IN THE BOTANICAL GARDENS, BRISBANE. SIX DAYS LATER A SECOND FLOOD JUST REACHED THE SHIP, THEN RECEDED... ON FEB. 19, A THIRD FLOOD FLOATED HER BACK INTO THE RIVER - PRACTICALLY UNHARMED !!



## PENNY A DAY

EARLIEST RECORDED NAVAL PENSION WAS THAT PAID TO ALAN LE WALLIS IN 1202 FOR THE LOSS OF A HAND IN ACTION. IT WAS A PENNY A DAY.

# SEAS, SHIPS AND SAILORS

4 NORTH

## FIRST HOUSE FLAG.

... FLOWN BY ANY SHIP-  
PING LINE, WAS THIS ONE.  
FLOWN BY SHIPS OF THE  
"LEWANT COMPANY"  
INCORPORATED BY ROYAL  
CHARTER OF QUEEN  
ELIZABETH IN 1581.  
IT WAS THE ARMES  
OF ENGLAND WITH A RED  
CROSS OVER SAME.  
CROSS HAD WHITE BORDER



## COINCIDENCE

S.S. "RIVERINA" OF LUND  
BLUE ANCHOR LINE, CAN  
ASHORE NEAR RAIN HEAD,  
VICTORIA, 27 JANUARY, 1930  
AND BECAME A TOTAL  
LOSS.  
S.S. "RIVERINA" OF HOBART  
BARKER LINE, LEFT HOBART  
ON APRIL 17, 1932, AND  
DROVE ASHORE NEAR RAIN  
HEAD, A FEW FEET FROM  
"ANCHOR" FROM THE OTHER



## ARE HOODOOS REAL?

MAYBE! MAYBE NOT, BUT THERE  
ARE A NUMBER OF NAMES WHICH  
SHIPPING COMPANIES REGARD AS  
"BAD" OCEANS, FOR INSTANT:  
HERE'S WHY:  
THE ARCTIC (SHOWN HERE) WAS  
DAMAGED AND SUNK 1894. 200  
LIVES LOST; ATLANTIC (SHOWN  
250 LOST; ATLANTIC (WHITE STAR,  
SUNKED 1870, 547 LOST;  
TACIC, RANDED BY ST. PAUL, 1875,  
250 LOST; ATLANTIC, BURNED,  
1933; ATLANTIC, LEFT SYDNEY, 1960,  
UNMARRIED, FOUR ATLANTICS  
LOST IN PACIFIC OCEAN,  
1876-1878-1880 AND 1930.



## FORERUNNER

... OF ONE OF TODAY'S  
MARINE LIFESAVING  
APPLIANCES WAS THIS  
INVENTION OF JOHN  
LLOYD, IN 1806.  
CANOE-SHAPED RUBBER  
DILLY WAS TIED AROUND  
WAIST, THEN INFLATED.  
WEATHER FLOATED UP-  
RIGHT: PROPELLED HIM-  
SELF WITH PADDLE.

## BOAT SHIP

"BARQUE" "GARTNRI" CHARTERED TO LOAD TIMBER AT BUNBURY,  
LEFT MELBOURNE, BUT FAILED TO CLEAR BASS STRAIT BECAUSE OF  
MERCURY WINDY GALE. SHIP WAS PUT ABOUT AND Sailed AROUND  
THE WORLD; REACHED BUNBURY IN TIME TO TAKE UP CHARTER, AND  
TRAVELLED 13000 MILES TO REACH A PORT 1570 MILES AWAY.

# With the Officers of the MERCHANT NAVY



This "Merchant Navy Who's Who" is now a permanent feature of "The Navy,"  
and will in future be corrected to the 5th of each month, i.e., ten days before  
publication. Those ships and their officers not listed below will appear in August.  
The necessary information having been received too late for this issue. A list of  
Radio Officers was not available for publication, but will be included next month also.

(Compiled by Captain W. G. Lawrence, M.B.E.)

## Australian Steamships Pty. Ltd.

S.S. "AEON", 3,768 G.T.—N.S.W.—South Australia.  
Master ..... D. MacRae 1st Engr. .... J. Williams  
1st Officer ..... G. A. Johns 2nd Engr. .... R. Fergus  
and Officer ..... A. C. Carner 3rd Engr. .... H. Hutchens  
3rd Officer ..... O. M. Lambury 4th Engr. .... T. Tolloch

S.S. "AGE", 4,734 G.T.—N.S.W.—Victoria.  
Master ..... O. J. Edwards 1st Engr. .... N. Swan  
1st Officer ..... C. F. Jolly 2nd Engr. .... A. Webb  
2nd Officer ..... J. Lawder 3rd Engr. .... A. Prichard  
3rd Officer ..... J. Chapman 4th Engr. .... J. Lindberg

S.S. "CALDARE", 760 G.T.—Newcastle-Sydney.  
Master ..... P. B. Bechem 1st Engr. .... I. Mardardy  
1st Officer ..... J. A. Ternel 2nd Engr. .... D. Hay

S.S. "CALEDON", 1,083 G.T.—N.S.W.—Queensland.  
Master ..... G. R. Ridley 1st Engr. .... W. MacCory  
1st Officer ..... W. Mann 2nd Engr. .... D. Whitaker  
and Officer ..... E. Jones 3rd Engr. .... C. McDonnell  
3rd Officer ..... E. Vandernee

T.S.S. "CANBERRA", 7,710 G.T.—In Woolwich Dry  
Dock.  
1st Officer ..... N. Weber 1st Engr. .... A. W. Hall  
6th Engr. .... B. Sawyer

S.S. "CYCLE", 3,952 G.T.—S.A.—Queensland via Ports.  
(At present overhauling).  
1st Officer ..... J. C. Boyle 2nd Engr. .... I. Sommerville  
1st Engr. .... T. Hodgson 3rd Engr. .... R. Wiles  
4th Engr. .... J. Davis

S.S. "ERA", 1,148 G.T.—S.A.—Tasmania.  
Master ..... L. T. Anderson 1st Engr. .... J. Hall  
1st Officer ..... W. Macneil 2nd Engr. .... E. Price  
2nd Officer ..... W. Robertson 3rd Engr. .... R. Nelson  
3rd Officer ..... N. Barnet 4th Engr. .... L. Miller

S.S. "LADY ISOBEL", 1,408 G.T.—Victoria, N.S.W.,  
Queensland.  
Master ..... D. Dodds 1st Engr. .... T. Miles  
1st Officer ..... H. Nicholson 2nd Engr. .... T. Goulay  
and Officer ..... N. Pargeter 3rd Engr. .... E. Berry  
3rd Officer ..... A. Macneil

S.S. "MACEDON", 4,368 G.T.—S.A.—Queensland via  
Ports. (Undergoing overhaul).  
1st Officer ..... J. Nelson 3rd Engr. .... P. Hoeben  
1st Engr. .... M. Fordham 4th Engr. .... N. Pitts  
2nd Engr. .... T. Wainwright

S.S. "TIME", 3,322 G.T.—Victoria-Queensland via Ports.  
Master ..... J. MacSween 1st Engr. .... N. B. Cunningham  
1st Officer ..... J. MacRae 2nd Engr. .... W. Robson  
and Officer ..... J. McKenzie 3rd Engr. .... A. Walker  
3rd Officer ..... J. Henderson 4th Engr. .... V. Millom

## AGENCY OF DEPARTMENT OF SUPPLY AND SHIPPING VESSELS.

S.S. "RIVER DERWENT", 5,109 G.T.—S.A.—Queens-  
land via Ports.  
Master ..... T. Johnson 3rd Engr. .... T. Heddles  
1st Officer ..... R. Cornish 4th Engr. .... C. Hallett  
2nd Officer ..... J. McCaskill 5th Engr. .... H. Roberts  
3rd Officer ..... F. Angelin 6th Engr. .... H. Lee  
1st Engr. .... R. Grace 7th Engr. .... C. Atkinson  
2nd Engr. .... W. Bonnell

S.S. "RIVER GLENELG", 5,034 G.T.—S.A.—N.S.W.  
Master ..... H. Woolf 3rd Engr. .... G. Toohey  
1st Officer ..... S. Williams 4th Engr. .... K. Allum  
and Officer ..... J. Raddatz 5th Engr. .... K. Coddington  
3rd Officer ..... A. Ross 6th Engr. .... A. Goodman  
1st Engr. .... C. Hill 7th Engr. .... W. Ashman  
2nd Engr. .... A. Pitcher

S.S. "DUBBO", 2,333 G.T.—Victoria, Tasmania, N.S.W.,  
and Queensland.  
Master ..... W. Parry 1st Engr. .... H. Milner  
1st Officer ..... W. McIntyre 2nd Engr. .... F. Gillo  
and Officer ..... A. Lake 3rd Engr. .... C. Betts  
3rd Officer ..... O. Twist 4th Engr. .... T. Sugden

## A.U.S.N. Co. Ltd.

S.S. "ORMISTON", out of Commission.  
M.S. "CORINDA", 3,376 G.T.—Coastal trad.  
Master ..... W. E. Mortlock 1st Engr. .... B. Bradwell  
1st Officer ..... W. H. Gwynne 2nd Engr. .... C. W. Nott  
and Officer ..... A. T. Aucher 3rd Engr. .... F. S. Clarke  
3rd Officer ..... E. S. Smith 4th Engr. .... N. B. Sinclair  
5th Engr. .... A. Campbell-Innes

Continued on next page.

Specialty Drawn for "The Navy."

The Navy

July, 1947

S.S. "MUNGANA", 3,351 G.T.—Coastal trade.  
 Master ..... J. R. Taplin  
 1st Officer ..... M. Branton  
 2nd Officer ..... P. H. Garde  
 3rd Officer ..... C. B. Good  
 4th Engr. .... H. J. Holman  
 5th Engr. .... P. A. McKenzie

S.S. "MILDURA", 3,478 G.T.—Coastal trade.  
 Master ..... J. M. Little  
 1st Officer ..... C. L. Wheeler  
 2nd Officer ..... J. S. Hay  
 3rd Officer ..... J. A. Butler  
 4th Engr. .... E. G. Esmond  
 5th Engr. .... C. A. Bate  
 6th Engr. .... J. H. Picken  
 7th Engr. .... J. V. Walsh  
 8th Engr. .... R. MacDonald  
 9th Engr. .... R. Harriott

M.S. "HINGERA", 922 G.T.—Coastal trade.  
 Master ..... G. Geddes  
 1st Officer ..... D. G. May  
 2nd Officer ..... W. Farquhar  
 3rd Engr. .... W. M. Strachan  
 4th Engr. .... R. S. Lucas  
 5th Engr. .... J. V. Walsh  
 6th Engr. .... J. White

M.S. "BABINDA", 659 G.T.—Coastal trade.  
 Master ..... S. A. Smith  
 1st Officer ..... J. F. Alcorn  
 2nd Officer ..... H. Hallowell  
 3rd Engr. .... R. Cannide  
 4th Engr. .... R. M. Overell  
 5th Engr. .... S. F. Burke

S.S. "BARALABA", 998 G.T.—Coastal trade.  
 Master ..... G. S. Winter  
 1st Officer ..... R. Sinclair  
 2nd Officer ..... F. W. Mason  
 3rd Engr. .... E. F. Wharton  
 4th Engr. .... K. S. Bennett  
 5th Engr. .... E. Abell

GOV. VESSELS UNDER A.U.S.N. MANAGEMENT  
 S.S. "RIVER FITZROY", 5,001 G.T.—Coastal trade.  
 Master ..... G. S. Duck  
 1st Officer ..... F. B. MacLeod  
 2nd Officer ..... J. R. Phillips  
 3rd Officer ..... C. J. Buffet  
 4th Engr. .... W. Steven  
 5th Engr. .... M. A. Rae  
 6th Engr. .... E. J. McMorris  
 7th Engr. .... H. N. Harper  
 8th Engr. .... K. Williams  
 9th Engr. .... S. Whitpaine  
 10th Engr. .... J. H. Hutton

S.S. "RIVER MURRUMBIDGE", 5,030 G.T.—Coastal trade.  
 Master ..... G. C. Smith  
 1st Officer ..... H. P. Jenkins  
 2nd Officer ..... D. McDonald  
 3rd Officer ..... J. S. Smythe  
 4th Engr. .... S. V. Perry  
 5th Engr. .... J. Baxter  
 6th Engr. .... H. Haver  
 7th Engr. .... B. Gillen  
 8th Engr. .... J. Sinclair  
 9th Engr. .... D. Henry  
 10th Engr. .... N. Gale

S.S. "DANDENONG", 2,350 G.T.—Coastal trade.  
 Master ..... F. Swaen  
 1st Officer ..... W. C. Clarke  
 2nd Officer ..... J. B. Thomas  
 3rd Officer ..... G. M. Jones  
 4th Engr. .... J. Leckie  
 5th Engr. .... M. Daniels  
 6th Engr. .... J. Thomson  
 7th Engr. .... D. MacGregor

#### John Burke Ltd.

S.S. "ALAGNA", 730 G.T.—Coastal.  
 Master ..... A. C. Gray  
 1st Officer ..... E. W. White  
 2nd Officer ..... J. M. Gilson  
 3rd Engr. .... W. J. Jackson  
 4th Engr. .... J. O. Mason  
 5th Engr. .... V. F. Smith

S.S. "BIDELIA", 1,364 G.T.—Eastern trade.  
 Master ..... E. W. Hansen  
 1st Officer ..... S. H. Nelson  
 2nd Officer ..... G. Saunders  
 3rd Officer ..... O. R. Thomas  
 4th Engr. .... R. Wilson  
 5th Engr. .... R. Camage  
 6th Engr. .... P. Hoffman

S.S. "DELAMERE", 2,225 G.T.—Eastern Coast.  
 Master ..... D. B. McCormack  
 1st Officer ..... J. Barlow  
 2nd Officer ..... R. W. East  
 3rd Officer ..... J. T. Francis  
 4th Engr. .... T. W. Jackson  
 5th Engr. .... W. Case  
 6th Engr. .... J. Hutt  
 7th Engr. .... H. Kennedy

S.S. "WANDANA", 974 G.T.—Eastern Coast.  
 Master ..... D. Cleary  
 1st Officer ..... A. G. Hughes  
 2nd Officer ..... V. Howden  
 3rd Engr. .... A. Simpson  
 4th Engr. .... G. Oesthoff  
 5th Engr. .... G. Garner

#### Burns Philp and Co. Ltd.

M.V. "MALAITA", 1,310 GT—Sydney, Papua and New Guinea.  
 Master ..... W. Wilding  
 1st Officer ..... F. Mushins  
 2nd Officer ..... C. Lawson  
 3rd Officer ..... J. Johnson  
 4th Engr. .... A. E. Walsh  
 5th Engr. .... G. Burnett  
 6th Engr. .... A. Cooke  
 7th Engr. .... J. Walsh  
 8th Engr. .... W. Johnston  
 9th Engr. .... W. Kirk

S.S. "MORINDA", 2,025 G.T.—Sydney-New Hebrides via Lord Howe and Norfolk Islands.  
 Master ..... N. Birkle  
 1st Officer ..... B. Deboyce  
 2nd Officer ..... J. Hickey  
 3rd Officer ..... J. Goudie  
 4th Engr. .... H. O'Keefe  
 5th Engr. .... G. Ellis  
 6th Engr. .... R. Neilson  
 7th Engr. .... B. Taylor

S.S. "MARELLA", 7,475 G.T.—Sydney-Singapore via Melbourne and Fremantle.  
 Master ..... A. Donaldson  
 1st Officer ..... J. Farquhar-Smith  
 2nd Officer ..... S. Common  
 3rd Officer ..... J. Knight  
 4th Engr. .... B. Wallford  
 5th Engr. .... E. Hagley  
 6th Engr. .... L. Schmidt  
 7th Engr. .... H. Mitchell  
 8th Engr. .... H. Bond  
 9th Engr. .... R. Rannard  
 10th Engr. .... S. Infield  
 11th Engr. .... A. Chevington

M.V. "MERKUR", 5,952 G.T.—Melbourne-Kure via Sydney.  
 Master ..... A. Blain  
 1st Officer ..... S. Rothery, Jr.  
 2nd Officer ..... K. O'Keefe  
 3rd Officer ..... J. Dennis  
 4th Engr. .... A. Porter  
 5th Engr. .... J. F. MacNamara  
 6th Engr. .... A. L. Cole  
 7th Engr. .... G. R. Beames  
 8th Engr. .... J. M. Dunn  
 9th Engr. .... J. Griffith  
 10th Engr. .... L. Anderson  
 11th Engr. .... D. Howitt  
 12th Engr. .... J. A. Small  
 13th Engr. .... G. Bruce  
 14th Engr. .... D. Forbes

S.S. "BURNSIDE", 5,638 G.T.—Melbourne-Singapore.  
 Master ..... S. Rothery  
 1st Officer ..... E. McFadyen  
 2nd Officer ..... G. Sadler  
 3rd Officer ..... F. Simpson  
 4th Engr. .... J. R. Ward  
 5th Engr. .... J. Williamson  
 6th Engr. .... B. Murphy  
 7th Engr. .... H. Bradley  
 8th Engr. .... C. Cameron

S.S. "MANGOLA", 3,358 G.T.—Melbourne-Singapore via Sydney and Brisbane.  
 Master ..... W. Colquhoun  
 1st Officer ..... L. Wagner  
 2nd Officer ..... J. McLean  
 3rd Officer ..... A. Callaghan  
 4th Engr. .... J. N. Gordon  
 5th Engr. .... J. McKenty  
 6th Engr. .... E. Newnham  
 7th Engr. .... T. W. Welsh  
 8th Engr. .... C. Hendry

S.S. "RIVER HUNTER", 4,944 G.T.—Australian Coast.  
 Master ..... G. Howe  
 1st Officer ..... B. Hilder  
 2nd Officer ..... B. Campbell  
 3rd Officer ..... P. Powell  
 4th Engr. .... W. Lyons  
 5th Engr. .... E. Baker  
 6th Engr. .... M. Carpenter  
 7th Engr. .... F. Rorer  
 8th Engr. .... L. Baker  
 9th Engr. .... C. Cliff  
 10th Engr. .... B. Hatham

S.S. "MONTORO", 4,088 G.T.—Sydney-Papua and New Guinea via Brisbane.  
 Master ..... R. Duddell  
 1st Officer ..... A. Aitken  
 2nd Officer ..... T. Colquhoun  
 3rd Officer ..... E. Sicklen  
 4th Engr. .... C. Cowan  
 5th Engr. .... A. Blight  
 6th Engr. .... N. Scott  
 7th Engr. .... F. McKinley  
 8th Engr. .... A. Knoll

M.V. "MULIAMA", 689 G.T.—Sydney-New Hebrides via Lord Howe and Norfolk Island.  
 Master ..... K. Tschann  
 1st Officer ..... L. Warner  
 2nd Officer ..... A. Cowan  
 3rd Officer ..... L. Bayly  
 4th Engr. .... H. Ellis  
 5th Engr. .... J. Eagles  
 6th Engr. .... I. Whyte  
 7th Engr. .... J. Trotter

#### The Colonial Sugar Refining Company Ltd.

S.S. "FIONA", 2,198 G.T.—Inter-Colonial, Fiji and New Zealand.  
 Master ..... W. Noble  
 1st Officer ..... T. Martin  
 2nd Officer ..... C. O'Toole  
 3rd Officer ..... S. Little  
 4th Engr. .... A. Davis  
 5th Engr. .... J. Allingham  
 6th Engr. .... I. Dow  
 7th Engr. .... G. Mitchell  
 8th Engr. .... J. Linchan

S.S. "TAMBUA", 3,566 G.T.—Inter-Colonial, Fiji and New Zealand.  
 Master ..... L. M. Collins  
 1st Officer ..... W. McKelland  
 2nd Officer ..... A. Bain  
 3rd Officer ..... A. Wright  
 4th Engr. .... W. H. Mathews  
 5th Engr. .... T. Fowler  
 6th Engr. .... M. McNicol  
 7th Engr. .... R. Cowrie  
 8th Engr. .... G. Jira

S.S. "RONA"—Under extensive overhaul.

#### Eastern and Australian Steam Ship Co. Ltd.

S.S. "NELLORE", 9,895 G.T.—Eastern trade.  
 Master ..... H. Stratford  
 1st Officer ..... D. Menlove  
 2nd Officer ..... G. Champion  
 3rd Officer ..... W. Drew  
 4th Officer ..... K. Skinner  
 5th Engr. .... J. Stanbury  
 6th Engr. .... A. T. Hatten  
 7th Engr. .... W. Kirkwood  
 8th Engr. .... C. L. Dyer  
 9th Engr. .... J. Cooper  
 10th Engr. .... W. Martin  
 11th Engr. .... H. Chalmers  
 12th Engr. .... J. Stewart

S.S. "EASTERN", 9,896 G.T.—Eastern trade.  
 Master ..... T. J. Mills  
 1st Officer ..... A. G. Rose  
 2nd Officer ..... C. D. Dykes  
 3rd Officer ..... D. Elkington  
 4th Officer ..... J. McIntyre  
 5th Engr. .... A. Lording  
 6th Engr. .... C. McLauchlan  
 7th Engr. .... G. Marriott  
 8th Engr. .... B. Harrison  
 9th Engr. .... J. Bradfield  
 10th Engr. .... N. Thompson  
 11th Engr. .... J. Smyth  
 12th Engr. .... A. Davies

S.S. "NANKIN", 7,608 G.T.—Eastern trade.  
 Master ..... B. W. Dunn  
 1st Officer ..... J. Plant  
 2nd Officer ..... R. H. O'Neill  
 3rd Officer ..... P. E. Wyatt  
 4th Engr. .... R. S. Gray  
 5th Engr. .... B. G. Hines  
 6th Engr. .... R. Laidlaw  
 7th Engr. .... H. Alcock  
 8th Engr. .... G. Andrews  
 9th Engr. .... D. Wilson  
 10th Engr. .... M. Baldwin  
 11th Engr. .... I. R. McPherson  
 12th Engr. .... G. S. Egan

#### Wm. Holyman and Sons Pty. Ltd.

M.V. "LORINNA", 1,185 G.T.—Coastal trade.  
 Master ..... E. J. Bull  
 1st Officer ..... L. H. Gibson  
 2nd Officer ..... L. Meyers  
 3rd Officer ..... E. Knudsen  
 4th Engr. .... C. Lawrence  
 5th Engr. .... T. Rush  
 6th Engr. .... R. Dagwell  
 7th Engr. .... A. Day

S.S. "LANENA", 1,018 G.T.—Coastal trade.  
 Master ..... M. J. Phillips  
 1st Officer ..... W. Jarvie  
 2nd Officer ..... C. W. Raby  
 3rd Engr. .... T. Brown  
 4th Engr. .... H. Fiddler  
 5th Engr. .... W. Muir

S.S. "LUTANA", 918 G.T.—Coastal trade.  
 Master ..... T. G. Bennett  
 1st Officer ..... J. McLean  
 2nd Officer ..... C. A. Watt  
 3rd Engr. .... W. Priestly  
 4th Engr. .... J. Burke  
 5th Engr. .... W. Searl

S.S. "LARANAH", 701 G.T.—Coastal trade.  
 Master ..... E. W. Kinch  
 1st Officer ..... A. McDonald  
 2nd Officer ..... M. Lade  
 3rd Engr. .... J. Bernie  
 4th Engr. .... W. Armstrong

S.S. "WONIORA", 823 G.T.—Coastal trade.  
 Master ..... J. H. M. Fraser  
 1st Officer ..... J. A. Olsen  
 2nd Officer ..... O. Williams  
 3rd Engr. .... R. Dunning  
 4th Engr. .... C. Moynahan  
 5th Engr. .... C. Ross

S.S. "TAMBAR", 456 G.T.—Coastal trade.  
 Master ..... L. Plummer  
 1st Officer ..... A. B. Fraser  
 2nd Engr. .... A. Robinson  
 3rd Engr. .... J. Calderwood

A.M.V. "NARACOOPA", 294 G.T.—Coastal trade.  
 Master ..... E. H. Little  
 1st Officer ..... W. G. Forbes  
 2nd Engr. .... J. Wilson  
 3rd Engr. .... E. Appleyard

A.M.V. "LOATTA", 247 G.T.—Coastal trade.  
 Master ..... T. Levigo  
 1st Officer ..... R. Smith  
 2nd Engr. .... K. Patman  
 3rd Engr. .... R. Pears

#### Illawarra and South Coast Steam Navigation Co. Ltd.

S.S. "BERGALIA", 548 G.T.—South Coast Ports of N.S.W.  
 Master ..... F. W. Jackson  
 1st Officer ..... W. J. Williams  
 2nd Officer ..... A. McKay  
 3rd Engr. .... C. Ironside  
 4th Engr. .... (Relieving)  
 5th Engr. .... H. D. Ellis  
 6th Engr. .... F. Pendred

S.S. "BERMAGUI", 402 G.T.—South Coast Ports of N.S.W.  
 Master ..... E. Peacock  
 1st Officer ..... D. McLernan  
 2nd Officer ..... L. Coe  
 3rd Engr. .... H. C. Smith  
 4th Engr. .... H. Whitfield

Continued on next page.

S.S. "COBARGO", 260 G.T.—South Coast Ports of N.W.  
 Master ..... W. Benson 1st Engineer ..... W. J. Donovan  
 1st Officer ..... J. Lockie

S.S. "NARANI", 341 G.T.—South Coast Ports of N.S.W.  
 Master ..... J. Thomas 1st Engr. .... G. Walker  
 1st Officer ..... M. Leane 2nd Engr. .... J. Steele

#### McIlwraith McEnecham Ltd.

S.S. "KOORINGA", 3,291 G.T.—Newcastle, Sydney to Fremantle via Port.  
 Master ..... O. K. Snowball 1st Engr. .... F. Ferres  
 1st Officer ..... F. W. Roberts 2nd Engr. .... R. Dwyer  
 2nd Officer ..... G. Cooper 3rd Engr. .... R. McKay  
 3rd Officer ..... J. McDonald 4th Engr. .... D. Gillies

S.S. "KOORALYA", 1,089 G.T.—Newcastle, Melbourne with occasional trips to Rapid Bay and frequently to N.W. Tasmanian Ports thence Sydney.  
 Master ..... H. T. Jobb 1st Engr. .... J. G. Morgan  
 1st Officer ..... P. Roberts 2nd Engr. .... A. Beebe  
 2nd Officer ..... A. O. Hansen 3rd Engr. .... R. W. Moir  
 3rd Officer ..... A. Sandison 4th Engr. .... N. Hodson

S.S. "KOOMILYA", 1,779 G.T.—Same trade as "Koor-  
 inga".  
 Master ..... F. W. Fellowes 1st Engr. .... C. Martin  
 1st Officer ..... R. Fantham 2nd Engr. .... J. Todd  
 2nd Officer ..... R. V. Corbett 3rd Engr. .... W. Clarkson  
 3rd Officer ..... B. Wheatley 4th Engr. .... L. W. Crooks

S.S. "KOOLIGA", 2,459 G.T.—Same trade as "Koor-  
 alya".  
 Master ..... C. A. Cole 1st Engr. .... A. E. Brown  
 1st Officer ..... J. McBryde 2nd Engr. .... R. McArthur  
 2nd Officer ..... V. Bovell 3rd Engr. .... J. Mitchell  
 3rd Officer ..... K. Mahler 4th Engr. .... J. E. Toll

#### BANK VESSELS.—Sydney—Newcastle Coal Trade.

S.S. "MORTLAKE BANK", 1,371 G.T.  
 Master ..... T. Dawson 1st Engr. .... H. P. Rogers  
 1st Officer ..... D. Wilson 2nd Engr. .... R. Munison  
 2nd Officer ..... J. Wright

S.S. "HETTON BANK", 1,371 G.T.  
 Master ..... N. P. Karlson 1st Engr. .... A. Shaw  
 1st Officer ..... T. Aitken 2nd Engr. .... A. Newson  
 2nd Officer ..... H. Pritchard

S.S. "PELTON BANK", 1,375 G.T.  
 Master ..... K. Anderson 1st Engr. .... N. Nelson  
 1st Officer ..... A. Pry 2nd Engr. .... P. Russell  
 2nd Officer ..... J. T. Turner

#### Melbourne Steamship Co. Ltd.

S.S. "COOLANA", 2,197 G.T.—Newcastle, Sydney and Melbourne.  
 Master ..... L. Fry 1st Engr. .... L. A. Godsman  
 1st Officer ..... J. Inkster 2nd Engr. .... E. Ewart  
 2nd Officer ..... J. S. Abbott 3rd Engr. .... A. Whitier  
 3rd Officer ..... F. McCrea

M.V. "DUNTROON", 10,346 G.T.—Interstate, Pacific Islands and Japan.  
 Master ..... R. McLeman 1st Engr. .... W. Henderson  
 1st Officer ..... J. Ross 2nd Engr. .... G. H. Stand  
 2nd Officer ..... E. Butler 3rd Engr. .... H. Barnwell  
 3rd Officer ..... J. O'Neill 4th Engr. .... M. Robertson  
 4th Officer ..... S. M. Allan 5th Engr. .... J. Hall  
 Electricians:  
 1st ..... R. Myall 7th Engr. .... K. Livingstone  
 2nd ..... S. W. Willmott 8th Engr. .... A. W. Stevens  
 3rd ..... D. McDonald 9th Engr. .... B. Stretton

S.S. "ELLAROO", 4,655 G.T.—Newcastle, Kembla, Melbourne, Adelaide and Gulf Ports.  
 Master ..... A. E. Griffiths 1st Engr. .... O. H. Birch  
 1st Officer ..... A. Philip 2nd Engr. .... J. D. Barton  
 2nd Officer ..... J. Ray 3rd Engr. .... K. E. Piper  
 3rd Officer ..... A. C. Dunkley 4th Engr. .... J. Allen

S.S. "LOWANA", 3,021 G.T.—Newcastle, Fremantle via Ports.  
 Master ..... D. Jones 1st Engr. .... T. Ferguson  
 1st Officer ..... H. Jones 2nd Engr. .... E. McBain  
 2nd Officer ..... T. Quayle 3rd Engr. .... C. Litchfield  
 3rd Officer ..... A. Wilson 4th Engr. .... W. A. Wallace

S.S. "MERNOO", 2,417 G.T.—Newcastle, Sydney, Melbourne.  
 Master ..... J. Roberts 1st Engr. .... P. Munn  
 1st Officer ..... J. Carrick 2nd Engr. .... A. Johnston  
 2nd Officer ..... A. G. Page 3rd Engr. .... G. Cosham  
 3rd Officer ..... G. Moir

S.S. "RIVER MITTA", 5,010 G.T.—Sydney, Pacific Islands and Japan.  
 Master ..... F. Donaldson 1st Engr. .... P. Congrove  
 1st Officer ..... E. V. Lewis 2nd Engr. .... A. B. Lynch  
 2nd Officer ..... E. Richardson 3rd Engr. .... M. Vanderbeiden  
 3rd Officer ..... S. Langsford 4th Engr. .... W. J. Clifford  
 1st Engr. .... V. Smith 7th Engr. .... R. W. Mullane  
 2nd Engr. .... J. Hutton

S.S. "DALBY", 2,348 G.T.—Newcastle, Sydney and Melbourne.  
 Master ..... D. McLean 1st Engr. .... Mr. Emery  
 1st Officer ..... R. Morley 2nd Engr. .... Mr. Maxwell  
 2nd Officer ..... W. Henderson 3rd Engr. .... Mr. Mooney  
 3rd Officer ..... L. Barr 4th Engr. .... Mr. Baumgurtel

#### James Patrick and Co. Pty. Ltd.

S.S. "CARDROSS", 2,515 G.T.—Melbourne, Brisbane and Sydney.  
 Master ..... C. F. Carter 1st Engr. .... L. Phillips  
 1st Officer ..... A. Perry 2nd Engr. .... J. Connors  
 2nd Officer ..... J. Asprey 3rd Engr. .... J. Ash  
 3rd Officer ..... H. Campbell 4th Engr. .... W. Ramsay

S.S. "CARADALE", 1,881 G.T.—Same trade as "Card-  
 ross".  
 Master ..... B. Paul 1st Engr. .... H. Joyner  
 1st Officer ..... V. Miller 2nd Engr. .... S. Grant  
 2nd Officer ..... H. Lund 3rd Engr. .... J. Sibbald  
 3rd Officer ..... A. Lucas 4th Engr. .... G. Pollock

S.S. "DALESFORD", 2,351 G.T.—Same trade as "Card-  
 ross".  
 Master ..... R. Menzies 1st Engr. .... H. Stewart  
 1st Officer ..... W. Williams 2nd Engr. .... C. McIntyre  
 2nd Officer ..... B. Walton 3rd Engr. .... H. Holliday  
 3rd Officer ..... E. Garland 4th Engr. .... R. Perkins

S.S. "CARLISLE", 1,912 G.T.—Same trade as "Card-  
 ross".  
 Master ..... S. Clarke 1st Engr. .... J. McLean  
 1st Officer ..... G. Daw 2nd Engr. .... R. Garvie  
 2nd Officer ..... J. Burch 3rd Engr. .... S. West  
 4th Engr. .... J. Lomax



The Governor of New South Wales, Lieut.-Commodore Northcott (left), in conversation with the Governor of Tasmania, Admiral Sir Hugh Binnie at the Master Mariners' dinner at the Wentworth Hotel, Sydney, on May 30th.



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Reprinted below is the Foreword to the Journal of the Company of Master Mariners of Australia, Vol. VIII, by Admiral Sir Hugh Binney, K.C.B., D.S.O., which is also of special interest to all readers of "The Navy".

### FOREWORD

By

His Excellency the Governor of Tasmania, Admiral Sir Hugh Binney, K.C.B., D.S.O., R.N.

"Sea Power", insofar as the British Empire is concerned, means the safety of the sea routes by which communication between the several nations of the British Commonwealth of Nations is maintained and upon which their commerce is carried.

It is no good having a Navy and Aircraft to defend these communications unless we maintain adequate Merchant Shipping to carry the goods and passengers, not only between the various nations of the British Commonwealth, but to and from all friendly nations with whom we trade; indeed, adequate and efficient Merchant Navies manned by British Empire peoples and sailing under the flag of a nation belonging to the British Commonwealth are essential to the welfare, strength and happiness of our peoples. We want to make such Merchant Navies in every way equal partners with the Navies who defend them.

To maintain Sea Power, a form of defence which threatens no one, it is necessary to have not only Merchant Ships and men of war to protect them on their lawful occasions, but also a seafaring population to man them, the means of building ships and facilities for repairing them. Australia, while growing to Nationhood, had to depend for her overseas trade practically on ships manned under the Red Ensign.

I think Australians are now agreed that the time has come when they can, and would wish to, make a greater contribution to the Empire's sea communications by further developing their own Merchant Navy.

All Naval Officers, who have had such recent experiences of the brotherhood of the two great Sea Services, are as anxious to foster the welfare and status of the Merchant Navy as of their own Service. I was therefore both honoured and delighted when you asked me to be your Master for the opportunity it gives me to further these ends.

I have read carefully the pronouncements of my distinguished predecessor, Sir Leslie Wilson, to whom the Company owe so much and will only say now that I agree with the whole policy he has fostered. With your support I intend to do my best to further the interests of the Company of Master Mariners of Australia in every way.

(Signed) HUGH BINNEY.

Master,

The Company of Master Mariners of Australia.

## EX-NAVAL MEN'S Association of Australia

Patron-in-Chief



His Majesty The King

### Victoria Section

The Navy League: We wish to express the thanks of the Executive Committee and all members of the Victorian Section of the ex-Naval Men's Association to the Navy League for their offer to make these columns of "The Navy" available to us as our official organ. This action by the Navy League further demonstrates the wonderful efforts of that body to bring before the public matters of general interest concerning the Naval service.

Melbourne Naval Centre Committee: The Victorian Section of the ex-Naval Men's Association is deeply indebted to the members of this Committee for their magnificent efforts to establish a Naval Centre in Melbourne for the use of Naval and ex-Naval personnel. The fulfilment of the plans of the Committee will complete a want which has long been apparent to the people of Melbourne who have the interest of the Navy at heart.

Members of Victoria Section: For a considerable time many members have expressed a wish that some form of disseminating matters of general interest to members should be adopted. Many suggestions have been made, such as the use of the daily press, the radio, or by publishing a magazine devoted to the interests of members. Others have suggested the issuing of a monthly notice by the Secretary. All of these proposals have been investigated by your Executive, but for various reasons most of these schemes have been found impracticable.

The action of the Navy League in making the columns of "The Navy" available to us has therefore given us the opportunity of publishing items of general interest to members, and it now only remains for the members to demonstrate their sincerity by becoming subscribers to the journal and thereby indicating their appreciation of the facilities made available.

We also appeal to members to attend the General Meetings of the Section and take an interest in the affairs which are of common concern to all ex-Naval personnel. On the majority of meeting nights business is completed early and the remainder of the evening is devoted to harmony. Supper is also provided on many meeting nights, and there is every opportunity to fraternize with old ship mates.

The Association is also definitely interested in your welfare, but these principles can only be put into effect with your co-operation. If you or your family are in distress, arrange for someone to advise the Secretary. You cannot expect to receive sympathy and the assistance of your Association unless you play your part in so far as having made arrangements for advice to be passed to the Secretary. All cases of distress are dealt with expeditiously and sympathetically, and in strict confidence. Our business in this connection can be truly stated to be similar to the motto of the Navy "The Silent Service".

Finally, do not let any matter of relatively minor importance

prevent you from playing your part. Be big-minded enough to keep before you the principles for which we are bonded together and the wonderful opportunity we have of affording assistance and relief to our comrades.

Food for Britain Appeals: A great number of our members have, during their service career, visited the Mother Country, and no words of ours could describe the hospitality that was extended to us in the United Kingdom. Think of the numerous homes that were freely open to us. Many of these homes today are in dire need of food and clothing. This is our opportunity to return something of what we received. We would therefore appeal to every member to give or do something to help the present appeals for food and clothing to be sent to the Mother Country.

The Victoria Section of our Association recently organised a football match, ex-Naval Men and the Commercial Broadcasting Stations, and were successful in raising approximately £260. This amount was donated to the Lord Mayor of Melbourne's Food for Britain Appeal. Thanks are due to all of our members who organised this football match.

Social Activities: We have a very energetic and enthusiastic Social Committee whose aim is to provide enjoyment for the members. This Committee depends upon your support to enable it to continue to arrange functions. The highlight of the Social activities will be the Cabaret Ball to be held at "Coconut

Grove" on Friday, 12th September. Tickets are available from various Ticket Secretaries or from the Hon. Secretary at the office of our Association, 383 Flinders Lane, Melbourne.

Keep your eye on these columns each month for details of further functions, and don't forget that the prices charged for admission are based on costs of the functions, and are not for money making purposes.

Sub-Sections: We are particularly desirous of forming sub-Sections in the State of Victoria, and any members that have the interest of ex-Naval personnel at heart and wish to assist in forming sub-Sections in their Cities, Towns, or Districts, should contact the State Secretary. Every financial assistance will be given to start the sub-Section. By adopting the system of sub-Sections we are enabled to keep in closer touch with those who reside in our district.

Election of Officers: Every financial member of the Victoria Section will receive a ballot paper during July in connection with the election of Office Bearers for the year 1947-1948. Do your part by completing the Ballot paper and returning it to the Returning Officer.

Items of Interest: The Hon. Secretary would welcome any items of interest: details of which must be forwarded to the office not later than the first day of each month, for insertion in the subsequent issue of "The Navy".

In conclusion we would like to congratulate The Navy League on having obtained the services of Lieut.-Commander G. H. Gill, M.B.E., R.A.N.V.R., as Editor of "The Navy". Lt.-Comdr. Gill's appointment as writer of the Naval section of the Official History of the late war is appreciated by every member of our Association.

H. E. Ivey, President.  
W. M. Sullivan, Hon. Sec.

## New South Wales

Our Annual Memorial Service for Naval personnel who made the supreme sacrifice in the two world wars was held on Sunday, 8th June. We assembled at the corner of Martin Place and Elizabeth Street at 10 a.m. and had a very good muster of ex-Naval men and women and serving personnel. We marched to the Cenotaph led by the band of H.M.A.S. "Australia" under the baton of Commissioned Bandmaster Harry A. Blaslett, R.A.N.; at the Cenotaph we sang the hymn "Eternal Father" followed with short prayers by the Rev. J. K. W. Mathieson, M.A., R.A.N. Chaplain. Wreaths were laid on the Cenotaph "In Remembrance of our Absent Comrades" and for our gallant ships that were lost in World War II, and the band played the harmonised setting of the "Last Post" followed by Reveille which ended a most impressive ceremony at the Cenotaph. The march then continued to St. Andrew's Cathedral for the service, which was conducted by the Dean of Sydney, Rev. Dr. Babbage, in the presence of several distinguished visitors including Rear Admiral G. D. Moore, C.B.E., Rear Admiral H. J. Feakes, C.B.E. (retired), Captain H. I. Buchanan, D.S.O., Captain E. C. Rhodes, A.D.C., Engineer Captain J. W. Wishart, O.B.E., Commander (E) K. McK. Urquhart, R.A.N., and the Middies from Osborne College, Blackheath, and their Lady Principal Miss Gibbons. During the service the band of H.M.A.S. "Australia" provided the music for the hymns and concluded the service with the "Last Post", Reveille, and God Save The King; and the standard bearers received our colours from the Dean at the altar. After the service our members lined up outside the Cathedral and, to the accompaniment of music, were inspected by Rear

Admiral Moore who addressed the parade and remarked on their splendid bearing and that he was very much impressed with the service.

During the past month your State Executive had the honour of being received by His Excellency Lt.-General John Northcott, C.B., M.V.O., Governor of New South Wales. His Excellency was greatly interested in the work of the Association, and very pleased with our efforts to help ex-Naval men and women. Previous to the above visit the State President had the honour of being presented to His Excellency The Governor of Tasmania, Admiral Sir T. H. Binney, K.C.B., D.S.O.

## Art Union 1947

Our 1947 Art Union was drawn at the Association office, 77 Pitt Street on 4th June by Commander (E) K. McK. Urquhart, with the following result:—1st Prize, No. 5713; 2nd, 8737; 3rd, 9671 4th, 1490; 5th, 27872; 6th 22469; 7th, 7560. The Art Union entailed a lot of hard work for the Hon. Promoter the Hon. Secretary, and the Hon. Asst. Secretary, and contributed in no small measure to make the Art Union a financial success; and it will be a great relief to the Hon. Promoter if those members who have not returned their unsold books will do so immediately to the office, 77 Pitt Street, or addressed to Box 3082, G.P.O., Sydney.

## Obituary

It is with regret that we announce the deaths of the under-mentioned members of the New South Wales Section:—

A. Luxford, J. W. Pert, V. Sands, J. Longbottom, J. Kerin, J. Mackreth and R. G. Carson. To their families and relatives we extend our deepest sympathy. "We will remember them".

## Annual Subscription

We would remind members that, under our amended Constitution all subscriptions are payable



Rear-Admiral Moore, C.B.E., Flag-Officer-in-Charge, N.S.W., leaving St. Andrew's Cathedral with Mrs. Moore, after attending the Annual Memorial Service of the Ex-Naval Men's Association of Australia for Naval Personnel.

annually in advance which means that on 1st July, 1947, your dues will be 14/- less any amount you may be in credit, or plus any amount you may be in arrears.

How your 14/- is disposed of was explained in the previous issue of this journal.

New members are coming along fairly regularly, but there is plen-

ty of room for more. "Each for All, All for Each".

Yours faithfully,  
Geo. B. Darling, State President.  
R. Humphrey, Hon. State Sec.





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**Tonnage**

There are four different kinds of tonnage. "Displacement Tonnage" is the tonnage used for naval craft and represents the actual weight of the ship in tons.

This may be ascertained by calculating the volume in cubic feet of the water displaced by the ship when afloat and dividing by 35, as there are 35 cubic feet of sea water to one ton.

For merchant vessels there are three tonnages: The gross, the net or register tonnage, and the dead weight.

The gross tonnage is the cubic volume of the interior of the ship (including all deck houses, or erections that are permanently closed in), reckoned at 100 cubic feet to the ton. The double bottom compartments are, however, excluded.

The net tonnage is calculated by deducting from the gross tonnage the area taken up by the propelling machinery, boilers, bunkers, crew's and stores accommodation, and certain other special allowances. In sailing ships the space set apart for the stowage of the sails is allowed as a deduction. As harbour dues are payable on the net tonnage every endeavour is made when constructing a ship to keep the net tonnage as low as possible.

The dead weight tonnage is the actual number of tons weight of cargo, bunkers, stores, water (both drinking or ballast) that a ship can carry when afloat and down to her load-line mark.

**Keep a Good  
Lookout**

for the Next Issue of

**'The Navy'**

The Navy

YACHTING NOTES FROM THE

**CRUISING YACHT CLUB  
OF AUSTRALIA**

By P. M. LUKE, Vice Commodore

Sydney yachtsmen turned out in force on Saturday, 7th June, to watch the departure of Jack Earl's Kathleen on a two year world cruise. It was an impressive sight as she moved out of Mosman Bay surrounded by launches carrying relatives and friends of the crew, news cameramen and dozens of yachtsmen come to wish them "fair winds and good luck".

A large contingent of club-mates from the C.Y.C. escorted Kathleen to the heads and watched her heading north on the first leg of her long journey. Kathleen is a Colin Archer Ketch 44 ft. L.O.A. about 22 tons displacement. She is equipped with a diesel auxiliary and will charge batteries for radio and lighting by generator driving off the shaft while under sail. Since she was launched in 1939 Earl has spared no effort in preparing her for the voyage. In the meantime, he has managed to put in a surprising amount of cruising and racing. Apart from naval patrol duties and several coastal cruises Earl raced Kathleen in the first Sydney-Hobart race, and gained fourth place. The nucleus of this crew then set to and rigged Christina in preparation for the second Hobart Race, and won it by driving her through a westerly blow in the Straits that caused most other yachts to heave to. The experience gained in ocean racing should be of great benefit during the forthcoming cruise. Don Angus, former A.I.F. small ships section, who was navigator for both the Sydney-Hobart Races, is continuing in that capacity for the world cruise. The intended route is through the Barrier Reef to Thursday Island, across the

Indian Ocean to Mauritius, South Africa, up to St. Helena, Ascension and across the South Atlantic to Brazil, through the Panama Canal and then home across the Pacific with calls at the more interesting Islands.

\* \* \*

The C.Y.C. held the first event of their Winter program over the King's Birthday weekend, for a trophy presented by Capt. H. Illingworth. As Friday 13th was considered an unsuitable date for the departure, the start was delayed until 12.10 a.m. on 14th when 15 yachts crossed the line off Double Bay, Sydney. The course of about 54 miles was up the coast around Bird Island, then back to Broken Bay. Although very light at the start the westerly breeze freshened outside and gave the competitors a magnificent sail until 10 a.m. By this time more than half the fleet had rounded the island but the wind fell right away and Defiance, the first yacht to finish, did not complete the course till after 4 p.m. Josephine, Enterprise, Saga, Horizon, Moonbi and Ransoon also completed the course. The rest retired and came in under power. On corrected time, the placings were Enterprise, Josephine, Defiance.

\* \* \*

Another item of Ocean racing news is the fact that Claude Plowman is having a 36ft. ketch built in Tasmania to a Laurence Giles design. If entered in the Sydney-Hobart race, it will be very interesting to compare her performance with the line honours win of Morna in last year's race.



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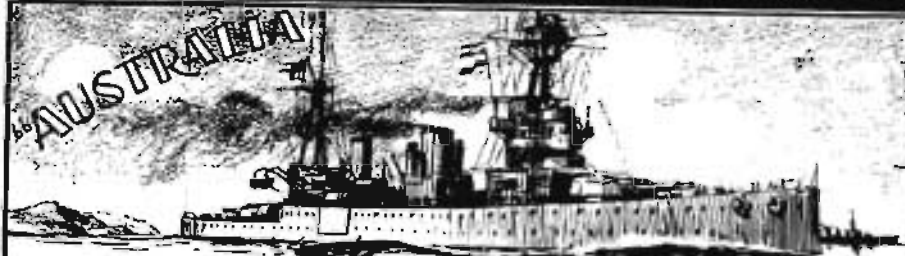
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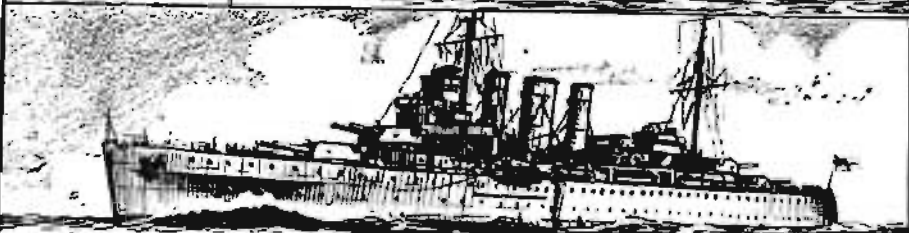
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## NOTABLE NAMES IN AUSTRALIA'S NAVAL HISTORY

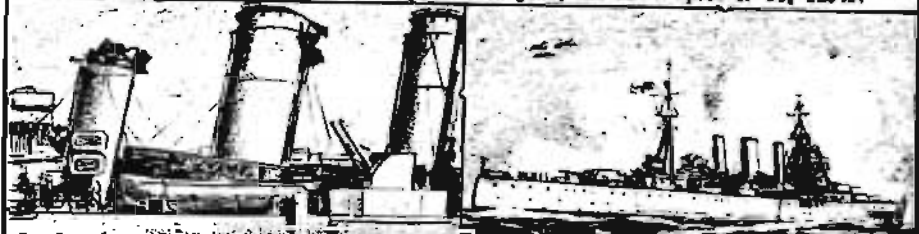


The Battle-cruiser 'AUSTRALIA', first flagship of the R.A.N., was launched at Clydebank, Scotland, in 1911. With a displacement of 16,000 tons, she was armed with eight 12-inch guns and was designed for a speed of 26 knots.

After serving in the Pacific and the North Sea during World War I, the old 'AUSTRALIA' was sunk 24 miles east of Sydney Heads in April 1924, under terms of the Washington Treaty.



In 1927, a new 'AUSTRALIA' was launched at Clydebank. A cruiser of 10,000 tons, she carried a main armament of eight 8-inch guns, and had a speed of 31½ knots.



'AUSTRALIA' served in many operational spheres during the War of 1939-45, including the North Sea, Dakar, Coral Sea, Solomon Islands, and other S.W. Pacific areas. Badly damaged by Jap. Kamikaze planes at Lingayen Gulf in January 1945, she returned to Sydney where she received temporary repairs.

Repairs of a more permanent nature were carried out in England, and after further service she underwent an extensive refit which was completed at Sydney in May 1947. Now, with 'K' turret removed, tripod masts, and rebuilt upperworks, she bears little resemblance to her former self.

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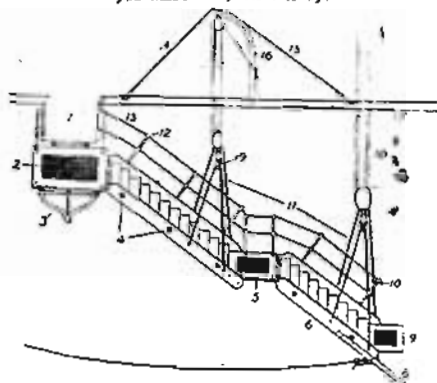
**MAKE & MEND**

Answers on Page 62



**ACCOMMODATION LADDER**

Our illustration shows an accommodation ladder. Can you name the parts 1 to 19?



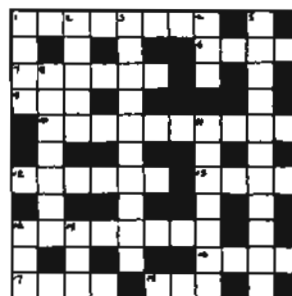
**DO YOU KNOW**

1. When is a sailing ship said to be "running free"?
2. What is an Aldis lamp used for?
3. What are the cardinal points of a compass?
4. How does a fishing vessel indicate its occupation to an approaching ship by day?
5. How would you measure the size of a wire rope?
6. The liquid used to fill the bowl of the Admiralty liquid compass?
7. Which is the starboard side of a ship?
8. What time is "one bell in the last day watch"?
9. What time is "seven bells in the forenoon watch"?
10. What sound signal should be made by a steamship under way in fog?

**Clues Across**

1. But it may be on the starboard side (8).
6. Sound sounding gear (4).
7. Ships of this line have yellow funnels (4).
9. Nip back for a part of a block (3).
10. These cartridges can't be heavy (4 and 6).
12. Mixed tennis for plaited rope (6).
13. The same compass point twice gives this English river (4).
14. Nail a cat for Coastal Command aircraft (8).
16. Blight (4).
17. Seabird in the stern (4).
18. The end of a splice (3).

**CROSSWORD PUZZLE**



**WHICH IS CORRECT?**

1. A change of atmospheric pressure registers more rapidly on (a) an aneroid barometer; (b) a mercurial barometer?
2. On passing from the Pacific to the Atlantic through the Panama Canal a vessel sails (a) east; (b) north-west?
3. On a battleship the Marines turret is usually (a) X turret; (b) Y turret?
4. "Can" buoys are passed on the mariner's (a) starboard hand; (b) port hand?
5. A rope is parcelled (a) with the lay; (b) against the lay?
6. The first Englishman to sail round the world was (a) James Cook; (b) Francis Drake?
7. A brigantine is a (a) two-masted vessel; (b) three-masted vessel?
8. The difference between true and magnetic north is (a) the variation; (b) the deviation?

**FLAG QUIZ (INTERNATIONAL CODE)**

1. Can you describe the flags for making the signal "I require a pilot"?
2. What additional alternative to the above can a British ship use for calling a pilot? Give a description of it.
3. What is the meaning of the following signals?  
(i) O. (ii) QQ. (iii) QL.
4. What is the meaning of the Blue Peter when hoisted singly (i) in harbour; (ii) at sea?
5. Hoists are flying at the masthead and also at the port and starboard yardarms. In what order should they be read?
6. Can the same substitute flag be used more than once in one group?
7. What flags are hoisted when a ship is in distress and requires immediate assistance? Give a description of them.

**Clues Down**

1. "Palindromic" deck (4).
2. European river (5).
3. A small jigger for dexterous William (5 and 5).
4. The fish at the end of the reel (3).
5. Is it to keep the bed-clothes in place (5 and 4)?
6. Cannes, Nice and Monte Carlo are all here (7).
11. Upper edge of a boat's side (7).
- 14 and 15. Single-masted vessel, with a running bowsprit, fore and aft rigged, with gaff mainmast, foremast and jib (6).

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By C.H.G.

"Statesmen and Sea Power", by Admiral Sir Herbert Richmond —  
Oxford University Press.

"Statesmen and Sea Power" was the last work of Admiral Sir Herbert Richmond before his death in December of last year. It is a fine coping stone to the edifice he erected as a Naval Historian, and is certain to rank as one of the major works for consultation by those who wish to understand the working of sea power, and its influence—through application or neglect—on the fortunes of the British peoples.

Defining sea power as "that form of national strength which enables its possessor to send his armies and commerce across those stretches of sea and ocean which lie between his country or the country of his allies, and those territories to which he needs access in war; and to prevent his enemy from doing the same," Admiral Richmond essayed to indicate "the manner in which the statesmen of Britain have dealt with this matter of sea power during the last three and a half to four centuries." And he succeeded admirably.

The problems that confronted Britain's statesmen during the recent war have arisen in parallel forms throughout the period surveyed in this book. The masts and spars of the Baltic have given place to iron ore and oil in the list of naval needs, but as Admiral Richmond points out, "the needs of sea power are not confined to the number of fighting ships in existence and in readiness at the

beginning of a war, but also to an extensive and efficient shipbuilding industry, fully provided with the raw materials of its work to replace losses and to meet the demands upon sea power which invariably and inevitably increase as war proceeds.

Time and again the policy of statesmen has been directed toward the provision of those elements of sea power without which it cannot exist; the raw materials, the industry to fashion them, the bases from and between which the resulant ships, naval and mercantile, can operate. Sea power is not exercised, nor can it be exercised, by one service alone. Industry, in multifarious forms, must build, arm, provision, and store the ships; there must be trained men to man them; army garrisons must protect bases and, where necessary, secure additional ones; merchant ships and merchant seamen must transport raw materials for industry, and troops and munitions of war for the armies.

Time and again the policy of statesmen has been directed—although often late in the day, whereby much time and opportunity have been lost—toward the provision of these elements. Where it has been so directed, and the use of sea power in war has been directed to the primary objective of securing command of the sea, success has followed. When, as has happened, there has been neglect of provision in the first place, or misapplication and

dispersion of effort in the second, things have gone wrong for us. These facts emerge strongly in Admiral Richmond's classic book.

In his remarks on the fall of Singapore lies food for thought among us here in Australia, that naval bases, although an essential element of sea power, do not in themselves constitute that power.

"Brassey's Naval Annual, 1946". Edited by Rear-Admiral H. G. Thursfield—William Clowes and Sons, Limited.

The lesson that victory — of which, in the case of any island belligerent, command of the sea is an essential ingredient—is won by the collaboration of all arms, is emphasized by Rear-Admiral Thursfield in his chapter dealing with the lessons of the war in the 1946 "Brassey's".

The balance of the Battle of the Atlantic was not tipped on the side of success until the summer of 1943, "when at long last a sufficient proportion of the air weapons that were available were diverted from other less effective employments to the vital task of securing the command of the sea."

That such collaboration is essential, and not only that of all arms of the services, but of the industrial side of the nation, is made apparent by the figures quoted in Chapter 2 by Captain Altham in his Chronicle of naval events. Giving a summary of the figures of the supply side of the Normandy landings, he tells that within a hundred days the Allies had landed over 2,200,000 men, 450,000 vehicles, and nearly 4,000,000 tons of stores.

And the Chronicle closes with figures of British naval casualties in the war, showing that, for the navy at any rate, the casualties were far higher in this latest war than in the struggle of 1914-18. "Nearly 31,000 officers and men,

"Unless aid," he wrote, "could have come in a shape in which it could deprive the enemy, and secure for the British, the sea-communications of the invading and defending forces respectively, the fall of Singapore, sooner or later, was inevitable; as the fall of every isolated fortress on land or at sea has been inevitable throughout the whole history of war."

excluding the Dominion Navies and Royal Marines, were killed or reported missing; this was over 20,000 more than in the 1914-18 war." Incidentally, the total casualties of the U.S. Navy, including the Marine Corps, were little more than those of the Royal Navy alone.

Dealing with Merchant shipping in Chapter 4, Sir Archibald Hurd points out that on June 30, 1945, the shipping on the U.K. register was less than three quarters of its pre-war total. Seventy-five per cent. of the deep sea tramps and 50 per cent. of the tankers had been lost. As in the case of Navies, Britain now takes second place to the United States in the size of merchant fleets. The U.S.A. now owns almost 60 per cent. of the world's tonnage. Shipbuilding is, however, going ahead in the United Kingdom, large orders, totalling over two million tons, and largely of liners and tankers, having been placed for British owners.

As Sir Archibald says: "The seas will continue to be the main highways of the British peoples . . . and if they were no longer able to use the seas freely, their doom would be sealed. For that reason, the restoration of the merchant fleets of this country is an essential and urgent task."

A most interesting chapter to Australian readers is that by Dr.

Continued on page 59.

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## Naval Appointments Etc.

PERMANENT NAVAL FORCES OF THE COMMONWEALTH  
Sea-going Forces

**Appointments.**—Acting Lieutenant-Commander Nigel George Hallett is appointed on loan from the Royal Navy, with seniority in the rank of Lieutenant of 9th April, 1939, dated 7th March, 1947; Instructor Lieutenant-Commander (†) Henry George Tidy is appointed on loan from the Royal Navy, with seniority in rank of 23rd September, 1942, dated 23th January, 1947.

**Promotions.**—Acting Lieutenant-Commander Nigel George Hallett is promoted to the rank of Lieutenant-Commander, dated 9th April, 1947; Sub-Lieutenant Anthony Jack Peter Newman is promoted to the rank of Acting Lieutenant, dated 4th May, 1947. The following Acting Sub-Lieutenants are promoted to the rank of Sub-Lieutenant:—Errol Victor Stevens, 1st September, 1946; Peter Goldrick, 1st September, 1946; Hugh William Clifford Dillon, 16th September, 1946; John Dixon Stevens, 16th September, 1946; Anthony Frederick Sallmann, 16th September, 1946; William Edward Dunlop, 1st November, 1946; Peter Brassey Cooper, 1st November, 1946; John Peter Brent, 16th November, 1946; John Charles Leland Bennett, 16th January, 1947; Richard John Rust, 16th January, 1947; James Alexander Mackie, 16th January, 1947; Lindsay Gordon Baly, 1st February, 1947. Lieutenant (S) Walter Henry Ross is promoted to the rank of Acting Lieutenant-Commander (S), dated 1st February, 1947; D'Arcy Allman Tarrant, Commissioned Writer Officer, is promoted to the rank of Lieutenant (S), dated 28th February, 1947; Francis Albert Pascoe, Petty Officer, official number 21046, and Patrick Yelverton Williams, Petty Officer, official number 21527, are promoted to the rank of Boatswain (A/S) (Acting), dated 12th February, 1947, and 21st March, 1947, respectively; John Trevethan Eccleston, Chief Petty Officer Writer, official number 20765, is promoted to the rank of Warrant Writer Officer (Acting), dated 16th April, 1947.

**Confirmation in Rank.**—Frederick Morant Murray, Signal Boatswain (Acting) (Provisional), is confirmed in the rank of Signal Boatswain, with seniority in rank of 28th July, 1945.

**Termination of Appointment.**—The appointment of Telegraphist Lieutenant Thomas Christopher Fitzgerald is terminated on reversion to the Royal Navy, dated 2nd January, 1947.

## CITIZEN NAVAL FORCES OF THE COMMONWEALTH Royal Australian Naval Reserve

**Transfer to Retired List.**—Lieutenant-Commander Norman James Allen is transferred to the Retired List, dated 24th October, 1945.

## Royal Australian Naval Volunteer Reserve (Special Branch)

**Termination of Appointment.**—The appointment of Lieutenant Albert George Hanley Masson is terminated on reversion to the Royal Naval Volunteer Reserve, dated 2nd July, 1945.—(Ex. Min. No. 27—Approved 28th May, 1947.)

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

## BOOK REVIEWS—

Contd. from page 57

H. Rosinski, who writes on the strategy of Japan. Asking by what means a country so poor in every respect could "hope to defy successfully the combined might of the two greatest naval and industrial powers of the world?" he gives it as his opinion that Japan hoped to be able to use her sea power to restrict her war to one limited objective—the isolation and over-running of South East Asia.

But the ability of him with command of the sea to take as much or as little of the war as he desires is contingent on an understanding that the sea is one and indivisible. Japan had set out to impose by sea power a limited war, not upon land power—in which she had been successful in the case of Russia and China—but upon superior sea power. "They had embarked upon a struggle for which they had not the strength, and had concealed this to themselves by trying to make it into something which by the nature of the circumstances it could be neither politically nor strategically—a 'limited war'."

"Brassey's Naval Annual" is, as always, an essential volume for the shelf of anyone with an interest in the sea and maritime affairs.

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## BRITISH SEA POWER . . .

Contd. from Page 19

practical value when the emergency arose, and which inculcated the training of character, the foundation of all leadership.

It is no novelty for the Navy to be confronted with some new weapon, such as the submarine, torpedo, mine and bomb. Each of these has had great effect on naval warfare, but such new forms of attack have always, sooner or later, produced new forms of defence. The question now is whether the Air Age and the Atomic Age have brought such new and grave problems that, from a naval point of view, they may prove to be insoluble.

In so far as the future of the capital ship is concerned, for example, there are not wanting those who, in the light of the Atomic Age, declare that the battle fleet has already become obsolescent, if not obsolete. Whether or not, in the future, it will be possible to launch a successful atomic bomb attack against a battle fleet in the face of new and developing counter-measures must remain unknown. What is known is that Britain and the British Empire will continue to depend for their existence on sea communications, and that it behoves us to anticipate such a contingency. We shall always need ships equal in fighting power to those to which they may be opposed. If all naval forces are doomed to destruction, if the day of navies be over, if the tasks, functions and duties for which the Navy has hitherto been responsible are disappearing into the limbo, are we also to assume that trade routes and merchant shipping will also disappear?

If Sea Power be essential to our security, we must continue to have it. We are dependent as is no

other nation or group of nations on the maintenance of our overseas trade; we have more to lose, if dazzled and misled by the coming of the atomic bomb, than any other Power.

A distinguished scientist, Sir Leonard Hill, F.R.S., speaking at a conference in Birmingham on 3rd November last, is reported to have said: "General Marshall in the United States has stated that great armies and navies must be maintained because of the atomic bomb. Scientists know that the statement of General Marshall is nonsense."

Here is the issue reduced to its simplest terms. Here are two schools of thought in direct conflict. Upon a right judgment in these grave matters our very existence and future may depend.

If those are right who believe that the day of the Navy is over, then we shall waste our money in continuing to maintain our Sea Power to safeguard our sea communications and our Empire; but if they prove to be wrong, then in putting their theories to the test, we may lose the Empire.

Such at least are the lessons of history.

They are lessons which from Elizabethan days, down to our own time, have been deeply engraved in the consciousness of the British peoples.

The advent of the Air Age, followed by the coming of the Atomic Age, has brought new issues, new problems, new ideas. But the central thesis remains for the British peoples and for the British Empire—Sea Power continues to be essential to our safety.

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## Answers to Naval Quiz

- Of "L'Orient", the French  
Flagship of Admiral Brueys  
at the Battle of the Nile.  
Louis Casabianca was her  
Captain, and the line is from  
Mrs. Hemans' poem "Casa-  
bianca", the boy referred to  
being the captain's son.
- The coal trade between Aus-  
tralia and the West Coast of  
South America. It was car-  
ried on by sailing ships. For  
example, of the 19 sailing  
ships in the port of Val-  
paraiso on the day of the  
great earthquake, August 16,  
1906, 10 were from New-  
castle, N.S.W., and one  
from Melbourne. ("The  
Nitrate Clippers", Basil Lub-  
bock.)
- Admiral Sir George Tryon,  
K.C.B., who as C. in C. of  
the Mediterranean Squadron  
went down in his Flagship  
H.M.S. "Victoria" when she  
was rammed by "Camper-  
down" during manoeuvres  
off the Syrian coast on June  
22, 1893. Admiral Tryon  
was C. in C. on the Aus-  
tralian Station during the  
Eighteen Eighties.
- The cruiser, H.M.C.S. "Pro-  
tector", acquired during the  
days of the "Colonial Nav-  
ies" by South Australia in  
1884.
- Yes! Under the Protector-  
ate, three military officers,  
Robert Blake, Richard  
Deane, and Colonel Popham,

were appointed to serve as  
"Admirals and Generals at  
Sea." They were most suc-  
cessful.

- The Spanish Admiral Alonzo  
Perez de Guzman, Duke of  
Medina Sidonia, was How-  
ard's opponent; Admiral De  
Witt fought Blake at the  
Kentish Knock; Admiral Don  
Jose de Cordova commanded  
the Spanish Fleet at St. Vin-  
cent; Pierre Charles Jean  
Baptiste Silvestre Villeneuve  
opposed Nelson at Trafalgar,  
and Reinhard von Scheer  
was C. in C. of the German  
High Seas Fleet at Jutland.
- The "Sobraon", under the  
name "Tingira" (a Queens-  
land Aborigine word mean-  
ing "the Sea") was the  
Training Ship for boys for  
the R.A.N.
- No! The correct term for  
a vessel which is not at an-  
chor, or made fast to the  
shore, or aground, is "Under  
Way". Witness the preamble  
to the Rule of the Road.
- It was there that the German  
prison ship "Altmark" took  
refuge, to be pursued by  
H.M.S. "Cossack" (Captain  
Vian) who rescued the Brit-  
ish merchant seamen held  
captive in her.
- The length of a nautical mile  
is 6,080 feet. It is the mean  
length of a minute of lati-  
tude.

## Answers to Make and Mend

### FLAG QUIZ

- G—three each yellow and blue  
vertical stripes (yellow at the  
hoist); or alternatively:  
PT—blue flag with white rec-  
tangle in centre, over a vertical  
tricolour, i.e., three vertical stripes,  
red, white and blue (red at the  
hoist).
- The pilot jack—the Union Flag  
with a white border.

- Q—"My ship is 'healthy' and  
require from pratique."  
OQ—"My ship is 'suspect'."  
OL—"My ship is 'infected'."
- In Harbour—"All persons are  
to repair on board as vessel is  
proceeding to sea shortly."  
At Sea—"Your lights are out, or  
burning badly."

- In the following order: (i) mast  
and; (ii) starboard yardarm;

- (iii) port yardarm.
- No.
- NC—blue and white chequered  
flag (sixteen squares, the one at  
the top of the hoist being blue),  
and a flag having five horizontal  
stripes, blue, white, red, white and  
blue.

### WHICH IS CORRECT?

- Anemoid barometer
- North-west.
- "X" turret.
- Port hand when going with the  
main stream of flood or approach-  
ing a harbour from seaward.
- With the lay.
- Francis Drake.
- Two-masted.
- Variation.

### DO YOU KNOW?

- When she is sailing with the wind  
abaft the beam.
- Making Morse signals.
- North, south, east and west.
- By hoisting a basket. (If the ves-  
sel is at anchor this signal is dis-  
played on the side on which the  
approaching ship can pass with  
safety).
- Right-hand side facing forward.
- 1830.
- 1130.
- One long blast, on her siren or  
whistle, every two minutes.

### ACCOMMODATION LADDER

- Bulwark door
- Manrope
- or cutting.
- knot.
- Platform.
- Bridle chains.
- Form.
- Stanchion.
- Sockets.
- Manropes.
- Lower plat-  
form.
- Fore guy.
- After guy.
- Extension.
- ladder.
- Guest warp.
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Rivera; 11, Gunwale; 14 and 15,  
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## about Aluminium in shipbuilding — No. 3

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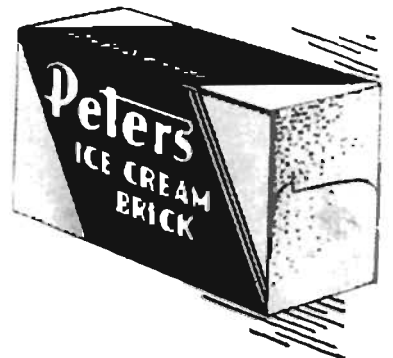
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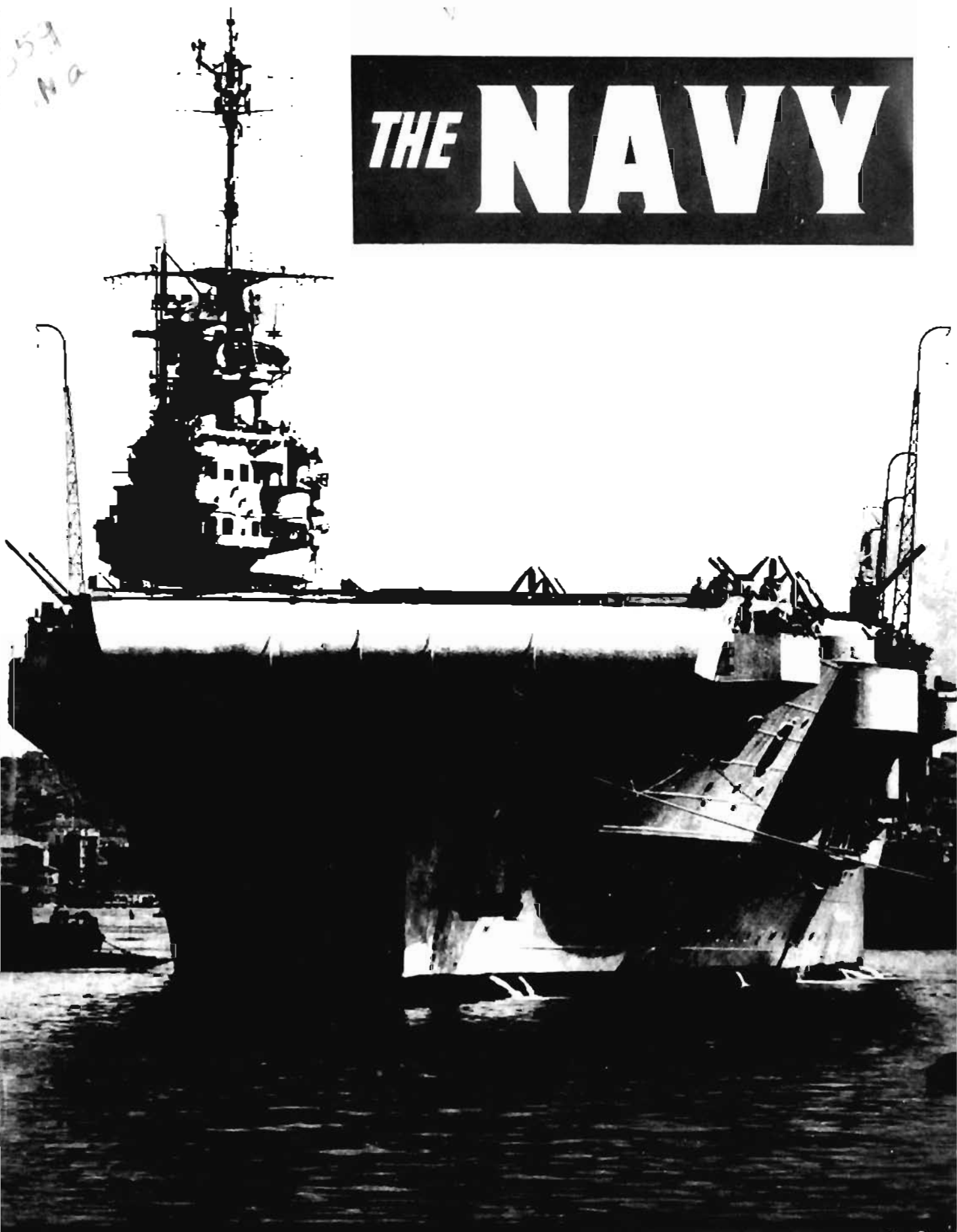
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PLEASE NOTE: Owing to the lag in printing production, it has been decided to omit the August issue of "The Navy." Commencing with this issue "The Navy" will be published on the 1st of every month. Subscribers will still receive 12 copies within 12 months.

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## about Aluminium in shipbuilding—No. 4

Naval designers and constructors have, for some time, realized that the use of aluminium will reduce the dead-weight of their ships, leading to an increased capacity for fuel, which, in turn, enables the ship to stay at sea for longer periods. Weights of armaments can be increased to give greater fire power. Minor bulkheads, furniture, including lockers, ventilation trunking, electric junction boxes, and cappings for various pieces of equipment in the engine room, have all been made of aluminium.

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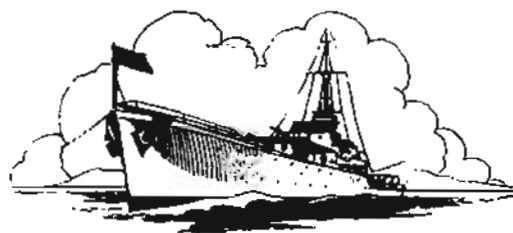
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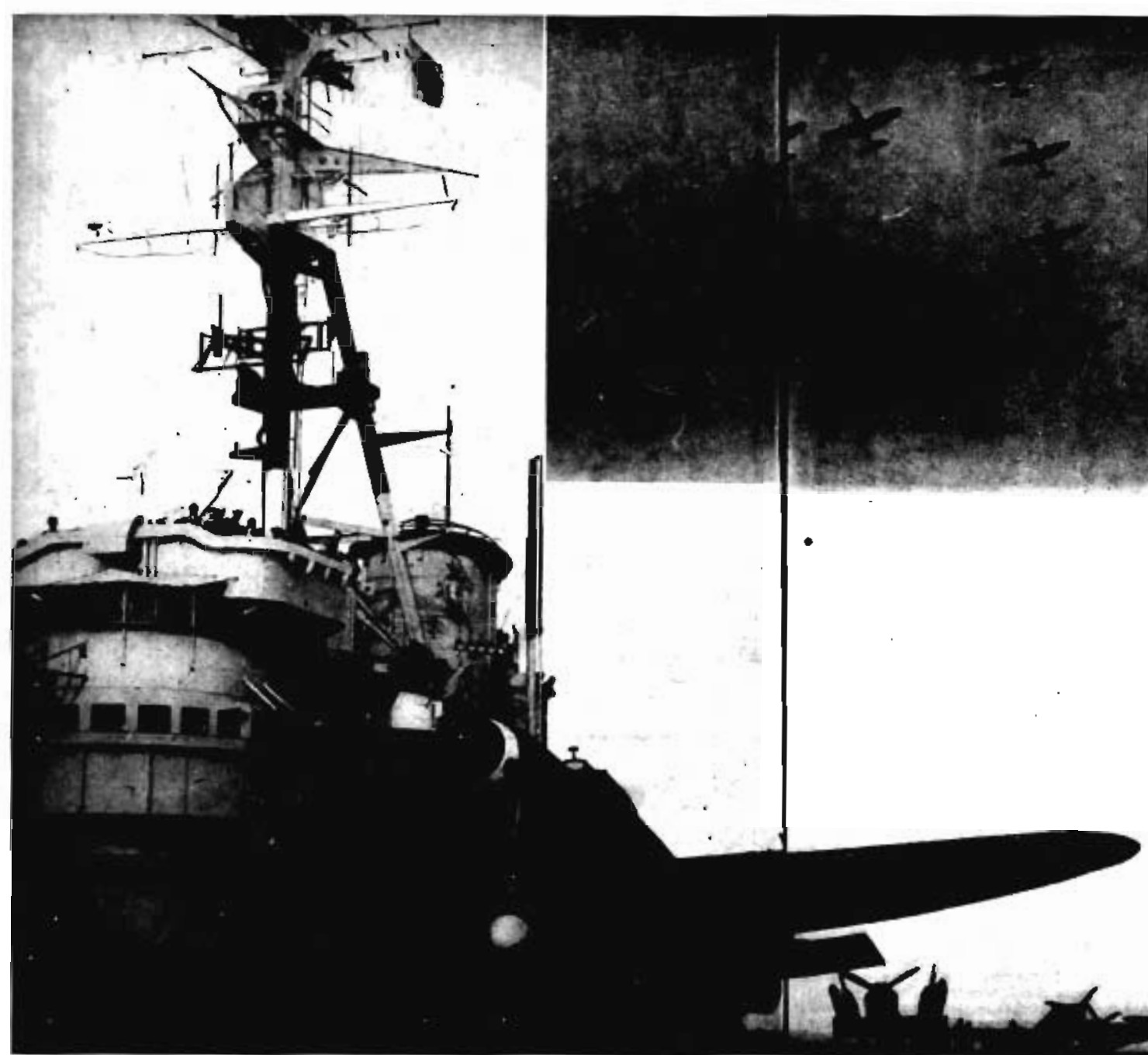
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Vol. 10.

September 1947.

Nos. 8-9.

## NAVAL AIR ARM

THE decision of the Commonwealth Government to provide the defences of the country with a Naval Air Arm controlled and operated by the Royal Australian Navy follows the example set by the British Government in 1919, when the system of dual control by the Admiralty and the Air Ministry of aircraft in His Majesty's Ships was abolished, and the Admiralty assumed absolute control of its own Air Arm in March of that year. The system of dual control, one not attempted by any other country, had existed in Britain from April, 1918, when the specialised Royal Naval Air Service had been absorbed by the Royal Air Force, and it took many years of Admiralty argument and persuasion to convince the Government of its inefficiency.

This inefficiency was especially apparent in the types of aircraft provided for carrier operation. With the absorption of the Royal Naval Air Service by the Royal Air Force, the Admiralty lost control of the design and production of its own machines. As a result, the Fleet Air Arm entered the war in 1939 with aircraft which were primarily land machines modified to suit shipborne needs, and which were, in performance, far behind the aircraft of the Royal Air Force and the land-based machines of the enemy. This state of affairs existed well into the war, until specially designed naval aircraft could be obtained. In spite, however, of these drawbacks, experience in the war reflected both in the fine achievements of the Fleet Air Arm and in the handicap suffered by the Germans and Italians in their conduct of naval operations through the lack of such a specialised instrument—proved the correctness of the British Government's decision and leaves no possible doubt as to the essential rightness of our own Government's action.

Caught by the camera, this Firefly looks almost stationary during its take-off from the deck of H.M.S. "Thraus." Inset: Overhead, a squadron of Fireflies and Seafires fly in perfect formation. Photo by Gordon Short, "S.M. Herald."





From under the guns of H.M.S. "Queen Elizabeth" are seen H.M.S. "Valiant" and F.S. "Richelieu" at dawn. Occasion was the Allied Naval operations against Sabang in Northern Sumatra in 1944.

## PERSONNEL LOSSES

THE extent of the toll on Naval and Merchant Navy personnel during the war is revealed by figures which have been published from official sources. The Royal Navy, excluding Dominion Navies and Royal Marines, suffered the loss of nearly 51,000 officers and men killed or reported missing. The Merchant Navy—out of a total personnel at the peak period of mobilisation in the United Kingdom of 180,000—had 30,248 fatal casualties, and over 4,000 missing and still unaccounted for on the 28th. February, 1946. These figures include all British subjects and nationals of Allied countries who served in British registered ships and fishing boats, as well as British subjects who served in foreign ships chartered by the United Kingdom during the war. In all, Navy and Merchant Navy combined lost—when the Dominion Navies are taken into account also—something in the region of 90,000 men killed or reported missing, a figure approximately double that of the corresponding losses in the 1914-18 war.

These figures throw some light on the extent and the magnitude of the war at sea, and on the importance of the sea as a means of communication in a global war. The sea was the stage on

which was fought the life and death struggle for control of the vital routes connecting friends and giving assault approaches to the strongholds of foes, and the price they paid is the measure of the successful efforts of our seamen to hold and use that control. We must not forget that, should similar circumstances of emergency arise in the future, whatever the developments in weapons, the sea as a means of communication will lose none of its importance; and a state of constant preparedness may lessen the price we have to pay in men's lives in holding that vital means of communication secure.

## LORD BENNET'S DEATH

BY the death of the Right Honourable Viscount Bennett, P.C., on July 1st. last, the Navy League in general, and the central body of the League in England in particular, has suffered a severe loss. Only two months previously, on May 1st., the central body held its annual meeting in London and appointed Lord Bennett as President. As the Editor of the English edition of "The Navy" said in his "Editor's Notes" of the June issue, the Navy League may well have difficult years ahead, with the post-war reaction and the widespread feeling of uncertainty regarding the correct answer as to the efficacy and value

of orthodox means of defence in the face of so large a question-mark as that presented by the atom bomb, and even one year of Lord Bennett at such a critical time in the League's history would be worth its weight in gold. "A former Prime Minister of Canada, a statesman of Empire, a famous orator and extremely competent man of affairs, a protagonist of the Statute of Westminster, and a man of infinite charm," Lord Bennett was the ideal figure to have led the Navy League; and we sympathise with the League in its loss of such leadership through its President's untimely death.

## DANGEROUS CARGOES

DURING recent weeks there have been warnings, by officials connected with the loading and discharging of dangerous cargoes, of the risks incurred in Australian ports by the berthing of ships and the handling of such cargoes in congested areas. The disaster in Texas brought the matter to public notice, and reports of the handling of explosives at commercial berths in Melbourne drew references to previous large-scale explosions, such as that at Bombay during the 1939-45 war, and that at Halifax, Nova Scotia, during the 1914-18 war. One of the latest authorities to utter a warning is the Chief Officer of the Melbourne Metropolitan Fire Brigade, who referred to the oil fire menace in the River Yarra, and urged that the oil wharves should be shifted from their present location to a place where a possible outbreak of fire would not affect river shipping. Seized with the importance of the matter, the Marine Board is pressing for the removal of the oil wharves from the Yarra, and one proposal is to move the wharves to the old course of the river, where a boom could be put across and any trouble confined to the tankers alone. It is pointed out that London has an oil dock for tankers only, and this removes the danger of fire spreading along the waterfront. The whole question of the handling of inflammable cargoes, and, of explosives, is one that should be dealt with as a priority matter.

## COLLISION JUDGMENT

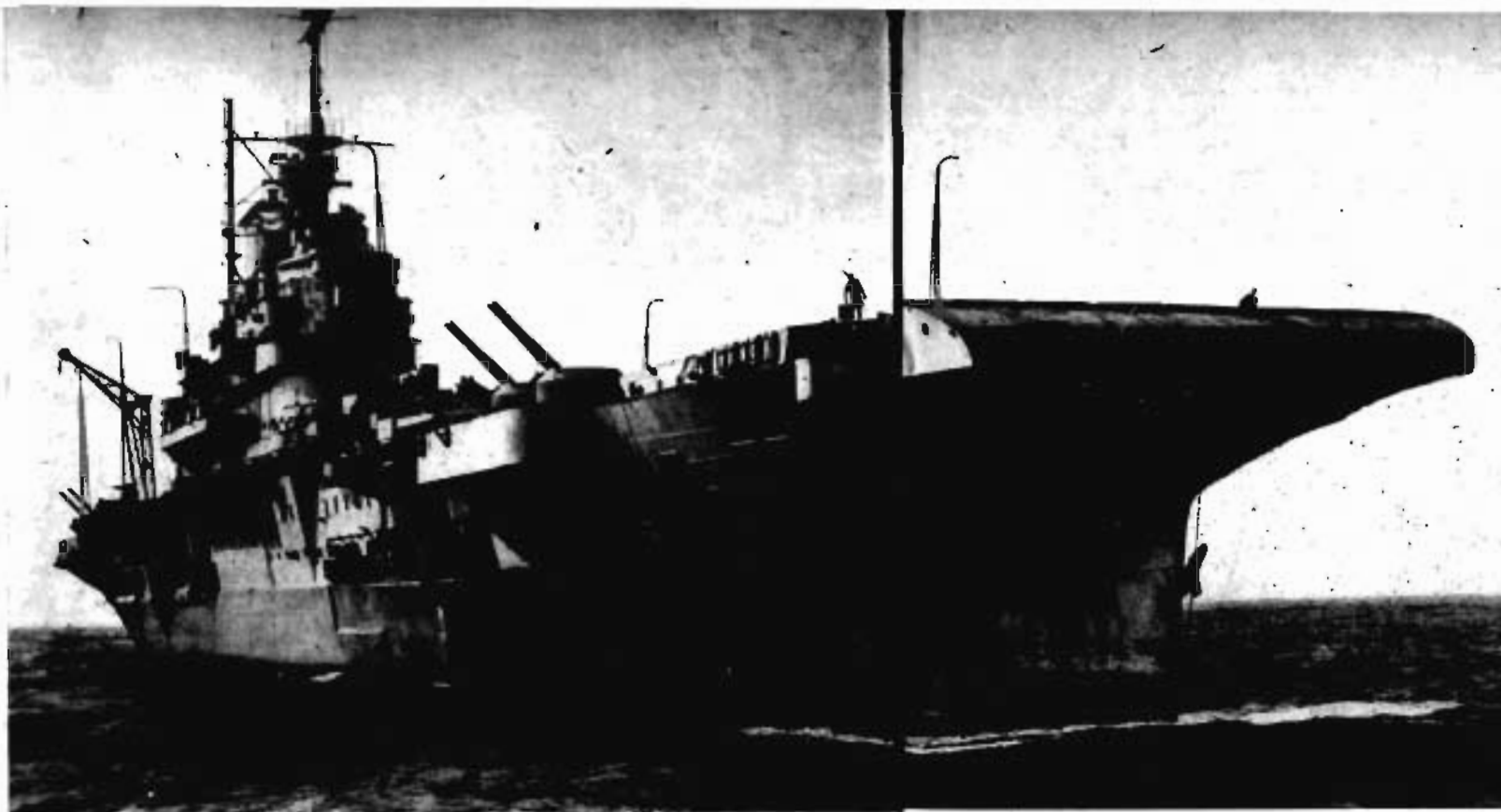
MR. Justice Pilcher's judgment in the case to determine liability for the collision off the Irish Coast between the Cunard-White Star liner "Queen Mary" and H.M.S. "Curacao" on October 2nd., 1942—an account of which judgment is given elsewhere in this issue of "The Navy"—awakens memories of a collision, not without parallels, which occurred 31 years previously, but in which the judgment, because of differing circum-

stances, was different. In the case of the "Queen Mary" and H.M.S. "Curacao," the liner, with thousands of U.S. troops on board, was the sole ship of a convoy being escorted by the cruiser and a number of destroyers, and was carrying out a set zig-zag at high speed, while the cruiser was steering the mean course at 25 knots. One leg of the zig-zag brought the "Queen Mary" on a converging and overtaking course, and in spite of avoiding action being taken, she struck H.M.S. "Curacao" on the quarter, the cruiser sinking almost immediately with the loss of over 300 men. In his judgment, giving the verdict to the "Queen Mary," Mr. Justice Pilcher declared it is axiomatic, under ordinary convoy conditions, for the faster and more manoeuvrable escort vessels to keep out of the way of units of the convoy, and that in such case the ordinary rule of the road regarding overtaking vessels keeping clear does not apply.

Thirty-one years earlier, in September, 1911, the White Star "Olympic" was proceeding off Cowes, Isle of Wight, when she was overtaken by H.M.S. "Hawke," which came up on her starboard side, and after hauling ahead, reduced speed. The two vessels were close together at the time, and a collision occurred, there being a theory advanced later that the "Hawke" had got into the area of attraction created by the greater mass of the liner proceeding at speed, and that the two ships had been drawn together. In the resulting court case, however, the "Olympic" was found to blame, since it was held that she had, with the cruiser's reduction of speed, become the overtaking ship and should have kept clear. It is of interest that the "area of attraction" theory was also advanced in the "Queen Mary"-"Curacao" case.

"S.S. 'OLYMPIC'."





H.M.S. "ILLUSTRIOUS."

## THE CARRIER'S INFLUENCE

By DAEDALUS

**I**N his Battle of Jutland Despatch, forwarded to the Secretary of the Admiralty from H.M.S. "Iron Duke" on June 18, 1916, Admiral Sir John Jellicoe, Commander-in-Chief of the Grand Fleet, quoted from the report of Vice-Admiral Sir David Beatty, giving particulars of the first sighting of the German High

Seas Fleet by H.M.S. "Galatea," and saying that on receiving the "Galatea's" report he had ordered "Engadine" to send up a seaplane and scout to N.N.E. The "Engadine's" seaplane, with Flight-Lieutenant F. J. Rutland, R.N., as Pilot, and Asst. Paymaster G. S. Trewin, R.N., as Observer, closed

four enemy light cruisers to within 3000 yards at 900 feet, they opening fire on it with every gun that would bear. "This," wrote Sir David Beatty, "in no way interfered with the clarity of their reports, and both Flight-Lieutenant Rutland and Asst. Paymaster Trewin are to be congratulated on their achievement, which indicates that seaplanes under such circum-

stances are of distinct value."

IT CAME FROM SMALL BEGINNINGS, BUT THE ADDITION OF TWO MODERN CARRIERS TO AUSTRALIA'S SQUADRON WILL MAKE OUR NAVY AN EFFICIENT INSTRUMENT OF SEA POWER.

stances are of distinct value."

That report read in conjunction with the story of the Battle of the Coral Sea, shows the advances made in naval aviation—and in the anti-aircraft armament and efficiency of ships—in less than thirty years. The "Engadine's" seaplane at the Battle of Jutland showed that seaplanes in a naval

engagement could be "of distinct value." The Battle of the Coral Sea showed that, through the agency of naval aircraft, it is possible to fight a major naval action without the opposing surface forces coming within striking distances of each other. And had any seaplane such as that of the "Engadine" been operating at the

Coral Sea Battle in the same way as at Jutland, the chances of the clarity of its reports being in no way interfered with would have been comparatively slight.

The formation of a naval air arm in the Royal Navy took place shortly before the outbreak of war in 1914, when the Royal Navy Air Service was formed and separated from the Royal Flying Corps. The strength of the R.N.A.S. then was 130 officers and 700 petty officers and ratings. When, on the first of April, 1918, the Royal Air Force was formed by the amalgamation of the R.N.A.S. and the R.F.C., the strength of the R.N.A.S. had risen to 5000 officers and 50,000 ratings.

Carriers built as such were not known in those days. There were, however, aircraft ships adapted from merchant ships and also from naval vessels. "Engadine" and "Vindex" were small cross-Channel steamers adapted to carry a few seaplanes each. "They had," said Lord Jellicoe in "The Grand Fleet," "been used in operations in the Heligoland Bight, but without much success, owing to the difficulty experienced in getting seaplanes to rise from the water except in the finest weather." The first decisive step taken in providing a carrier for the Grand Fleet was the fitting out of the Cunard liner "Campania" as a seaplane carrier. Her seaplanes were utilised "so far as I am aware, for the first time in history" (Lord Jellicoe) in observing the movements of the Grand Fleet squadrons on exercises on June 11, 1915. Later in the year "Campania" was sent to Liverpool for a lengthy refit which included the provision of a "flying-off" deck for her seaplanes. At the same time, the Commander-in-Chief pressed it upon the Naval Air Service that the seaplanes should be replaced by aeroplanes flown from ships, since the weight of the floats of seaplanes greatly limited their climbing powers, their radius of action and their speed.

Continued on next page.

This alteration to the "Campania" was the commencement of the system, gradually introduced, of providing light cruisers, battle cruisers and battleships with scouting aeroplanes which could rise from the ship under practically all conditions. Aircraft had flown off ships previous to this. Critchell Rimington, in "Fighting Fleets," says that the aircraft carrier's history probably began in 1910, "when the U.S.S. 'Birmingham' sent aloft the first land plane to be successfully launched from a seaborne vessel. One year later the same pilot made the first successful 'carrier landing'—the 'carrier' being a temporary deck erected on the U.S.S. 'Pennsylvania.'"

Apparently—according to an English publication, "The Royal Navy To-day"—the first launching from a King's ship was that of a 50 h.p. Short aeroplane, fitted with wheels and air bags, that flew off the forecastle of the battleship "Africa" in 1911, while she was moored at Sheerness. The following year a 70 h.p. Short took off twice from the forecastles of H.M. Ships "Hibernia" and "London" while they were steaming at about 12 knots. One of the ships fitted with an aircraft launching platform during the 1914-1918 war was the R.A.N. Flagship H.M.A.S. "Australia." In Volume IX. of the Australian Official History of the War, it is stated that the occasion "first appears to have occurred on the 18th December, 1917, when—apparently for the first time on record—a machine was launched from the deck by Flight-Lieutenant Fox. On the 8th March, 1918, a two-seater seaplane was successfully launched from a short deck constructed on a turret and prolonged over the chase of the turret guns, and another successful flight was made on the 14th May."

According to officers of the Royal Australian Navy who were serving in H.M.A.S. "Australia" as midshipmen at the time, the aircraft used in the "Australia" were

a Sopwith Pup and a Camel, and that previous to these experiments Flight-Lieutenant F. J. Rutland—the hero of the "Engadine's" seaplane—had landed an aircraft successfully on the deck of H.M.S. "Furious," and had also flown an aircraft off the 15in. after turret of H.M.S. "Repulse" without the use of a platform.

The early carriers, some of which saw service in the recent war, were originally laid down as battleships, battle cruisers or cruisers, and in some few cases as merchant liners. The case of the "Campania" has already been mentioned. In addition to her, other converted ships of the Royal Navy were the "Furious," "Glorious" and "Courageous," all of which were converted from large cruisers each of a displacement of about 20,000 tons: the "Eagle," which was once the Chilean battleship "Almirante Cochrane"; and the "Argus," which started life as the Italian liner "Conte Rosso." The first ship to be designed and built from the keel up as a British aircraft carrier was H.M.S. "Hermes," launched in 1919. The United States Navy's first carrier was converted from a collier, the "Jupiter," which became U.S.S. "Langley" at the end of the 1914-18 war. Two U.S. converted ships which achieved fame in the late war were the U.S.S. "Lexington" and U.S.S. "Saratoga," both of which had been originally designed as battle cruisers and had to be extensively reconstructed. The French "Bearn" is another example of reconstruction, she having been launched as a battleship of the "Normandie" class in 1920, and rebuilt as a carrier in 1927.

So far as the Royal Australian Navy is concerned, the only aircraft carrier it has possessed up to date was the seaplane carrier H.M.A.S. "Albatross," which was designed in 1923, being built at Cockatoo Island Dockyard, Sydney, and completed in 1928. With a displacement of 5000 tons and a speed of 21 knots, "Albatross" had accommodation for

nine Seagull type amphibians. She was later fitted with a catapult, which enabled her to launch aircraft, but, having no landing deck, she could only recover them from the sea in smooth water. "Albatross" was later—when H.M.A. Ships "Hobart" and "Perth" were purchased from the United Kingdom Government—transferred to the Royal Navy as part payment for the two cruisers. As one of H.M. Ships she did good service during the recent war.

It is significant of the rise in importance of the aircraft carrier that the recent visits of United States and United Kingdom fleet units to Australia have brought carriers here as the main units of the forces concerned. Previous to the 1939-45 war, Australia had not seen an aircraft carrier. Such overseas squadrons as visited this country during the between-wars years had battleships or battle cruisers as their main units.

The war brought the role of the aircraft carrier in modern naval war into strong relief. It also dispelled some fears as to the vulnerability of the carrier in naval actions, and showed that, given adequate protection, both from fighter aircraft and anti-aircraft fire from supporting gun platforms, the carrier's vulnerability is much reduced and, from being a heavy responsibility with somewhat doubtful value as a striking instrument, the carrier has, on the showing of the war, become the most important individual unit in a balanced striking force.

On the modern aircraft carrier's showing of its ability, both for attack and defence, the decision of the Australian Government to bring the Royal Australian Navy up-to-date with the addition of two carriers to the squadron is the logical one. According to press reports, the new ships being built in Britain for the

Continued on page 28.

The P. & O. R.M.S. "Stratheden," which recently re-entered the England-Australia passenger trade.



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The Navy



## NAVAL PERSONALITIES

### Engineer Rear-Admiral A. B. DOYLE, C.B.E.

Third Naval Member and  
Chief of Naval Construction.

ENGINEER Rear-Admiral Alec B. Brogden Doyle, C.B.E., Third Naval Member of the Australian Commonwealth Naval Board and Chief of Naval Construction, was born at Seona, N.S.W., the son of J. H.

Doyle and Rebekah Doyle, in 1888. He was educated at Scotch Grammar School at King's School, Parramatta, and at Sydney University, where, in March, 1911, he graduated B.E. Mechanical and Electrical Engineer-

ing, and proceeded to Britain for engineering experience. It was there, in April of the following year, that he joined the Royal Australian Navy.

After four months' training in the Home Fleet in H.M.S. "Falmouth," he was appointed to H.M.A.S. "Melbourne," then building at Cammell Laird's yard at Birkenhead, and stood by her until she completed her trials. There followed various short courses at Portsmouth, and he was then appointed to H.M.A.S. "Australia," whom John Brown were building at Clydebank, coming out to Australia in that ship as Engineer Lieutenant on her first commission in 1913.

Various appointments in H.M.A. Ships — "Parramatta," "Eucouper" and "Australia" (as Senior Engineer this time)—preceded his appointment as Engineer Officer of Williamstown Naval Depot in 1920, and later as Second and First Assistant to the Engineer Manager, Garden Island Dockyard, where he remained until 1924, being promoted Engineer Commander in December of that year.

In 1925 Engineer Commander Doyle was appointed to H.M.A.S. "Sydney" as Fleet Engineer Officer, remaining in that capacity until his appointment to Cockatoo Dockyard as Overseer for the building of H.M.A.S. "Albatross," subsequently serving in that ship as Engineer Officer until, towards the end of 1929, his appointment to the present H.M.A.S. "Australia" as Squadron Engineer Officer. He remained as Squadron Engineer Officer, in "Australia" and "Canberra," until proceeding to Britain at the end of 1932 (for the Senior Engineer Officer's Course).

Returning to Australia late in 1933, Engineer Commander Doyle became Engineer Manager, Garden Island, and was promoted Engineer Captain the following year, and awarded the C.B.E. in 1937. He remained at Garden Island until his appointment to Navy Office as Director of Engineering (Naval) in September, 1942. One year later came promotion to Engineer Rear-Admiral, and the present appointment as Third Naval Member and Chief of Construction.

During his period as Director of Engineering, Rear-Admiral Doyle made various visits to New Guinea and other outlying bases in connection with the establishment of repair facilities, and, as Third Naval Member, proceeded to Britain in 1944 to obtain Admiralty advice for the Naval Board in connection with future naval construction in this country.

Rear-Admiral Doyle is married, and his two sons served in the A.I.F. during the recent war.

September, 1947

# LADIES THREE

"THE LINER SHE'S A LADY" IN PEACE TIME. BUT WHEN WAR CAME, THE THREE LADIES OF THE AUSTRALIAN COAST, "KANIMBLA", "MANOORA" and "WESTRALIA", JOINED THE NAVY AND DID A MAN-SIZE JOB.

By REUBEN RANZO

It was some time before October, 1896, when "The Seven Seas" was first published, that Kipling wrote:

"The Liner she's a lady, and if a war should come,

The Man-o'-War's 'er usband, and 'e'd bid 'er stay at home."

Yet before that date the shadow cast by coming events had indicated the fallacy of Kipling's assumption as to the role of the liner in war, for in 1889 the White Star "Teutonic," with her armament as an auxiliary cruiser on board, was present at the naval review at Spithead in honour of the ex-Kaiser. Incidentally, the officer deputed to explain the details of this armament to the then German Emperor was later to become Admiral Viscount Jellicoe of Scapa.

During the period previous to the outbreak of the 1914-1918 war, gun armaments, intended to

be utilised in arming a number of the best liners for use as auxiliary cruisers, had been provided by the Admiralty at various ports in the United Kingdom and overseas. When the war broke out they were so utilised, and various well-known liners, so far from being ladies and staying at home, became men-o'-war on their own account as offensively equipped armed merchant cruisers, three of the first commissioned being the "Mantua," the "Alsatian" and the "Oceanic," employed on blockade work with the 10th Cruiser Squadron. Before long the old "Edgar" class cruisers of this Squadron were withdrawn and replaced by 24 A.M.Cs. manned very largely by merchant service crews.

History, insofar as the wartime liner not being so particular a lady is concerned, repeated itself in the recent war, and September-

1939 saw the work of equipping liners as auxiliary cruisers put in hand in different parts of the world, and their commissioning under the White Ensign. Two of the most famous are H.M. Ships "Rawalpindi" and "Jeris Bay."

A number of liners were converted to armed merchant cruisers in Australia, including three of the crack ships of the Australian coast, they being, in order of their commissioning, McIlwraith McEacham's "Kanimbla," the Adelaide Steamship Company's "Manoora" and Huddart Parker's "Westralia." All three of these ships have excellent war records, firstly as A.M.Cs. and, in the Pacific war, as Australian landing ships, infantry, in which capacity they took part in many assault landings in the Australian Mandated Territories, in the Philippines and at Borneo.

"Kanimbla," the first of the

three, commissioned for the Royal Navy but with Australian personnel, under the command of Captain F. E. Getting, R.A.N., on the 6th October, 1939. "Manoora" commissioned for the R.A.N. under the command of Commander A. H. Spurgeon, R.A.N. two months later, on December 12. "Westralia," under Commander A. S. Rosenthal, R.A.N. (now Captain A. S. Rosenthal, D.S.O., R.A.N., Director of Naval Reserves and Reserve Fleet), hoisted the White Ensign as one of His Majesty's Australian Ships on 17th January, 1940. All three ships fitted out and commissioned in Sydney.

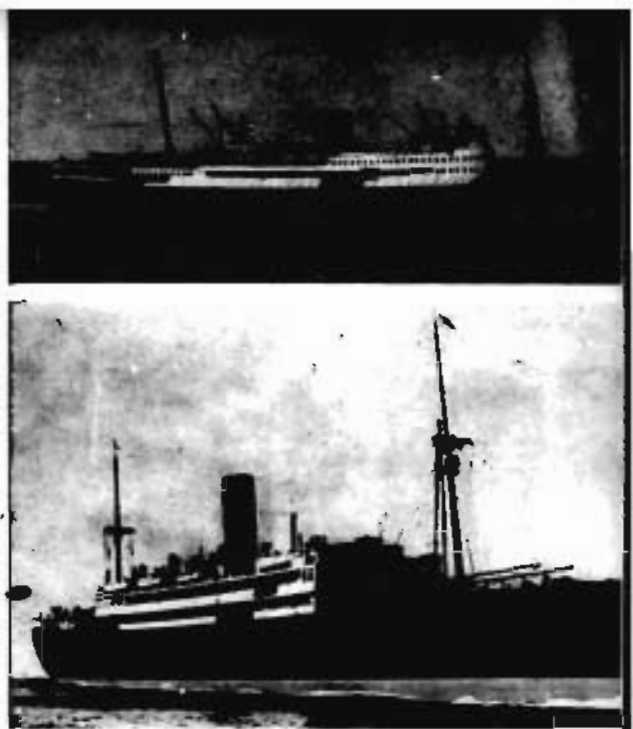
Their experiences were many and varied. Greatly differing from those of their days of lawful occasions as passenger liners on the coast, when young men and maidens tripped their decks on pleasure cruises, and the dining saloons with the lavish menus for which the coast was noted—echoed at meal times with cheerful chatter, and coloured lights festooning the promenade decks betokened a dance night. As armed merchant cruisers, painted grey, blacked-out during the hours of darkness, their six-inch guns peered along decks on which, in the halcyon days, deck quonits and shovel board, tennis and clock golf had merrily sped the fleeting hours; and reached the menace of their hot expectancy over the rails where, in the past, romance had clothed young couples breathing sweet nothings to the moon.

"Kanimbla" was the first away and out of Australian waters, Northward Ho! to Japanese and China seas. Does the name "Asama Maru" awaken memories of the diplomatic flutter following the removal by the Royal Navy of German passengers from that ship? "Kanimbla" it was who returned certain of them, landing them at Yokohama. That was early in 1940. There followed a period of patrols and the interception of enemy ships, and a shift of scene to the Indian Ocean, escorting

Continued on page 22.



H.M.A.S. "Kanimbla" bringing troops back to Australia from Japan.



From top: "Kanimbla," "Westralia" and "Manoora" as they appeared before the war.



LADIES THREE . . . Continued.

and patrolling out of Durban, with occasional visits to Bombay.

Meanwhile, "Westralia" had been busy around the East Indies, assisting in keeping an eye on the German merchant ships which had taken refuge in Netherlands East Indies ports, and in various patrol duties, later to journey farther afield in the Indian Ocean on patrol and convoy escort work and raider hunts. Colombo, Bombay, Mauritius, the Maldives Islands.

"Manoora's" early work was in the Australian north-eastern area, and two days after Italy entered the war she intercepted the Italian motor liner "Romolo" which had sailed from Brisbane a day or so before—in the vicinity of the Solomons. The "Romolo's" crew fled and scuttled their ship, and "Manoora" brought them and their passengers back to Australia, stopping on the way at Kitavia Island to assist the American freighter "Admiral Wiley," which had gone ashore, and picking up a number of her personnel.

The next few months were, in general, uneventful for all three ships. All were patrolling, escorting, getting plenty of work and little glory. Early 1941 saw "Westralia" spending a good deal of time in the Nauru and Ocean Islands area, looking to the safety of the phosphate ships there, and "Manoora" was also operating to the east of Australia, up to Nauru and Ocean, the Solomons, New Guinea waters, on patrol and escort.

"Kanimbla" was in the news later in the year when she mothered a brood of small craft to take control of Bandar Shapur at the head of the Persian Gulf, and to seize the German and Italian merchant ships there. The flotilla included tugs, a motor driven dhow and a motor launch, and they all had a busy time getting control of the enemy ships, extinguishing fires that had been started by their crews, and saving the vessels for later work for the Allies. "Kanimbla" herself went alongside the Italian "Bronte" and

saved the ship after some three strenuous hours of fire-fighting. In addition, she had 16 officers and 111 men away on boarding parties around the harbour, disembarked Indian troops to subdue resistance ashore, fired six-inch broadsides to prevent a train from leaving the town and to immobilise the railway, and was keeping hostile aircraft off with her ack-ack armament. Altogether, seven valuable ships were saved for the Allied cause on that occasion.

When Japan struck in December, 1941, all three of the A.M.C.s. were in Far Eastern waters, "Kanimbla" and "Manoora" at Singapore and "Westralia" at Singapore and "Westralia" escorting troop convoys in the Torres Straits area. There followed some strenuous months of convoy escort, troop transport and various other jobs in various areas. "Westralia" was in the East, escorting and transporting U.S. troops. New Caledonia, Suva. The Japanese midget submarine raid on Sydney Harbour. Then across with a load of troops to Western Australia. "Kanimbla" got around. Escort work around Java. Then across to the East. Tonga, New Zealand, westward again to Fremantle on convoy escort work. Across the Indian Ocean to Colombo a couple of times. "Manoora" saw Calcutta, Rangoon, Madras, New Caledonia and the New Hebrides, Norfolk Island. All ships had had changes in command. Now they were about to have a change of work.

"Westralia" was the first. In November, 1942, she was at Port Stephens as accommodation ship for H.M.A.S. "Assault." The purely defensive period was over, the Allies were preparing to move over to the attack in earnest, and big tasks lay ahead for the three ladies of the Australian coast.

Early in 1943, "Manoora" and "Westralia," having undergone extensive refits, recommissioned as Australian landing ships, infantry. "Kanimbla" followed later on. There followed extensive training operations with troops, the transport of troops to forward

areas, landing exercises, boat exercises, the training of beach landing teams, full-scale dress rehearsals, and finally the real thing.

First of the three to take part in an actual assault landing was "Westralia," who landed U.S. troops at Arawe, New Britain, on December 15, 1943. Four months later, in April, 1944, all three of them took part in the landings at Hollandia and Aitape in New Guinea. From then on the three ladies were usually among those present when any major landing was on in the South-West Pacific Area. They were at Leyte in October, 1944, and at the Lingayen landings in January, 1945. "Kanimbla" was undergoing a refit in Sydney during April, but "Westralia" and "Manoora" were at the Tarakan landing in Borneo on May 1st, and all three of them were together again at the Brunei Bay landings the following month.

Then came a period of troop and cargo carrying, the transport of reinforcements, and for "Manoora" and "Kanimbla," voyages to Japan in connection with the British Commonwealth Occupation Force. "Westralia" has taken her demobilisation and is at present being rehabilitated. She is having her face lifted, and is on the way to being a lady once again. Her two coastal companions are still in the Navy. All three of them have done a good job. Liners who were ladies, but who, when war came, became men-o'-war in earnest and did everything but stay at home. They are on that honoured list of cruisers who have flown both the White and Red ensigns, prominent representatives at different stages of their careers of both fighting and merchant navies. And, during their service careers, manned largely by Reserve personnel.

Yes! The three ladies of the Australian coast have done well and, if they are true to their sex, they will never lack a subject for conversation when, back in "civvie," they reunite together on their days as King's Ships.

## PROMINENT MEN IN SHIPPING.

### Mr. D. YORKE SYME

#### The Melbourne Steamship Company

DORN in 1876 in Williamstown, Victoria, in the days when lofty masts and spars outnumbered the poles and funnels of a later era, David York Syme grew up in a shipping atmosphere.

His father, David York Syme also, was a shipowner, and one of the principal founders of the Melbourne Steamship Company. His mother was a sister of the late Right Honourable

Sir George Reid, who himself displayed a considerable and precious interest in Australia's maritime future when, as Prime Minister in 1904, he appointed the then Captain W. R. Creswell to be Director of the Commonwealth Naval Force.

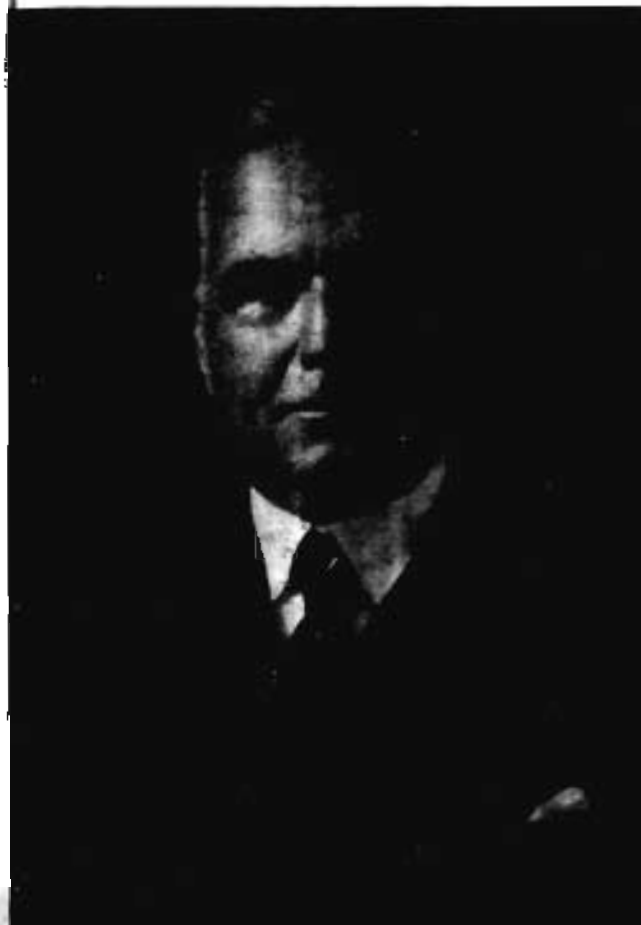
Educated at Williamstown, and at Scotch College, Melbourne, young David joined the Melbourne Steamship Company on leaving school. Shortly, however, he went elsewhere for wider experience, during five or six years working with a wool and grain firm, a mining company, and in a sharebroker's office, before returning to Melbourne Steam.

His first managerial position with the company was in Western Australia for a number of years, returning to Melbourne as Joint Manager of the Head Office, and subsequently becoming General Manager and Managing Director. On the death of his father in 1932 he assumed his present position as Chairman of Directors and Managing Director.

A tangible link with his schooldays, he is on the Council of Scotch College, and is a member of the Old Scotch Collegians' Committee. He is Chairman of Directors and Managing Director of the Hobson's Bay Dock and Engineering Company, and is on the Boards of the National Bank, the Metropolitan Gas Company, the Mount Lyell Mining and Railway Company, the Mount Pleasant Coke Company, and the Australian Mines and Metals Association, and is Chairman of Directors of the Australian Paint Company. Since 1930 he has been a Commissioner of the Melbourne Harbour Trust, where he represents the shipowners. He is also an Associate of the Institute of Naval Architects, London, and a member of the Committee of Management of the Royal Melbourne Hospital.

During the 1914-18 war he was Deputy Controller of Interstate Shipping, and during the 1939-45 war was a member of the Management Committee of the Commonwealth Shipping Control Board and of the State Cargo Control Committee. The Navy has good cause to remember him, for, as Chairman of the R.A.N. Patriotic Committee during the war, he was the stimulus behind the efficient running of Navy House, Melbourne, and was Chairman of the Navy Day Fund Appeals in 1941, 1942 and 1943.

A married man, Mr. Syme has two sons, one of whom served in the 2nd A.I.F., while the other was in the R.A.N.V.R., and two daughters, one married, while the other followed the sea across in her family and was in the W.R.A.N.S.



# THE BEST POLICY

By John Clark



"Then," he says, looking at me very stern indeed, "who's responsible?"

"Port," said the Pilot.  
"Port, sir," answered the man at the wheel, and the varnished spokes flashed in the binnacle light as they twirled under his hands. Astern, the pile light moved out on the quarter as the ship answered her helm and swung round No. 15 buoy.

"Ease your helm."  
"Ease the helm, sir."  
"Meet her. Steady-y-y-y!"  
"Steady, sir."

"You can steady her on the Bay course now, Captain. North one degree east, true."

"Aye aye, Pilot." Captain Angus hailed monkey island, where the third mate of the "Alcibiades" was standing by the standard compass. "Up there, Mr. Bates. Steady her on north three degrees west by compass."

"North three degrees west, sir."

Captain Angus turned to the forepart of the bridge and rested his arms on the teakwood rail alongside those of the Pilot. For a minute or so the two men leaned there in silence. It was a glorious summer night, windless, moonless and still, the warm air faintly stirred by the passage of the ship, the stars, reflected in the glassy-smooth water, swaying over the undulation of her bow wave. The only sounds were the chatter of the water overside and the murmur of the helmsman's voice from the wheelhouse answering the Third Mate through the voice pipe. "Port one degree. . . Steady. . . Right on. . . Right on. . . Right on. . ."

Presently the Third Mate came down the ladder from monkey island. "Steadied on north three degrees west, sir."

"Aye aye, Mr. Bates."

The Third Mate moved across to the other side of the bridge, and the Pilot stirred himself to take his pipe from his pocket and fill it. He struck a match and puffed luxuriously and satisfyingly before speaking. When he did so, it was to take up the threads of a previous conversation. "She's been a fine ship," he said.

"She has that," answered Captain Angus. He patted the teakwood rail with a gesture of affection. "She has that. But I doubt she'll make another voyage. She's going tae piecea down below. Her engines are a nightmare tae the Chief; and her bulkheads are wearing awfu' thin. She's a coal burner, too. No! She's had her day. Thirty-six years. She's older than that really, when you tak' intae account the two wars, and the nearly ten years o' neglect she suffered during them."

"Thirty-six years?" said the Pilot.

"Aye! Nineteen eleven she made her first voyage out tae Australia. I was in her then, a third-voyage apprentice. We left London in February, and I mind as we lay there at the loading berth in the Albert Dock, the battleship 'Thunderer' towed down from the Thames Ironworks tae her fitting out berth at Chatham. She was the last big shipbuilding job on the Thames. One o' Jacky Fisher's dreadnoughts."

"Thirty-six years, eh?" mused the Pilot. "I didn't think this ship was that age. She must have been quite a large one in the trade in those days."

"She was that," agreed Angus. "The old Company was still a family affair then, before the Green Star group took them over, and until they built the 'Alcibiades' they'd stuck tae small ships. Some o' the old hands in the London office shook their heads over her, and said they'd never fill her. But, man, those were the days when things were booming, just before the 1914-18 war. Twelve hunner emigrants every voyage, wi' a hunner an' twenty in the first class, an' cargo tae the hatches both ways. They filled her a' richt."

"Who had her on her maiden voyage?" asked the Pilot. "Captain Buchanan, wasn't it?"

"Na, na, na!" Angus Scoota became broader as he warmed to his subject. "Twas auld Sandy Cunningham. Geordie Forbes was Mate and Keith Inglis was Sec-

ond, and big Ben Robinson was Chief Engineer. They were all taegither in her for over three years, until just before the war in 1914, when the 'Alcestis' came on the run, and auld Sandy went tae her wi' Keith Inglis as Mate, and Geordie Forbes got command o' the 'Arion.' I stayed on here for one voyage after I got my Second's ticket in 1914, and left her in March, 1915, for tae go Third o' the 'Arion' with Geordie."

"And now you're back here again as Master," said the Pilot.

"Aye!" answered Angus. "An' I dinna doubt but 'twill be her last voyage. Ah, weel!" he sighed. "Man, I tell you, this ship's aye full o' ghosts for me. Four years I was in her from her maiden voyage. Apprentice, Fifth Mate, Fourth Mate. There were some good men here then. All auld square-rigged sailors that had saired their time in the clippers when the auld Company was one o' the crack lines in the Australian trade. Auld Sandy Cunningham, Geordie Forbes, Keith Inglis, Buchanan, who had her after auld Sandy, and Ogilvie, who relieved Geordie as Mate; they were all men who had saired their time in the Company in the clippers, an' those that hadna had command in sail had been Mate."

"With all that talent, then," said the Pilot, "you had plenty of chance of learning your trade."

"Aye," said Angus. "If you had a mind tae it. But we six apprentices were no uniformed cadets paying a fat premium. We had plenty o' scrubbing decks, and polishing brass wi' colza oil and brickdust, and soojie-moojie on the paintwork." He tapped his foot on the bridge planking. "Many a time hae I been down on my hands and knees scrubbing this deck in the four tae eight watch in the morning, wi' Geordie Forbes marching up and down on watch and dreamin' o' Peterheid. Many a time hae I cured these telegraphs as I polished them. But we learned as we went along. And some o' the lessons stuck."

"Such as?" prompted the Pilot.  
"Ah, weel; ah, weel, what can say. You learn by experience and by the example o' your seniors and things come tae you unconsciously. Tis few things you can put your finger on and say you learnt that then and there. Though probably 'twas from Geordie Forbes I learned the most. Cairtainly it's in connection wi' him that I remember what you might call specific lessons. Especially the one about honesty being the best policy."

He was silent for a moment. Then, "Do you remember Geordie Forbes?"

"Yes," answered the Pilot. "I knew him when he had the 'Atreus.' Piloted him in and out once or twice. But he died shortly after I first met him."

"Aye," said Angus. "He died in the 'Atreus.' Just a day out from Teneriffe, homeward bound. He went along tae his room tae dress for dinner, but he didna turn up in the saloon, and when the steward went along tae see where he was, he found him lying dead alongside his bunk. He'd had a stroke. He was a grand man, was Geordie."

"What was that about honesty being the best policy?" asked the Pilot.

"Twas something he said tae me," said Angus. "Shortly before my time was up the Fifth Mate left, and I was made Fifth Mate, although I was still apprentice. I used to keep watch with the Second Mate, and one afternoon I was in the chartroom writing up the deck log. It was after eight bells, and auld Geordie had relieved the Second. I'd made some mistake or other in writing up the log, and was busy with a pen-knife scraping the ink very gently off the page so that I could alter it without it showing, when suddenly I realised that Geordie was behind me, watching me."

"He read me an awfu' lecture on the crime o' erasing anything frae the log book. 'Ye mauna dae that,' he said. 'Ye can mak' a correction, but it must all be shown."

Continued on next page.

## THE BEST POLICY . . . Continued.

Ye canna rub anything out o' a log book. Dinna ye ever dae that again. Remember, says he tae me, 'that in onything connectit wi' the sea honesty's the best policy.'

"He made so much of it, and I was so much in awe of him, especially it being my first voyage as a junior officer after being an apprentice with him, that it made a verra strong impression on me. But there was more tae it than that, and that happened the same voyage, when we got tae Melbourne here, and were discharging up in the Victoria Dock.

"I was watching cargo, down in No. 6 'tween decks. Man! She was a mess down there. She'd been awful badly stowed in London and there'd been some heavy weights stowed on top of small kegs of white lead. They were squashed flat, and the white lead mixed up wi' bits o' kegs, was a couple o' feet deep. The stevedores were digging it up wi' shovels and shovelling it into flat trays and sling- ing it ashore. You never saw such a mess.

"Presently there comes a mes- sage that the Mate wanted me

ashore, and I climbed out o' the hatch and went on tae the wharf, and there's auld Geordie laying down the law tae the Marine Sur- veyor and Captain MacGregor, the stevedore."

"I knew old Mac," said the Pilot. "He lived over at Williams- town. But he's been dead now this many a year."

"Aye," said Angus. "Weel! I couldna hear what Geordie was saying tae the others, and as I ap- proached he stopped talking tae them and turned tae me, very stern. 'Here's the yin can tell us,' he said. And then, looking very hard at me, he says, 'Ye've just come out o' No. 6 Hatch where a' this muck has come from, haven't ye?' and he waved his hand at the pile o' white lead and smashed kegs on the wharf. And I told him I had. 'Then,' he says, 'and I want the truth, mind,' he says, looking at me very stern indeed, 'wha's responsible? Was it badly stowed in London, or did the stevedores do a' this getting it out here?'

"Weel! He was so emphatic about the truth, what could I say? 'It was badly stowed in London,

sir,' I told him. And he gave me a look of the most pitying con- tempt, and 'Ye damned fule,' he says. 'What the de'il did ye say that for?' While the other two burst out laughing.

"He read me an awfu' lecture afterwards, on the crime o' involv- ing the Company in the creta o' claims for damaged cargo. 'Damn it, man,' he said tae me. 'I did everything I could tae tell ye tae say 'twas the stevedores here did it. Did I no' look at ye in the way a blind man would have under- stood, and did I no' tell ye 'twas the truth I wanted? And ye have tae go and blurt that out in front o' the stevedore and the surveyor, and after I had them three parts persuaded.'

"But, sir,' I said tae him at last, and I reminded him o' the log book incident, 'you yourself told me that honesty is the best policy.'

"Aye," said he. 'And so it is. Yon's a verra guid rule. A verra guid rule indeed. But,' said he, "dinna forget when ye apply it that it's the policy that counts, every time."

## THE CARRIER'S INFLUENCE.

Continued from page 16.

R.A.N. will be "atomic-age" war- ships. Devices developed by sci- entists since the Bikini tests will be incorporated in them. With such protection in the ships them- selves as these devices give against modern weapons, and with the extra "long, barrage" protection given by their own fighters helped by the fore-warning of radar and other devices with which the ships will be equipped, they will be valuable—indeed, essential— additions to our Naval Squadron and to the defences of this coun- try.

They are a long step forward from the "Engadine" and the "Campania." There is no doubt that they will be in advance of carriers whose names became fa- mous in the recent war both from

their exploits and their modernity. They will bring the Royal Aus- tralian Navy, within the limits of its size, in line with other mod- ern navies, and make it an effi- cient unit capable, in time of need, of taking its place with the naval forces of Britain and her allies as an efficient instrument of sea power.

For, although the carrier, in naval warfare, has revolutionised method as did the advent of steam, it has not altered the basal principles underlying the success- ful wielding of sea power. Those will remain unchanged while the sea holds its position as the world's main communication sys- tem. And success will go, as in the past, to those who understand those principles, and have the in- struments with which to demon- strate them in the face of chang- ing conditions.

## MY PRETTY JANE.

The story is told of an admiral's naval secretary, popping his head out of the admiral's door at Navy Office and ordering a newly flegged R.A.N.V.R. Special Branch sub-lieutenant to bring him a book to settle a point of discussion regarding a ships' ail- house. Admiral and secretary waited, but no book appeared. Finally the secretary came out to see what had happened, to find a charming young typist waiting bashfully. She said Sub-Lieuten- ant Blank had told her she was wanted. As Sub-Lieutenant Blank said when he was asked: "But, Sir, you told me to get you a Jane."



# DECORATED OFFICERS AND MEN . . . . No. 3



COMMANDER STANLEY DARLING, D.S.C. AND TWO BARS.

TO Commander Stanley Darling, D.S.C. and Two Bars, R.A.N.V.R., belongs the unusual distinction of having been awarded his decorations for service on similar operations in the same ship, his Distinguished Service Cross and the two Bars having been won by him while in command of H.M.S. "Loch Killin" in the war against German submarines.

Born in Hobart, Tasmania, in 1908, Commander Darling was in the Reserve previous to the war, and was mobilised on the outbreak of hostilities, in 1939. After taking the anti-submarine course in Aus- tralia, he proceeded overseas to the United Kingdom, and most of his war service was performed with the Royal Navy, in various areas including around Gibraltar, the Faroe Islands, in the Caribbean, and in the Western Approaches.

As Lieutenant-Commander he commissioned H.M.S. "Loch Killin" in command, and in that ship achieved his notable successes against the enemy submarines. The citations accompanying his awards are: The Distinguished Service Cross on November 7th, 1944, "For courage, resolution and skill in H.M.S. 'Loch Killin' in Anti-U-Boat operations"; First Bar to the D.S.C. on November 14th, 1944, "For courage, resolution and skill in H.M.S. 'Loch Killin' in Anti-U-Boat operations"; Second Bar to the D.S.C. on August 21st, 1945, "For courage, outstanding efficiency and devotion to duty whilst serving in H.M.S. 'Loch Killin' in a successful engagement with an enemy submarine off Start Point on April 16th, 1945."



MR. BERNARD DENNIS MCCARTHY, D.S.M. AND BAR. TEMPY. BOATSWAIN, R.A.N.

MR. Bernard Dennis McCarthy, D.S.M. and Bar, was born with the century in July, 1900, at Woodstock, South Africa. His father won the Victoria Cross in the siege of Ladysmith. Young McCarthy joined the Royal Navy as a boy, and was in H.M.S. "Malaya" at Jutland, where he was awarded a Mention in Despatches.

In 1920 he joined the Royal Australian Navy, and when war broke out he was mobilised from the Fleet Reserve and joined H.M.S. "Australia," as Petty Officer, on August 31st, 1939. He joined H.M.S. "Napier" when that ship commissioned, and while in her dur- ing the Crete operations he earned his Distinguished Service Medal, which was awarded "For outstanding gallantry, fortitude and resolu- tion during the Battle of Crete." After service in Australia in H.M.A. Ships "Cerberus" and "Penguin," he joined H.M.A.S. "Arunta," and was promoted Acting Chief Petty Officer in July, 1942. While cox- swain of "Arunta" he became the first man in the Royal Australian Navy to win a Bar to the D.S.M., this being awarded "For skill, determination and courage while serving in H.M.A.S. 'Arunta' in the Leyte Gulf operations." In May, 1943, he was promoted Temporary Boatswain.

Mr. McCarthy is an accomplished organist. At the age of 13 he was assistant organist of St. George's Cathedral, Cape Town, and he has played many of the world's great organs, including those in Westminster Cathedral and the Albert Hall, London.





## — news of the World's Navies

### England

QUITE the most notable naval event last month was the official visit paid to Norway by the First Sea Lord Admiral Sir John Cunningham, with his flag in H.M.S. "Vengeance." Captain J. H. F. Crombie, R.N. Leaving Rosyth on 3rd June, the aircraft carrier entered Oslo Fjord early on the morning of the 5th, being met and led in by the Norwegian destroyers "Oslo," "Stavanger" and "Trondheim," of which the first-named bore the broad pendant of Commodore J. E. Jacobsen.

At Oslo and other ports the "Vengeance" and her attendant destroyers, H.M.S. "Sluya" and "Cadiz," received the most enthusiastic welcome. A country renowned for its hospitality, Norway excelled its own records on this occasion, festivities continuing almost without a break. There were dinners, luncheons, cocktail parties and dances, with sporting events in the shape of yacht racing, rowing and football.

On 7th June His Majesty King Haakon inspected the guard and

band of the Royal Marines, with the ship's company mustered in divisions, on the flight deck of the "Vengeance." Immediately afterwards he invested the First Sea Lord with the Grand Cross of the Order of St. Olav. The Admiral's Secretary, Captain (S) G. P. Müller, R.N., was made a Commander of the same order, while his Maltese steward, Chief Petty Officer Francis Chetcutti, was given the King Haakon Freedom medal. These decorations were conferred in commemoration of the fact that exactly seven years earlier, on 7th June, 1940, the King had embarked at Tromsø for England in H.M.S. "Devonshire," then the flagship of Vice-Admiral J. H. D. Cunningham, with the same secretary and steward.

Five years later, on 7th June, 1945, the King entered Oslo Fjord in the "Devonshire" on his return to his country. Thus two of the most important events in recent Norwegian history were celebrated by the investiture.

From Oslo the "Vengeance" proceeded on 10th June to Kristiansand, subsequent calls being made at Bergen and Trondheim. At the latter port the First Sea Lord and his staff were transferred to one of the destroyers in order to pass through the Inner Lead and visit Bodo and Tromsø before rejoining the aircraft carrier on 22nd June, and returning to Rosyth.

This visit of the Royal Navy, headed by an Admiral so closely associated with King Haakon, has gone far to strengthen the already firm bonds of friendship between Britain and Norway. The choice of an aircraft carrier for the purpose, was an excellent one, for though ships of this category were prominent in harassing German communications along the Norwegian coasts in the later stages of the war, the only previous occasion of a carrier entering Oslo Fjord was H.M.S. "Courageous," before the war.

This month the "Devonshire" now transformed into a cadets' training ship, will again be visiting Oslo. Not only would her name alone assure her a hearty welcome,

but a similar visit last year by her predecessor as cadets' training ship, H.M.S. "Probiasher," has paved the way for a rousing reception.

H.M.S. "Anson," the 35,000-ton battleship which the City of London adopted during the war, has been entertaining Masters and Clerks of the City Livery Companies on board during the past month, a different party visiting the ship each day. The "Anson" is now flagship of the Rear-Admiral commanding the Training Battleship Squadron of the Home Fleet at Portland. In the closing months of the war she was operating against the Japanese in the Pacific.

H.M.S. "Vanguard" was due at Devonport towards the end of June, to undergo a refit after her voyage to South Africa and back. This is expected to occupy six months. A fire which occurred during the Royal tour caused a certain amount of internal damage, and the ship is also in need of dry docking. There is no dock at Portsmouth long enough to accommodate her, so it is probable that she will become a Devonport ship for manning purposes in future. In the meantime she is being reduced to one-fifth complement. Furniture installed in the Royal apartments for the South African visit has been returned to the Royal yacht "Victoria and Albert," but it is uncertain whether the accommodation will be dismantled.

A proposal to appropriate H.M.S. "Delhi" as a drillship and headquarters for one of the R.N.V.R. Divisions is understood to have been dropped. Instead, this old cruiser is likely to be utilized as a gunnery target pending her ultimate disposal for scrapping. Another obsolete cruiser, the "Hawkins," is being used as a target for air attack, presumably as her final service before being

relegated to the scrapheap. Laid down in the summer of 1916 and completed three years later, this 9800-ton cruiser saw more service than the other four ships of her class, designed for hunting down ocean raiders.

A correspondent enquires about the frigate "Herne Bay," which, as reported in these columns last September, it was proposed to transfer to the Belgian flag to replace the antiquated "Zinnia." This project has since been abandoned, and the ship will instead be completed as a surveying vessel for the Royal Navy and renamed "Dampier," after the navigator and sometime buccaneer, whose discoveries earned him a naval commission in 1698.

### Argentina

It is reported from an American source that four disarmed frigates have been bought by the Argentine Navy. These are the former U.S.S. "Asheville," "Reading" and "Uniontown," and one of the units which flew the White Ensign under the lease-lend scheme, H.M.S. "Caicoa." The "Asheville" started life as H.M.S. "Adur," then became H.M.C.S. "Nadur," and was finally commissioned in the U.S. Navy under a third name. She is a vessel of the "River" type; but the other three are of a modified design, with the length over all increased from 301½ to 304 feet and the beam from 36½ to 37½ feet. All are propelled by triple expansion engines of 5500 i.h.p., equal to a speed of 18 knots.

### Chile

Auxiliaries acquired from the United States Navy include the oil tanker "Pecos," of 21,500 tons displacement (full load), built in 1942; the cargo ships "Xenia" and "Zenobia," of 7000 tons displacement, built in 1945; and a number of landing ships. The first three vessels are all of the turbo-electric type; on trials the "Pecos"

made over 15 knots, while the other two approached 17 knots.

### Egypt

It is reported that the ex-German Admiralty yacht, "Grille," which was acquired by a wealthy industrialist in the Lebanon, has been resold to the King of Egypt, to replace the ancient "Mahroussa." The new name has not been announced. In the meantime, the vessel is being refitted in an Italian shipyard.

### Greece

Latest acquisition of the Royal Hellenic Navy are the landing ships (dock) "Eastway" and "Oceanway," originally the U.S.S. LSD9 and 12. Transferred to the Royal Navy on lease-lend terms, they will now fulfil a useful purpose in providing additional dock facilities for small craft in Greek waters.

### Netherlands

When the Dutch escort carrier "Karel Doorman" (otherwise H.M.S. "Nairana") is returned to the Royal Navy next year on the expiration of the two-year term for which she has been lent, it is proposed that she shall be replaced by a faster and more powerful ship, the light fleet aircraft carrier "Venerable," of the "Colossus" class.

### Norway

It is understood that arrangements are being made for H.M.S. "Arethusa," a cruiser of 5220 tons, to be acquired on loan by the Royal Norwegian Navy for four years. This will meet an urgent need, for at present the largest ships in the Norwegian fleet are destroyers of a little over 1700 tons, too small for use as seagoing training ships for the large number of young officers and ratings entered since the end of the war.





# "QUEEN MARY" and "CURACOA" COLLISION

## An Important Judgment

**D**EEMING that an account of the judgment in the case to determine liability for the collision off the Donegal coast on 2nd October, 1942, between "Queen Mary" and H.M.S. "Curacoa" — in which the cruiser was sunk with the loss of over 300 lives — is of interest to both Naval and Merchant Navy Officers, "The Navy" publishes the following full report of the findings, with acknowledgments to "Lloyd's List". Especial importance attaches to Mr. Justice Pilcher's declaration that it is axiomatic, under ordinary convoy conditions, for the faster and more manoeuvrable escort vessels to keep out of the way of the units of the convoy.



H.M.S. "CURACOA"

**G**IVING judgment, Mr. Justice Pilcher said it was abundantly clear that the collision was one which ought never to have been permitted to occur. The anti-aircraft cruiser was of 4290 tons displacement and 450ft. in length, and she was escorting the "Queen Mary" only, having picked her up after her journey across the Atlantic, and was off the north coast of Ireland approaching, as estimated, latitude 55 deg. 50 min. N., and longitude 8 deg. 38 min. W. The wind from the west was of force 4, the weather fine and clear and there was considerable westerly sea and swell. The course of the "Curacoa" was 108 deg. true and she was making 25 knots through the water.

The "Queen Mary" was a quadruple screw steamship of 81,235 tons gross and 1018ft. in length. Her beam was 118ft. and she was fitted with four geared-turbine engines of about 175,000 shaft horsepower and manned by a crew of 908 all told, including naval ratings. She was carrying 10,398 American troops. Her draught was about 37ft. forward and 40ft. abaft. The "Queen Mary" was upon zig-zag No. 8.

The only witness called from those in the cruiser was Captain John Wilfrid Boutwood, the com-

manding officer, who was at all material times on the compass platform and in charge of the navigation of the "Curacoa." Contrary to reports which appeared at one time in the public press, no submarine or other alarm was in operation. Captain Boutwood was commanding not only the "Curacoa," but also an escorting force of six destroyers. The primary duty of the cruiser was to afford anti-aircraft defence to the "Queen Mary," and of the destroyers to act as an anti-submarine screen. Captain Boutwood had escorted the "Queen Mary" on three previous occasions, and it was always in Captain Boutwood's mind that making her best speed of 25 knots on a straight course the "Curacoa" would be overtaken and passed by the "Queen Mary" at the rate of 1½ knots, after making allowance for the zig-zag course which she was following. In order to afford the "Queen Mary" maximum anti-aircraft support, Captain Boutwood desired to keep as close to her as he could for as long as possible. He expected the "Queen Mary" would be carrying out zig-zag No. 8, the characteristics of which were well known to him.

At 1.30 p.m. the "Queen Mary" was close astern of the

"Curacoa." She overhauled the cruiser along her port side, and from a position on about the cruiser's port beam altered course to starboard towards her upon a converging course. Although helm action was taken on board both vessels, the "Queen Mary," with her stem, struck the cruiser on her port side aft at a fine angle, cutting deeply into her side and overrunning her stern, as a result of which the cruiser sank almost immediately.

Captain Boutwood had returned to the bridge about 1 p.m., and as risk of air attack might be greater at that point he altered course to 105 deg., and then 100 deg. to get closer to the mean line of advance of the "Queen Mary." Judging that the "Queen Mary" on her next starboard leg would cross his wake, Captain Boutwood altered back to 108 deg. and continued to steer this course until shortly before the collision. He said that when the "Queen Mary" was abeam his bridge she was observed to be falling off to starboard. He ordered the rudder to be put over 15 deg. to starboard. Looking at the compass, he saw the "Curacoa" at that moment had a yaw of 7 deg. to port of her 108 deg. course. His own ship did not at once respond to the starboard wheel order; he saw a dangerous situation was developing and he went at once to the gyro compass, thereby indicating that he had taken personal control of his ship.

He thought the "Queen Mary" swinging to starboard, steadied at the last. When he gave the order "starboard 15," the vessels were still four cables apart. He was inclined to think that at the last he might have ordered the helm to be steadied or even put over to port. He was confident, however, that whatever order he did give at the last was the one which, as a seaman, he thought best calculated to save his vessel from the imminent danger in which she found herself. He gave the evidence with great care and with the obvious feeling of responsibility which one would expect from a witness of his standing and quality.

It was difficult, the Judge added, to imagine an ordeal more trying than that through which Captain Boutwood must have passed, and if he felt unable to accept his recollection on certain matters of fact, this was not because he formed an unfavourable view of his demeanour in the witness box.

Captain Illingworth, of the "Queen Mary," had told his officers to carry through with the legs of the zig-zag and not to interrupt zig-zag 8, and His Lordship thought that at the material times these directions were followed.

It was impossible to say with any certainty how much the "Queen Mary" went off to port before the collision. His Lordship was satisfied that the order "port a little" and "hard-a-port" were given and carried out and that both these orders were given by Mr. Robinson. His Lordship found that the order "port a little" was given when the vessels were some two cables apart, about one minute before the collision. He found the order "hard-a-port" was given about half a minute before collision, when the vessels were not more than one cable apart, and it was not carried out till this point of time. The experiments in the tank at Teddington showed that at a certain proximity attractive influence was exercised upon vessels travelling on parallel courses. His Lordship found that the order "starboard 15" was not given or

else was not carried out until the vessels were a little over two cables apart. It was reasonably clear that if the order "starboard 15" had been carried out even at this late stage, and adhered to, the "Curacoa" would have got on to a course diverging from that of the "Queen Mary," and that even without helm action in the "Queen Mary." It followed either that the wheel of the "Curacoa" was put to port at some later moment, or that she was thereafter so affected by the forces of interaction that she sheered to port against the starboard rudder. Captain Boutwood was not prepared to say that he had not steadied the helm and possibly given "port wheel" at the last. On the facts, as His Lordship had found them, to port the wheel at this stage was to court disaster. It was possible that in the stress of the moment Captain Boutwood took this action. It was clear that the head of the cruiser must have gone off to port substantially at the last, and if this was not due to port wheel by the cruiser, it could only have been due to the forces of interaction.

The effect of these forces, Mr. Justice Pilcher went on, had been very thoroughly explored in the course of a number of elaborate experiments conducted for the purposes of this case by the experts at the National Physical Laboratory in their experiment tank at Teddington. First, there were technical experiments on behalf of the Admiralty, and later a series on behalf of the Cunard Company. His Lordship and the Elder Brethren later attended a number of experiments with models, and when the models were on parallel courses the forces of interaction were more marked than when they were upon converging courses. But the experiments clearly demonstrated that the effects of the forces of interaction were easily overcome by so small an amount of helm as eight degrees. The forces of interaction, though theoretically present at greater distances, were not practi-

cally perceptible until the vessels were 800-1000ft. apart. Two experiments showed that at less than half this distance the forces of interaction were easily overcome by slight helm action.

His Lordship concluded, accordingly, that the rudder of the "Curacoa" was not kept over to starboard but was reversed and put to port at some time before the collision. It might be that when the vessels were separated by only a few hundred feet the forces of interaction accentuated the cruiser's swing to port. At any rate, His Lordship was satisfied that she swung to port because her wheel was put to port, and that the collision would have been avoided if she had adhered to her 15 deg. of starboard rudder.

His Lordship went on: It is axiomatic that under ordinary convoy conditions it is the duty of faster, more manoeuvrable escort vessels to keep out of the way of the units of the convoy. The correlative duty of the latter is to keep station with each other, whether the convoy is on a straight course or zig-zagging. It was submitted by Mr. Carmichael on behalf of the "Curacoa" that different considerations applied to the present case: (1) Because this was a single-ship convoy and the "Queen Mary" was a faster ship than the cruiser; (2) because it was within the knowledge of both parties that if the cruiser was called upon to make any substantial alteration of course to keep clear of the "Queen Mary's" zig-zag, this would diminish the time during which the cruiser would be near enough to the "Queen Mary" to render her effective anti-aircraft support; (3) because the "Queen Mary" having on one occasion interrupted her zig-zag the cruiser was entitled to expect that she would do so again and would not adhere rigidly to her zig-zag if to do so involved starboarding towards the cruiser and creating a position of danger.

It is to be observed in this connection that the "Queen Mary" had been ordered to zig-zag and to maintain her speed. It is also



to be observed that Captain Boutwood deliberately, and no doubt properly, positioned his vessel ahead of the "Queen Mary" and within the limits of her zig-zag, thereby making it possible, if not probable, that at some stage one or other vessel might be called upon to take action to avoid risk of collision. One can well appreciate Captain Boutwood's desire to keep as close as possible to the "Queen Mary," but I have throughout most of the hearing of this case had little doubt that, if risk of collision developed, it was in the first instance the duty of the escort, whose liberty of action was unfettered, to keep clear. Since the conclusion of the hearing I have consulted the Elder Brethren on this point and they agree with me. This is not a case to which the Collision Regulations as such apply. It is not in my view a case in which I should be justified in applying the overtaking rule even as a matter of seamanship. In my view, and in the view of the Elder Brethren, it is a case in which, as a matter of seamanship, the escort must in the first instance be regarded as the "give way" ship and the escorted vessel as the "stand on" ship.

The primary duty of the "Queen Mary" was, in my view, to adhere to her speed and her zig-zag, both of which constituted her best defence against hostile attack. It was the duty of those on board the cruiser to keep as close to her as was reasonably practicable. While it may not have been improper for the cruiser to be within the limits of the "Queen Mary's" zig-zag, if she put herself within these limits it was, in my view, her duty to keep a very close watch upon the movements of the escorted vessel. If such a watch had been kept and proper attention had been paid during the half-hour preceding the collision to the movements of the "Queen Mary," the trained observers on board the cruiser could not have failed to see that after getting on to the mean course on their port quarter the "Queen

Mary" had made her port leg, and, having come back to her mean course, might therefore be expected to make her next leg to starboard. They should have known that in the ordinary course of zig-zag No. 8 the starboard leg was to be pursued for eight minutes, and that risk of collision would arise unless action was taken. They could, and should, in my view, have paid particular attention to their steering in the weather conditions prevailing and have borne away to starboard before they did. If, owing to the interruption of the "Queen Mary's" zig-zag between 1.32 and 1.40 p.m. they were uncertain as to what she was doing, nothing would have been easier than to signal her and ascertain in what stage of the zig-zag she had reached and what her next alteration was to be.

The Elder Brethren advised me that any information necessary could have been obtained quite quickly by visual signal. They further advised me that it would have been a prudent and proper course for Captain Boutwood at an early stage to have taken steps to synchronise clocks with the "Queen Mary." This would have enabled him to know when the "Queen Mary" was due to make an alteration of course and how long she might be expected to remain on any given leg of the zig-zag. Not having apparently watched the "Queen Mary" very carefully or exchanged signals with her, those on board the cruiser allowed the "Queen Mary" to approach them for some minutes upon a converging course involving risk of collision, and took no action until the vessels were separated by little more than two cables. Although even at this stage collision would, in fact, have been avoided if the starboard wheel action then taken had been persisted in, the vessels would none the less have passed very uncomfortably close to each other. I have little doubt that effective starboard wheel action should have been taken considerably earlier on board

the "Curacao," and that she should never have been allowed to get closer than two-three cables away from the "Queen Mary" even when the vessels were on parallel courses. Having regard to the respective speeds of the vessels, to their bearings from one another and to their converging courses, the minimum distance which the "Curacao" should have taken helm action was, in the opinion of the Elder Brethren, about two cables. With this view I agree.

Although on my findings of the collision would have been avoided if the "Curacao" had persisted in her late helm action, or failure to take this action earlier, or to take more drastic helm action when she in fact acted, in my view contributed to the collision because it brought the vessels much too close to the "Queen Mary," and I have little doubt that it was because the vessels were so close to each other in the situation so tense that the final order was given which resulted in the wheel of the cruiser being ported at a time and in a situation when there was no opportunity for proper reflection. I should say here that the Elder Brethren cannot understand why Captain Boutwood did not take more drastic helm action when he observed that his vessel was not responding to his "starboard 15" order as quickly as might have been expected. More drastic helm action could, in their opinion, have been taken without incurring any substantial risk in the sea conditions prevailing. With this view I also agree.

Whether the wheel of the cruiser was put to port at the last as the result of a panic order or as the result of the misinterpretation of some order given by Captain Boutwood will never be known. I am satisfied that the wheel was in fact put to port at the last, that the putting of the wheel to port was negligent, and that it was this action which immediately brought about the collision.

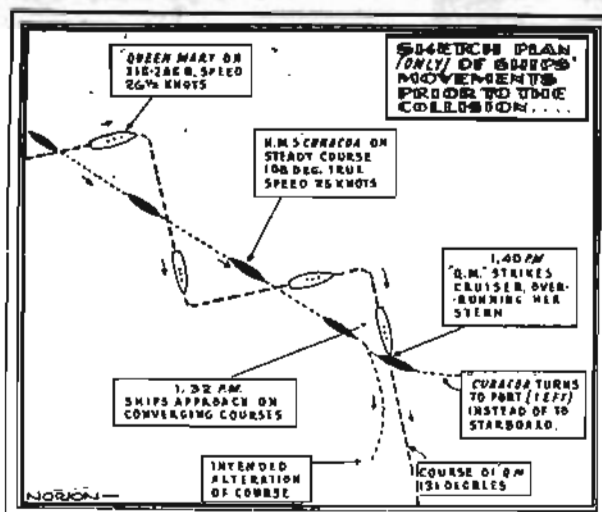
It was not suggested by Mr. Hayward that the "Curacao"

should have taken steps to reduce her way, and I agree that there would have been no warrant for any such suggestion.

I accordingly find that the "Curacao" is seriously to blame (i.) for a bad look-out, (ii.) for failing to starboard in due time or sufficiently, and (iii.) for putting her wheel to port at the last.

Mr. Justice Pilcher then turned to consider whether the "Queen Mary" was also to blame. He said that the corollary to his findings with regard to the obligations of the "Curacao" was that the "Queen Mary" was entitled to expect that cruiser would watch her zig-zag and take steps not to interfere with it. As the "stand on" ship there must come a time when the "Queen Mary" was herself called upon to take action. She ported and later hard-a-ported. It was not suggested that she should have taken any engine action. His Lordship did not think there was any obligation upon her to sound a short blast when she starboarded on to her 131 deg. course and, even if failure to sound was negligent, it did not contribute to the collision. As to the call under the Note to Art. 21 of the Collision Regulations, considered as a principle of good seamanship, it was enough to say that until a very late moment the collision could have been avoided by the starboard wheel action of the "Curacao" alone.

If the starboard wheel of the "Curacao" had been persisted in, no collision would have occurred, even if the "Queen Mary" had taken no helm action. His Lordship thought it unlikely that the "Curacao," after correcting her port yaw, never went off substantially to starboard of her 108 deg. course under her starboard wheel. The "Queen Mary's" officers said she seemed to keep on a fairly straight converging course. Mr. Robinson, therefore, in considering when he should take action, had to do so in reference to a vessel which appear-



ed to be steering an approximately steady course converging with his own at an angle of about two points.

Mr. Justice Pilcher concluded: I find Mr. Robinson gave his order "port a little" half a minute or so after the wheel of the cruiser was starboarded and at a time when the vessels were still nearly two cables apart. He followed this order, some half minute later, with the order "hard a port," and he says this was the first moment when the situation appeared to him to be dangerous. He knew that the cruiser was used to escorting, that she was fully manned by highly trained officers, and the fact is that when he took action, the cruiser had already taken action which, if persisted in, would by itself have avoided collision. In the circumstances, speaking for myself, I find it very difficult to say that Mr. Robinson is to blame for not taking earlier or more drastic helm action. Whether he ought to have done so or not was, however, a question upon which I was entitled to ask the view of the Elder Brethren. I accordingly did so. They replied that they found it impossible to say that Mr. Rob-

inson ought to have acted earlier or differently.

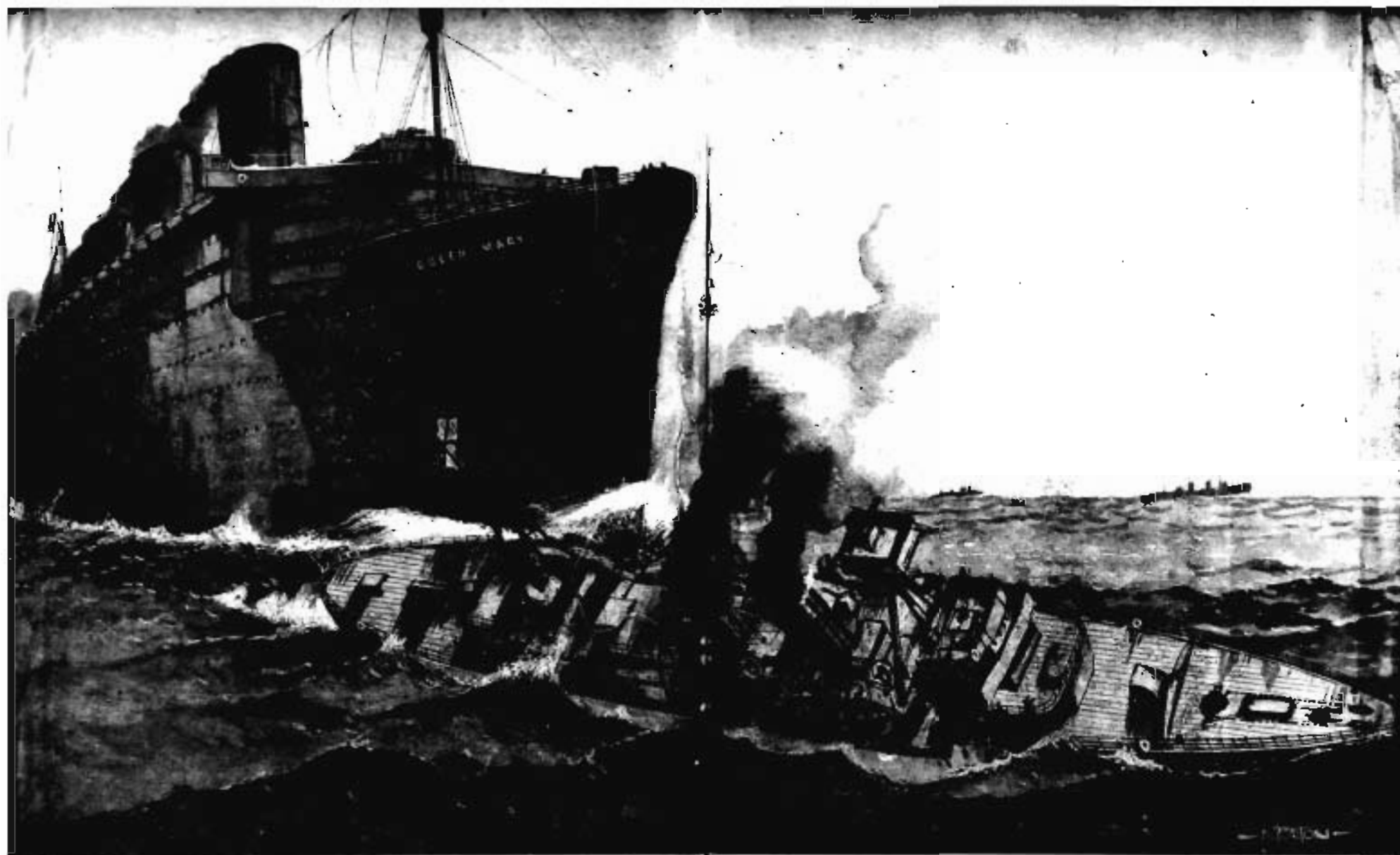
Mr. Justice Pilcher accordingly found the "Queen Mary" free from blame and the collision solely due to the negligence of those on board the "Curacao." The plaintiff's claim was, accordingly, dismissed with costs.

Counsel in the case were, for the "Queen Mary," Mr. R. F. Hayward, K.C., Mr. Waldo Porges, and Mr. H. E. G. Browning (instructed by Messrs. Hill, Dickinson and Company, of Liverpool and London); and Mr. K. S. Carpmal, K.C., Mr. O. L. Bateson, K.C., and Mr. M. E. C. Rena (instructed by the Treasury Solicitor) for the "Curacao."

**Keep a Good Lookout**

FOR THE NEXT ISSUE OF

**The Navy**





The Carrier Squadron entering Sydney Harbour after completion of Exercises.

# WHAT THE R.A.N. IS DOING

## ... at Sea and Ashore

The exercises with the visiting First Aircraft Carrier Squadron provided most of the interest so far as the Royal Australian Naval Squadron was concerned during July. Some changes in disposition will take place in the near future, when H.M.A. Ships at present on the Australia Station—these notes are being written in early August—proceed north to relieve vessels with the British Commonwealth Occupation Forces in Japan. H.M.A.S. "Hobart" is one of those that will be coming down from Japanese waters. She was wrongly reported in this column in the July issue of "The Navy" as being one of the Australian ships to take part in the carrier exercises during July, but the present indications are that she will take part

in the August exercises. The general programme at present is as follows:—

### The Cruisers

H.M.A.S. "Australia" (Captain H. J. Buchanan, D.S.O., R.A.N.) is wearing the flag of Rear-Admiral H. B. Parncomb, C.B., D.S.O., M.V.O., R.A.N. She arrived at Sydney following the Carrier exercises, and departs for Brisbane on 5th August, exercising with the R.N. Carriers on the passage up the coast. She is due to depart from Brisbane on 18th August for Japan, calling at Guam on passage, and arriving in Japanese waters on 2nd September.

H.M.A.S. "Hobart" (Captain D. H. Harries, R.A.N.) arrives in Sydney from Japan on 2nd August, departing for Brisbane on the

5th and taking part in the exercises with the First Aircraft Carrier Squadron on 6th and 7th of the month. She is due to arrive back in Sydney on 20th August, and will be granted availability for making good defects and to give long leave.

H.M.A.S. "Shropshire" (Commander G. L. Cant, R.A.N., and special refit completion) is undergoing long refit at Sydney.

### 10th Destroyer Flotilla

H.M.A.S. "Bataan" (Captain "D" 10 (Captain J. C. Morrow, D.S.O., D.S.C., R.A.N.), departed Sydney on 29th July for Japan, via Cairns, Dreger Harbour and Guam. She is due in Japanese waters on 16th August, and will probably remain there until late November.

From left: H.M.S. "Glory," H.M.A.S. "Australia," followed by the destroyers and frigates. Picture taken from H.M.S. "Thesou"

H.M.A.S. "Arunta" (Commander G. C. O. Gatacre, D.S.C., R.A.N.) departed Melbourne on 31st July for Sydney and Brisbane. Due back in Sydney from the Queensland port on 20th August, she will be granted availability to make good defects and to give leave to each watch. She will later relieve H.M.A.S. "Culgoa" in Japan.

H.M.A.S. "Warramunga" (Commander G. C. Oldham, D.S.C., R.A.N.) departs Sydney on 5th August for Brisbane. She departs from Brisbane on a cruise on 18th August, returning to Sydney a month later. After being granted availability for refit and leave, she relieves H.M.A.S. "Bataan" in Japan.

H.M.A.S. "Quickmatch" (Lt. Commander C. J. Stephenson, R.A.N.) departs from Japan on relief by H.M.A.S. "Bataan" in August, and returns to Sydney, where she is due on 31st August, via Dreger Harbour and Cairns.

she will have availability for refit and leave from 2nd September.

H.M.A.S. "Quiberon" (Commander J. L. Bath, R.A.N.) is in Sydney for refit and leave after her return from Japan, where she was relieved by H.M.A.S. "Culgoa." She departs Sydney for Melbourne on 11th September, and is due back in Sydney on the 24th of the month.

H.M.A.S. "Quadrant" is in Sydney, paid off into reserve.

### 1st Frigate Flotilla

H.M.A.S. "Shoalhaven," Senior Officer (Commander J. K. Walton, R.A.N.), will spend August in the Sydney/Jervis Bay area, making use of the harbour training facilities in Sydney, and exercising with H.M.A.S. "Murchison" and H.M. Submarine "Amphion." She later proceeds to New Guinea, where it is at present intended that she will be relieved by H.M.A.S. "Condamine" in January, 1948.

H.M.A.S. "Condamine" (Lt. Commander J. H. Dowson, R.A.N.) will be relieved in New Guinea by H.M.A.S. "Shoalhaven" in September, and will return to Williamstown for leave.

H.M.A.S. "Culgoa" (Lt. Commander H. L. Gunn, D.S.C., R.A.N.) is in Japanese waters. Present intentions are that she will be relieved there by H.M.A.S. "Arunta" in late October.

H.M.A.S. "Murchison" (Lt. Commander J. McL. Adams, O.B.E., R.A.N.) took part in the exercises with the First Aircraft Carrier Squadron in July, and will take part in the August exercises while the Squadron is on passage from Sydney to Brisbane.

H.M.A.S. "Hawkesbury" is in Sydney, paid off into reserve.

### 20th Minesweeping Flotilla

The ships of this Flotilla all departed from Sydney on 28th July for the Cairns area, where they will be engaged in sweeping opera-



Rear-Admiral G. E. Cressy, C.B., C.B.E., D.S.O., M.V.O., with Commodore J. M. Armstrong and Captain R. K. Dickson, D.S.O. (wearing beret), discussing the success of operations against the "anamy" with air-crew personnel on board H.M.S. "Theseus." Photo: Gordon Short, "S.M. Herald."

tions. The flotilla comprises:—  
H.M.A.S. "Swan, Senior Officer (Captain R. V. Wheatley, R.A.N.).

H.M.A.S. "Deloraine" (A/Lt. Commander J. A. Doyle, R.A.N.R. (S.)).

H.M.A.S. "Echuca" (A/Lt. Commander 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. Commander H. J. Hull, R.A.N.R.).

H.M.A.S. "Mildura" (Lt. Commander A. W. Savage, R.A.N.).

H.M.A.S. "Warrnambool" (A/Commander A. J. Travis, R.A.N.).  
H.D.M.L's. 1323, 1326, 1328, 1329 and M.S.L. 706.

#### 10th L.S.T. Flotilla

L.S.T. 3017, Senior Officer (Lt. Commander J. H. P. Burgess, R.A.N.R.), is in Sydney.

L.S.T. 3008 is in Sydney paid off into reserve.

L.S.T. 3014 (Lt. Commander W. A. Wilson, R.A.N.R.) arrived Fremantle on 25th July.

L.S.T. 3035 (Lt. Commander I. M. Adie, R.A.N.R. (S.)) is in Sydney.

L.S.T. 3022 and L.S.T. 3051 are in Sydney paid off into reserve.

#### Landing Ships Infantry

H.M.A.S. "Manoora," Senior Naval Officer Australian Landing Ships (Captain A. P. Cousin, D.S.O., R.A.N.R. (S.)), arrived at Bombay on 31st July. She has gone to India to bring back Australian nationals.

H.M.A.S. "Kanimbla" (Commander S. H. Crawford, M.B.E., R.A.N.R. (S.)) arrived at Kure on 25th July. Among other personnel for Japan, she carried the Australian Minister for External Affairs, the Right Honourable Herbert Evatt.

H.M.A.S. "Gladstone" (A/Lt. Commander W. J. Dovers, D.S.C., R.A.N.).

H.M.A.S. "Watson" (A/Lt. Commander W. J. Dovers, D.S.C., R.A.N.).

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H.M.A.S. "Latrobe" (Lt. D. H. D. Smyth, R.A.N.).

H.M.A.S. "Warrego" is at Sydney, at present non-operational.

H.M.A.S. "Barcoo" (Lt. Commander D'A. T. Gale, D.S.C., R.A.N.) is engaged in surveying duties in the north-western area.

H.M.A.S. "Lachlan" (Lt. Commander C. G. Little, D.S.C., R.A.N.) is engaged in surveying duties at King Sound.

H.M.A.S. "Brolga," attached as tender to H.M.A.S. "Lachlan" at King Sound.

H.M.A.S. "Jabiru" is in Sydney, tender to H.M.A.S. "Warrego."

H.M.A.S. "Tallaro" (attached as tender to surveying ship) is in Yampi Sound.

H.M.A.S. "Air Rest" (Lieutenant W. I. A. Key, R.A.N.V.R.) is at Sydney, attached to H.M.A.S. "Watson" for radar tracking.

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H.M.A. Tug "Reserve" (Lieutenant J. R. Neville, R.A.N.R. (S.)) is at Jervis Bay.

H.M.A.S. "Kangaroo" is at Sydney for refit. To be placed in reserve.

H.M.A.S. "Karangi" is at Fremantle, Boom Defence Vessel.

H.M.A.S. "Koala" (Lieutenant G. G. Moss, R.A.N.R. (S.)) is at Sydney.

H.M.A.S. "Woomera" (Lieutenant A. R. Pearson, R.A.N.V.R.) departed Sydney for Melbourne.

H.M.A.S. G.P.V. 956 (Sub-Lieutenant R. S. B. Gye, R.A.N.R.) is at Cairns on R.M.S. Duties.

H.M.A.S. G.P.V. 957 (Lieutenant L. Mushins, R.A.N.) is at Cairns on R.M.S. Duties.

#### Show Week at Brisbane

Four ships of the Royal Australian Naval Squadron, the two cruisers H.M.A. Ships "Australia" (Flag) and "Hobart," and the destroyers H.M.A. Ships "Arunta" and "Warramunga," will visit Brisbane during the period 8th to 18th August, during which period the Brisbane Show will be held.

All the ships of the First Aircraft Carrier Squadron will be in Brisbane during the same period. It is a fortunate occasion, as the large numbers of country visitors who will visit the Queensland capital for the Show will have an opportunity, not often presented to them, to see the Navy in force, and moreover, to get an idea of what the Royal Australian Naval Squadron will look like when our own carriers arrive next year and the year following.

August Exercises

The First Aircraft Carrier Squadron and the Royal Australian Naval Squadron will carry out exercises together on passage from Sydney to Brisbane on the 6th and 7th of August. The two squadrons will comprise:—

First Aircraft Carrier Squadron: H.M.S. "Theseus," wearing the flag of Flag Officer (Air) Far East; H.M.S. "Glory," and the two destroyers "Cockade" and "Contest."

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Royal Australian Naval Squadron: H.M.A.S. "Australia," wearing the flag of the Rear-Admiral Commanding the Royal Australian Naval Squadron; H.M.A.S. "Hobart," the destroyers "Arunta" and "Warramunga," and the frigates "Shoalhaven" and "Murchison," Carrier Squadron's Departure.

The First Aircraft Carrier Squadron will depart from Brisbane on 19th August. H.M. Ship "Theseus" and one destroyer will proceed to New Zealand. H.M. Ship "Glory" and the other destroyer will proceed to Singapore, and will be accompanied by H.M.A. Ships "Australia" and "Warramunga" for the first two days of the passage.

Uncharted Reef in W.A.

The survey ship H.M.A.S. "Barcoo" has found a previously uncharted reef about 40 miles from the Kimberley mainland, Western Australia. The reef is half a mile long and 400 yards wide with about 14 feet of water covering, with deep water up to 36 fathoms close to on either side. It is 16 miles south-west of Adel Island on the main Fremantle-Darwin route.

H.M.A.S. "Barcoo" had just laid beacons to survey the area when the echo-sounding machine recorded rapidly shoaling water.

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#### Needed Surveys

The waters off the north-west coast contain large areas which have not previously been surveyed, and H.M.A. Ships "Lachlan" and "Barcoo" are carrying out a long-needed job in this area. Some sections of the Kimberley coast have never until now been accurately determined and charted, and the shores around Collier Bay have shown on charts as merely roughly shaded areas.

Yampi Sound Route

One of the objects of the surveying operations is to chart a passage to enable shipping to get safely to Cockatoo Island, Yampi Sound, to load iron ore for Newcastle, and the survey ships are searching for Calliance Reef in the north-western approach to the Sound. The reef is named after a sailing vessel which is reported to have been wrecked there in 1860, but its position, and, indeed, its existence, is doubtful.

Naval Air Arm

Admiral Sir Louis Hamilton, the First Naval Member, has been the driving force behind the scheme for the establishment of the Naval Air Arm of the Royal Australian Navy, according to the Secretary to the Department of the Navy (Mr. A. R. Nankervis) and the Second Naval Member

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H.M.S. "Cockade" coming alongside "Theseus" to take on mail. Photo: Gordon Short, "S.M. Herald."

(Commodore J. M. Armstrong), in an interview with a Melbourne press representative, and the plan has been given the full support of the Prime Minister (Mr. Chifley) and the Minister for the Navy (Mr. Riordan).

As a result, Australia will have her first aircraft carrier about September of next year, and the second approximately a year later. The two ships will be of the same size as the "Theseus" and the "Glory," but will be modified to meet Pacific conditions and, moreover, will benefit from later experience than that built into the two Royal Navy ships.

#### Fourth Naval Member.

The new branch of the Navy will necessitate the appointment of a Fourth Naval Member to the Naval Board, and such an appointment will be made almost immediately. It is understood that Captain E. W. Anstice, R.N., will be the first appointee. He is at present at Navy Office, having been lent by the Admiralty to the Naval Board to advise on the establishment of naval aviation.

#### R.A.N. Control.

The Royal Australian Navy will have complete control over its own air organisation, including control of land aerodromes. Shore stations will probably be established at Nowra, and later at Schofield, New South Wales. The full co-operation of the Royal Australian Air Force has been promised for initial training of air crew, servicing and repairs.

#### Recruiting.

Approximately 450 men for the new Naval Air Arm will be needed in the next year, and a recruiting campaign is being carried out to bring in the necessary personnel. It is hoped to attract from New Zealand many pilots who had carrier experience with the Royal Navy during the war, while others may be sought in England. Within five years the aviation strength of the Royal Australian Navy will probably be in the neighbourhood

of 4000. Approximately 50 pilots will be needed to man the first carrier.

#### Training.

The Admiralty will probably provide instructors for the early training of the 450 sought for the first year, but the Royal Australian Navy will most likely have to rely mainly on naval aviators from the Royal Navy for the initial training of the first carrier. It is anticipated that the Royal Australian Air Force will help with the provision of flying instructors, but the Navy will be responsible for training in the hazardous operation of landing on a carrier's flight deck. Initial deck-landing training will probably be carried out at the former Royal Naval air station at Jervis Bay. Jervis Bay has deep-water anchorage suitable for carriers, and also possesses the necessary shore installation and two air trips.

#### Opening for Youth.

The new Naval Air Arm will provide good opportunities for keen young men, offering facilities for proficiency in numerous technical subjects that would be most useful to them in obtaining employment in civil life after completing their service. Training will include instruction in aero engine and general aircraft maintenance, electrical engineering, repair work, air radio, radar and other scientific developments, while pay and conditions of service are attractive.

#### Obituary.

The death, quite suddenly and unexpectedly, in Sydney on 22nd July of Commander (S.) Joseph O'Reilly, R.A.N., is a severe loss to the Royal Australian Navy, and will be felt as a personal bereavement by his many friends inside and outside the Service. His active association with the Royal Australian Navy extended over 30 years, and he saw service in both world wars, being in H.M.A.S. "Australia" with the

Grand Fleet in the 1914-18 war, and in H.M.A. Ships "Hobart" and "Australia" in the recent war. A son of the late Mr. and Mrs. Phillip O'Reilly, of Melbourne, Commander O'Reilly was a great-grandson of the late Field-Marshal Sir John Michel, and a grand-nephew of the late Field-Marshal Viscount de Montmorency. He was educated at St. Patrick's College, East Melbourne. He leaves a widow, who was formerly Miss Hazel Woolcott, of Melbourne.

#### The Navy League, Victoria Branch.

Under the energetic direction of its President (Commander J. D. Bates, R.A.N.V.R.) and Secretary (L. S. Digby, Esq.) the Navy League Victoria Branch is giving added interest in the Branch to its Fellows and Members by the positive policy on which it has embarked. One of the first practical results in this post-war revival of activity was seen in the fine attendance at a showing of films of naval interest arranged by the Branch and made possible by the kind co-operation of the Shell Company, which made its theatre available for the evening of Tuesday, 22nd July. It was the largest assembly of Navy League Fellows and Members in Melbourne for some considerable time.

The films shown were "Gohg North"—in which the two cruisers "Australia" and "Shropshire" and the three R.A.N. Landing Ships, were conspicuous in one of the major amphibious landings in the South West Pacific; the first American carrier picture, "Fighting Lady"; and a full-colour film of the London Victory Parade 1946, which was made by the Shell Company.

The Guest of Honour of the evening was Rear-Admiral A. R. Bridge, Senior Naval Representative in the British Element of the Joint Chiefs of Staff Committee in Australia, who gave a short, pithy address on the functions and implications of Sea Power.

## Nautical Quiz

- (1) In what connection is the name Ant. Dom. Bordes et Fils famous in merchant shipping annals?
- (2) In "Peter Simple," Captain Marryat wrote a fine description of the club-hauling of the "Diomedé." What was club-hauling?
- (3) Why is Loch Ard Gorge on the Victorian coast so named?
- (4) Where did America's first shipping loss in the recent war occur?
- (5) What are the York-Antwerp Rules?
- (6) In 1920, Mr. Havelock Wilson, then President of the British National Sailors' and Firemen's Union, said: "I have no hesitation in saying that it would not be profitable to the State to run ships. In the course of years there would be so much money lost on the venture that the Merchant Shipping of Great Britain would gradually dwindle." Do you know the British outlook on this question to-day?
- (7) Are the individual service records of Masters in the Mercantile Marine maintained in any central repository?
- (8) When did the Naval Reserve first come into existence?
- (9) The long-lost coastal steamer "Yongala" was recently in the news owing to the believed discovery of her wreck. What distinguished her appearance?
- (10) The well-known Australian-trade clipper, "Aristides," was posted missing in 1903. H.M.S. "Amphion" was one of the ships that unsuccessfully searched for her. To whom did she belong, and what is the association of the name "Amphion" with the R.A.N.?

Answers on page 68.

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## MARITIME NEWS OF THE WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

THE great importance of her shipping in Britain's economy is reflected in the present dollar position. In pre-war days shipping used to contribute annually about £104,000,000 to Britain's revenue in invisible exports, but at the present time British shipping is actually spending dollars instead of earning them. Because of the drop in British coal production, large sums are being expended on American bunkers, and dollar freights are being paid to United States ships to carry wheat and sugar to the United Kingdom. British vessels carrying foodstuffs across the Atlantic to England are at a disadvantage, since ships proceeding from the United Kingdom to the Plate to load wheat, maize and other cargoes for the British are not permitted to cross to the U.S. Atlantic ports in ballast, there to load coal for South America, whereby valuable freights could be earned.

Yet another drain on Britain's foreign exchange comes from the loss of efficiency in ships due to the difficulty in getting repairs completed and new ships built. The general manager of the British Tanker Company, quoted by the "Journal of Commerce, Shipbuilding Edition" of 26th June, said: "From tankers alone at the present time they were getting something like 80 per cent. on an average of the efficiency that obtained before the war. That loss on British flag tankers as a whole incurred an extra foreign exchange

expenditure to the country of somewhere in the region of £17,000,000. Dry cargo and liner tonnage was being affected to some degree or other, and they had, in addition, their turn-round delays in the handling of cargoes in port which tankers did not have."

The delays in the completion of new construction and the effecting of repairs in British yards, caused largely by the shortage of materials, is having effects which are causing grave concern. An indication of what these delays mean in terms of ships was given recently by the managing director of William Gray and Company, and the managing director of the Central Marine Engine Works. Gray's had six vessels in the water awaiting completion and that number would soon be increased to eight. They would shortly be reaching a point where they could not launch any more until they were able to get some of the other vessels cleared. The managing director of Gray and Co. was speaking specifically of the refusal to grant steel priorities for shipbuilding, which he estimated would cut down their yearly output of ships from 16 to 10, with a proportionate reduction in employment.

In an article largely devoted to the effect on employment of the shortage of shipbuilding materials, the "Glasgow Herald," on 30th June, mentioned that: "The sup-

ply position to-day is so serious that some firms have declined to submit tenders on receiving enquiries. One company recently lost a contract for two ships for Norwegian owners because they could not give a delivery date or specify the final cost. The contract went to Sweden."

The United States Census Bureau has announced that U.S. exports in May alone had reached a record, while imports from countries separately needing dollars dropped by over £9,500,000. The Bureau announced: "American flag dry cargo and tanker vessels carried 60 per cent. of the total of 122 million long tons of seaborne exports and imports during 1946. Ocean-borne foreign trade of the United States reached the high level of 101 million tons, of which approximately two-thirds was carried by American flag vessels." Commenting on this, the "Shipping World" of 25th June, 1947, says: "If the United States continues her present policy, a crash will come because no nation can sell unless it is prepared to buy. Britain's ability to buy from the United States depends largely on the freights she earns on the trade routes. Britain specialises in shipping. To the extent that her shipping fails her as an invisible export, her purchases of American goods will be restricted. That is the stark fact. And now that Britain has sacrificed half her income from overseas investments in

order to fight for freedom, shipping has for her an importance that it never had before."

Nearly 982 vessels, ranging from battleships to water barges, have now been inactivated or decommissioned and put into the U.S. Atlantic Reserve Fleet. The last two to be processed in the Brooklyn Naval Yard, the battleships "North Carolina" and "Washington," have recently been received into the Reserve Fleet by Admiral Thomas C. Kinkaid, Commander of the Eastern Sea Frontier. Admiral Kinkaid is remembered in the Royal Australian Navy as Commander, Seventh Fleet, in

which the Royal Australian Naval Squadron served during the war against Japan as Task Force 74. The "North Carolina" also has close associations with Australia. She took part in the first battle at Guadalcanal and Tulagi in August, 1942, and from then on to the end of the war was in action continuously except for a three-month period late in 1942, when she was undergoing repair at Pearl Harbour after having been torpedoed in the Solomons. Inactivating the ships for their inclusion in the "moth ball" fleet involves repainting them inside and out, hermetically sealing compartments, installing mechanism to dehumidise the air automatically to prevent rust, and enclosing guns in plastic cocoons.

The balance of world tanker ownership has changed considerably. In 1939 the United States owned 28.2%, Great Britain 23.9% and Norway 19.5%. Today, with world capacity 63.4% greater, the United States owns 39.2%, Great Britain remains in second place with 16.9%, and

Norway comes third with 9.5%. The United States, in case of emergency, can muster a total of 795 tankers.

As a result of a House Merchant Marine Committee inquiry in the United States, it was disclosed that the U.S. Navy is so short in oil stocks that it will have to import 500,000 barrels a month from the Persian Gulf and transport it to the East Coast because of the current supply position in the United States and the Caribbean area. Known American oil reserves of 23,000,000,000 barrels were being drawn on at a rate of 1,900,000,000 a year, and the U.S. Fleet might be largely immobilised in a major war if it was unable to obtain oil imports.

Fifty cadet-midshipmen from thirty-three cities in the Philippines have reported at the U.S. Merchant Marine Academy, King's Point, N.Y., to undergo a four-year collegiate course of training preparatory to becoming deck and engineer officers in the new-born merchant marine of the Philippine Republic.

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# RADAR

By Lieut.-Commander E. M. Rabb, R.N.R.

SOME little time ago I was detailed by the Admiralty to work with a party of scientists, reviewing from the navigational angle the whole field of wartime advances in radio technique. Our object was to select what could be used to advantage in the navigation of merchant ships. When I received my instructions emphasis was laid on the entirely new technique of radar, and my first reaction was "Ye gods! What wouldn't I have given for radar that time in the Malacca Straits." Aye! There were possibilities.

As an R.N.R. navigator in H.M. Ships, I had long been aware that those new-fangled electrical contraptions with the funny aerials, usually put on board for the diversion of the Gunner Officer, could tell me something. In thick weather a voice would come up the pipe saying "Ship target Red 130, 12,000 yards; target closing," or "Land echoes Green 035 to Green 060, range 21,000 yards." Now, a known ship could be avoided, and so could land; but to tie a definite label to that piece of land and so establish the ship's position was not always easy.

From these early sets to the navigational radar undergoing experiment to-day, is a far cry. Technique has advanced enormously, and the old fundamental in ship-handling is being reintroduced—that whoever is doing the job must be able to see for himself. This is done by having, on the bridge, all the controls for the remote operation of the set, and a P.P.I.—Plan Position Indicator—an adaptation of the cathode ray tube which gives the observer, as it were, a bird's-eye view of his surroundings.

From the seaman's viewpoint, this Plan Position Indicator is the thing to get familiar with. Can we imagine ourselves in a balloon high above some estuary or an-

chorage we know? The night is dark and we can see nothing, but suddenly a ship below us switches on her searchlight. Let them begin to rotate the searchlight, and, as the beam falls first on one object and then on another, each stands out for an instant in full brilliance. Rotate the beam at a fairly high speed, something over 20 revolutions a minute, and imagine that some peculiarity causes the objects, once illuminated, to glow with a phosphorescent light; and we have a fair impression of what a P.P.I. picture looks like. Set some of the ships moving, let the ship with the searchlight get under way herself, and we have added life to the picture.

This picture we see on the tube resembles part of an ordinary navigational chart from which all the surroundings have been deleted, but to which has been added, all the vessels in the area. As any of these move, so do the pinpoint of light which represent them. The outline of the shore shows with remarkable clearness. Major off-shore navigation marks show at a reasonable range, and the spot at the centre of the tube about which the beam is rotating is always the position of one's own ship.

So far so good, but to handle his ship the navigator needs to know distance and direction as well. Distance is easy, for by merely pressing a switch he can make circles, centred on the position of his own ship, appear on the picture. Each circle represents a known distance. By interpolation he can get his distance from any object lying between two of these rings. Should he want the distance very accurately, then another switch will cause a spot of light to appear on the beam, and this traces a ring about his ship's position. By twiddling a knob, he can make the ring contract or ex-

pand until it is just touching the spot which represents the object he is interested in. A glance at a small dial tells him what this distance actually is.

Direction can be got in two ways. If the ship has a gyro or other form of transmitting compass, information from it can be fed automatically into the radar, so that the picture appears always the same way up as one uses a chart. By means of the line engraved on the movable transparent screen fitted over the face of the tube—a bearing cursor—bearings can be read off compass markings engraved round the edge of the P.P.I.

Where there is no transmitting compass, then it is usual to arrange that the top of the picture on the P.P.I. represents the direction of the ship's head, and bearings relative to this direction can be read with the bearing cursor.

Why does a radar set give us a picture of our surroundings as it does? Well, most of us have a nodding acquaintance with an echo sounder, and we know that that particular machine works because it makes some kind of a noise in the bottom of the ship. That noise goes down to the sea bed, is echoed back, and the echo is picked up by the sounding machine.

The machine measures the time between making the noise and hearing the echo, and that gives us the distance we are from the bottom of the sea.

Now that is largely what a radar set does; only it works in the air instead of in the water; it sends its signal out horizontally instead of vertically, and instead of using sound it uses radio energy to make a noise with. There seems to be a general impression about that radar can tell you when there is an underwater obstruction in the way. Well, it can't. But if that obstruction has any bits projecting above the water, then radar will detect that part which sticks up in the air.

Radio energy travels so fast that the sequence of outgoing sig-



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nals and incoming echoes can, as it were, be speeded up till we get the impression, on the P.P.I., of that searchlight beam shining out and illuminating whatever it falls upon. It is unfortunate that all objects, be they buoys, ships or landfalls, have a similar appearance on the P.P.I. Coast lines, of course, can be readily recognised from the fact that the spot of light indicating their presence traces out the shape with all its bays and headlands. But the scale of the picture we are looking at—20 nautical miles may be squashed into five inches—is so small that even a "Queen Mary" gets her style somewhat cramped. Floating objects, unless they are enormous, show only as a small spot of light on the face of the tube, and it is up to the observer to deduce, either by its movement or by its lack of it, whether the object is ship, buoy or what you will.

In this last monkey puzzle a great deal of assistance can be had from an entirely new kind of Plan Position Indicator which, to all intents and purposes, superimposes the picture right on top of the chart you are using for navigation. You can match the scale of the picture to that of the chart, and fit the land images over the coastline the chart shows you; then spots representing buoys will fall on the buoys on the chart, and spots representing ships will fall in the navigable channels and be seen to creep slowly along them. With this gadget it is easy to locate your own position, for you merely look where the central spot falls on the chart, and there you are.

Fog has always been the curse of the seaman, but it does seem that at last science is enabling us to disregard it. With a radar set working satisfactorily it would

seem that ships at sea will be able to keep up their speed in the densest fog. But to do this the radar must be absolutely reliable, and a radar set is a somewhat complicated box of tricks. It can appear to be working properly, yet be so badly down in performance that it is well nigh useless; and a radar set not up to scratch is as dangerous in a ship as a tired lookout man or a sleepy Third Mate. However, a device is being perfected which will, if the set fails to do its stuff, do the equivalent of throwing a chipping hammer at the Officer on the Bridge.

Yes, war is a queer thing. We discover radar to locate our enemies with, then atomic bombs to blast them off the face of the earth, yet both discoveries may ultimately bring us a great deal of comfort.

**A. J. C.**

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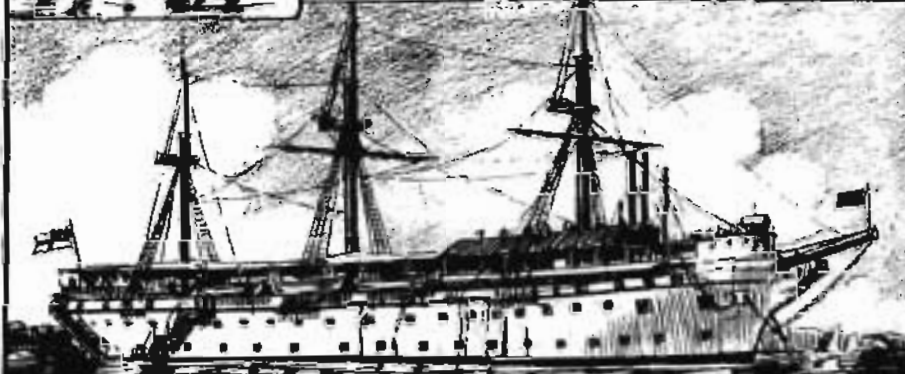
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## NOTABLE NAMES IN AUSTRALIA'S NAVAL HISTORY



Destined to become one day the flagship of the R.N., the clipper "SOBRON" was built by Alexander Hall & Co. in 1866. Of 3,500 tons burthen, she had a length of 317 ft., and a beam of 40 ft. For many years she was employed on the passenger run between England and Australia, and became the most favoured of the Australian immigrant ships. In 1891 she was purchased by the N.S.W. Government, renamed "VERNON", and used as a reformatory ship in Sydney Harbour.



In 1911 she was acquired by the Commonwealth Govt., and after alterations, was commissioned in 1912 as H.M.A.S. "TINGIRA", Boys' Training Ship for the R.A.N. Up to the end of the 1914-18 war, over 1,000 boys had passed from her to the sea-going forces. A familiar sight in Rose Bay, Sydney, she continued to be the R.A.N.'s training ship until 1927, when she was sold out of the Service. She spent the evening of her days in a dismantled condition in Berry's Bay, Sydney, before being finally disposed of.



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**EX-NAVAL MEN'S**

**Association**



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#### Federal Council

Federal Officers and Councillors elected at the 1947 Interstate Conference, held at Perth, Western Australia:—

Federal President: A. J. Martin, J.P. (of N.S.W.).

Federal Vice-President: F. F. Anderson (of N.S.W.).

Hon. Federal Secretary: G. W. Scott (of N.S.W.).

Hon. Federal Treasurer: F. W. Birt (of N.S.W.).

Hon. Federal Asst. Secretary: H. S. Peebles (of N.S.W.).

Hon. Federal Councillors: G. Britt (rep. Victoria), C. Pring (rep. N.S.W.), A. McKee (rep. South Australia), R. Middleton (rep. Western Australia), J. Jamieson (rep. A.C.T.), C. Lambourne (rep. Queensland).

The present month of August is when our State Sections and Sub-Sections hold their Annual General Meetings and elections for office-bearers and Committees. At these Annual Meetings the Balance Sheets and Reports for the year are presented for adoption; members are then able to judge more fully the vast amount of work that is being undertaken in the interests of ex-naval personnel and for the advancement of our Association.

To those ex-service men and women who do not already know how this Association came into existence, the following information will prove of some value. After the close of hostilities in 1918, several ex-naval men formed a habit of meeting, on pay nights, for the purpose of a yarn and refreshments, in the bar of a very prominent Melbourne hotel. Eventually, the many subjects, and, of course, what they did in the Navy were discussed. Now

that they were outside the "Silent Service," they had a desire to maintain some form of contact with their "old shipmates." Someone suggested that a reunion be organised, so the "Challenger" reunion was arranged. It was at this happy gathering that the idea of an association of ex-naval men was born, and a few energetic chaps subsequently called a joint meeting of ex-officers and ratings, who endorsed the plan to bind themselves together. It was at a further meeting in Melbourne, during November, 1920, that the Victorian Section was inaugurated.

Other States formed Sections on a similar pattern after a visit from officers of the Association in Victoria. New South Wales came into being in 1925, South and Western Australia during 1926, Queensland and Tasmania in 1930, and A.C.T. (Canberra) was the last to inaugurate in 1944.

Sub-Sections were eventually formed by the various States at Newcastle (N.S.W.), Bunbury, Fremantle, Victoria Park, Kalgoorlie, Perth, Wembley-Leederville and a W.R.A.N.S. Sub-Section in Western Australia. South Australia has two Sub-Sections, one at Adelaide and the other at Port Adelaide. Queensland now has three Sub-Sections at Brisbane, Toowoomba and Rockhampton. Victoria has the large Melbourne Sub-Section and a smaller one situated at Essendon. Both N.S.W. and Victoria are endeavouring to open up additional Sub-Sections around their capital cities.

The Association is officially recognised by the Admiralty, London, and the Australian Commonwealth Naval Board. The Federal Government and its various de-

partments maintain contact with our Association on matters vital to the interests and welfare of ex-naval personnel. Our Association is the official channel in Australia for disbursement of grants received from the King George Fund for Sailors. The Federal Council is also recognised by the Royal Naval Benevolent Trust, to which body the Association appeals from time to time, for assistance to be granted for the benefit of ex-Royal naval personnel resident in this country.

Each State has a relief fund to assist cases of distress amongst members; these funds are built up from allocations from subscriptions, donations, etc.

To the serving personnel we look for the continued strength of our organisation, and we appeal to the present officers and ratings of the Royal and Dominion Navies to join this Association when the time comes for them to retire from the Service.

Members are requested to contact their officials on any problems affecting their welfare; the officers and Committees are ever ready to help wherever possible.

This is your Association. Work for it, fight for it and, above all, uphold the motto: Each for all—All for each.

G. W. SCOTT,  
Hon. Federal Secretary.

#### Victoria Section

"The Navy" Magazine.

The Committee is pleased with the response from the members in becoming subscribers to this magazine. Over 100 members during the last month have forwarded applications to our Hon. Secretary to become annual subscribers. This number, together with those who were previously



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subscribers and those who make  
their purchases from bookstalls,  
have justified your Executive's ac-  
tion in adopting this publication  
as our official organ.

Melbourne Naval Centre.

Your representative on the  
Committee of Management of the  
Melbourne Naval Centre has re-  
ported to the Victoria Section of  
our Association that a room has  
been placed at the disposal of ex-  
W.R.A.Ns. for use as a lounge,  
reading and writing room. This  
room is the forerunner of the  
other amenities that will become  
available in a reasonably short  
time for the use of male personnel  
generally. Your Committee ap-  
peals to all members to use these  
facilities as and when they are  
available, and thus show your ap-  
preciation to those who have  
been responsible for their provi-  
sion. Further information with  
regard to the facilities may be had  
from the Secretary-Manager of  
the Melbourne Naval Centre  
(Mr. W. H. Sullivan), or from  
Miss M. Herbison, representing  
the ex-W.R.A.Ns.

Already housed in the Mel-  
bourne Naval Centre are the  
offices of the ex-Naval Men's As-  
sociation and the R.A.N. Welfare  
Officer. With these facilities plac-  
ed under one roof, it is now pos-  
sible for R.A.N., R.N. or ex-  
R.A.N. and R.N. personnel to  
obtain advice and assistance on  
subjects relating to employment,  
relief and distress, and matters of  
common interest to ex-naval per-  
sonnel.

King George V. Relief Fund.

It is desired to remind all ex-  
Royal Naval ratings that our As-  
sociation is the official trustee for  
the distribution of this fund in  
Australia. Anyone who is entitled  
to relief from this fund, and who  
desires assistance, should contact  
our Hon. Secretary.

Australian ex-naval personnel  
are always pleased to meet their  
comrades from the Royal Navy  
and be able to offer any assist-  
ance and advice to enable them to  
settle down comfortably in their  
new country.

**Obituary.**

The death of one member, Mr.  
Chas. O'Neill, was reported dur-  
ing the month of June. Mr.  
O'Neill was a member for over  
20 years, and letters of condol-  
ence, together with cheque cover-  
ing grant from the C.P.F., have  
been forwarded to the nominee of  
our late member. A large gather-  
ing of ex-naval personnel and  
friends attended the funeral.

**July General Meeting.**

This meeting was held at Unity  
Hall, Bowke Street, Melbourne,  
on 2nd July, when a large number  
of members attended. Business  
was of a general nature, with the  
exception of nominations for  
office-bearers for the forthcoming  
year. The election will be held at  
the Annual General Meeting on  
6th August. The Returning Of-  
ficer (Mr. M. Pope) will be assist-  
ed by six scrutineers. Ballot  
papers have been posted to all  
financial members.

**Annual Cabaret Ball.**

Don't forget this function.  
Table reservations can now be  
made with the ticket secretaries.  
This is your function, and we  
want to make it a wonderful get-  
together night. There is ample  
accommodation, so don't forget to  
make your application for tickets  
in order that the catering arrange-  
ments may be finalised.

**Essexdon Sub-Section.**

Arrangements are now being  
made with a view to the inaugura-  
tion of this Sub-Section on Thurs-  
day, 14th August, 1947, at the  
Masonic Hall, Moonee Ponds.

**Visit of Field Marshal Viscount  
Montgomery.**

Your President (Mr. H. E.  
Ivey), at the invitation of the  
Lord Mayor of Melbourne, repre-  
sented this Section at the civic re-  
ception tendered to the Field Mar-  
shal at the Melbourne Town Hall  
on Friday, 4th July, 1947.

**Personal Para.**

Miss Grace Burdon, Miss Muriel  
Collie, Mrs. L. Plumley and Mr.  
C. Walters, all inmates of Heidel-  
berg Hospital, send greetings to  
"Old Ships," and would appreci-

Continued on page 53.



RITA HAYWORTH, who plays Terpsichore, glamour goddess of, classic  
Greece, in COLUMBIA'S Technicolor Musical "DOWN TO EARTH."

The Navy September, 1947





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The Navy

## EX-NAVAL MEN'S ASSOCIATION. Continued from page 50.

ate a visit from any of their many friends. Books and magazines can be taken to the hospital or left with our Hon. Secretary, who will make arrangements to have them delivered.

We are very pleased to wish the following members happiness and prosperity now that they have entered the bonds of matrimony:—Mr. and Mrs. E. L. Unthank (nee Beth Burgoyne), A.B. and Mrs. M. Taylor (nee Beryl Twist), Mr. and Mrs. P. Evans (nee Marj. Eggleton), Mr. and Mrs. P. Rowle (nee Alyson Davies).

The R.A.N. Welfare Officer would be pleased to hear from any ex-W.R.A.N. who would undertake to knit garments that could be distributed in the cause of her welfare work amongst the families of naval personnel.

The wool will be made available on application to Miss M. Herbison, 383 Flinders Lane, Melbourne.

### Social Committee.

The previous Dance at Kelvin Hall found us revelling amid Red, White and Blue decorations. These cheery little dances arranged for the members and their friends are proving very popular, and we commend them to all who want an enjoyable evening. Date of each dance can be obtained from our office, or from members of the Social Committee.

H. E. Ivey, President.

W. H. Sullivan, Hon. Sec.

### South Australia, Inc.

As we have now adopted "The Navy" as our official organ, in conjunction with Federal Council, we would like to give you a brief summary of the Association in this State.

The Association was started early in 1922 by a few stalwarts in an iron shed on the Port Road, which no doubt some of your older readers will remember. To-day it has become a very strong and active body in this State.

Although at present we have only two Sub-Sections, one at Port

Adelaide and the other in Adelaide, we are hoping in the very near future to increase that number. Victor Harbour, Mount Gambier and Port Pirie seem to be well on the way to making their home ports a safe anchorage for ex-naval men.

The Association membership has taken a sharp upward trend in this State, and augers well for the future. Meetings are very well attended in both Sub-Sections, and an air of helpfulness and comradeship is seen, together with the sailor's unfailing sense of humour and generosity.

Both Sub-Sections have energetic and forceful Presidents in Jim Handby and Stan Emery, and they have at hand equally energetic committees who leave no stone unturned in providing the full amount of amenities and assistance when such is needed by their members.

Perhaps a few words regarding our activities will not be out of place. Port Adelaide Sub-Section has its own club rooms in Lipson Street—the original seat of government of the Section. This building, free of debt, is a compact, two-storied structure admirably suited for the purpose and is open every Monday night, where indoor games and other entertainment are provided.

Adelaide Sub-Section meets in the Air Force Association club rooms temporarily, but in the near future we are hoping to utilise our own new headquarters, the State Council having purchased a fine five-storied building in the heart of the city. Later we intend to embark on an ambitious programme of conversion, namely, a modern club with all the necessary adjuncts, but more of that from time to time.

A very successful year from the State Council's and Sub-Section's point of view has concluded. Sub-Sections held fine Xmas tree parties for members' children, with the inclusion of the children of men of our service who paid the supreme sacrifice. Adelaide arranged its party in the Hills—

quite a unique experience for the children to have Father Xmas come out of the bush instead of on a sled. Port Adelaide's entertainment was held in their club rooms.

A combined picnic of members of the Adelaide Sub-Section and members of the Air Force Association was held at the National Park, Belair, when valuable cups and shields were competed for. We won three out of five, losing, however, badly at cricket and tennis. Approximately 1000 members and their families attended. We would like to see an annual programme, say of cricket and other games, arranged between the different States. Have you any ideas?

Our Welfare and Employment Bureau is working quietly and efficiently.

The South Australian Section is justly proud of the fact that we have a very fine Ex-Naval Men's Band, and when we see how successful it is we must think that the originator of the idea (Mr. Peterson, an old ex-Navy stalwart) must feel very proud of them, and we are just as pleased to quote the words of one of the R.A.N.'s well-known handmasters that "I consider the Ex-N.M.B. of Adelaide one of the finest in South Australia."



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## A CHALLENGE TO THE SERIOUS MINDED.

Is YOUR Faith in God Worthless?

Notwithstanding your ready acknowledgment of your faith in God, it is tragically possible that every passing day is bringing you nearer to Eternal Damnation.

In Matthew's Gospel, Chapter 7, Verses 21 and 22, Jesus states that MANY shall say in that day, "Have we not done many wonderful things in Thy Name," to which Jesus will reply, "I NEVER KNEW YOU." What a shock to so many.

DOES JESUS KNOW YOU? Unless your faith in God is supported by the knowledge that Jesus Christ is your Lord and Saviour, there is no possibility of having Eternal Life.

Consider these Scriptures quietly:

In St. John's Gospel, Chapter 14, Verse 6, Jesus said: "I am THE WAY, the truth, and the life: no man cometh unto the Father BUT BY ME."

Acts 4:12 reads: "There is none other NAME under Heaven given among men whereby we must be saved."

John's 1st Epistle, Chapter 3, Verse 12: "He that hath the Son (Jesus) hath life (Eternal). He that hath not the Son of God HATH NOT LIFE."

By the foregoing it should be clear that there is no access to God or Heaven except through our Lord Jesus Christ.

As YOUR Eternal Welfare is dependent upon YOUR acceptance or rejection of GOD'S WAY OF SALVATION—BE WISE AND BE SAVED through our Lord Jesus Christ. Remember . . .

Jesus has already died on the Cross for YOUR sin and paid the price that you might have Eternal Life.

YOUR PART is to repent and have faith that will lead you to acknowledge Jesus Christ as your Saviour and Lord. SEE 1 PETER 3:18.

Entered by CLAUDE R. OGDEN & CO. PTY. LTD., Marrickville.

# BOOK REVIEWS

By G.H.G.

## THE BRITISH NAVIES IN THE SECOND WORLD WAR.

By Admiral Sir W. M. James, G.C.B.

(Longman's, Green and Co., London.)

It was an ambitious project to embark on the task of presenting, within the compass of less than a hundred thousand words, the story of the British Navies in the war recently ended, even though that story is presented in outline. It can, however, be said that Admiral James has succeeded in his task, and has produced a worth-while book in which commendable selection from what must have been an embarrassing richness of material has been effected, and in which admirable restraint has been shown in the writing. The author has resolutely refused to allow himself to be tempted from the main course of his story, and the result is a most readable, lucid and connected account of the war at sea as it concerned the British Navies, and one that should certainly be on the shelves of all those to whom the naval defence of the Commonwealth is a matter of concern.

The purpose of the book is to give such an account. As a history, it is necessarily lacking since it fails to give—because at the time it was written the material was not available—the enemies' side of the picture. As Admiral James says in his author's note, the book "is not written for the student of naval warfare or for those who wish to examine in close detail the far-flung operations and the battles. My purpose is to depict in broad outline for the general reader the contribution of the British Navy to the vast Allied war machine which, forged in the years of adversity, recovered the lost ground by extreme exertion and wrested victory from an enemy in the West who aspired to conquer the world . . . and their contribution to victory against an unscrupulous enemy in the East,

who had also for years been planning a war of conquest and whose territorial ambitions in the Pacific and Indian Ocean were limitless."

He points out that this connected account of the maritime war is based on facts previously published, but uncorrelated, in White Papers, Ministry of Information publications, official communiqués, press reports, American war reports, and a number of books recording personal experiences. The memories of those who scan in passing material prepared so that they who run may read are notoriously short, and in bringing this material together in one book, Admiral James has performed a signal service.

He has planned his book well, and there is especial value in the opening pages, which sketch briefly the inter-war years and give the perspective of the scene on which the six-year drama was played. A very fine feature of the book is its excellent maps and plans. These have been designed with thought and executed with care and efficiency. They are clear, easy to read, and attractive in appearance, and have the great virtue of telling their story completely in themselves.

The volume seen by this reviewer suffers to an extent in the text by an apparent laxness in proof reading. There are some irritating literals, and a few errors such as the mention of the destroyer "Husky" instead of "Hasty" in the "Sydney"-Colleoni action, and a paragraph on the Dakar incidents and the demilitarising of the French ships at Alexandria in 1940, in which the chronology has become mixed. But such details will no doubt be corrected in such subsequent editions as this book well deserves.

## "STORMY PETREL."

By Lieutenant (S) W. H. Ross, R.A.N.

(Paterson's Printing Press Ltd., Perth, W.A.)

Lieutenant Ross was singularly equipped to write the life story of the second H.M.A.S. "Sydney," since he served in her from the date of her first commissioning in 1935 until a few days previous to her departure from Fremantle on her last passage in November, 1941. He has put his unique experience to good account in the book he has written, and from the stores of his memory has produced a most readable yarn, one of considerable value to any reader, and which should be in the hands of all personnel of the R.A.N., and more especially of those who sailed in or knew the "Sydney."

Opening with the commissioning of "Sydney" at Portsmouth, on September 27th, 1935, Lieutenant Ross devotes about a quarter of his book to the peacetime life of the ship. The balance of the volume deals with her crowded wartime career, beginning with the cancellation of a cruise programme in August, 1939—the "Sydney" having been scheduled for a cruise to Bali, Java and Singapore—and her recall from Darwin to her war station at Fremantle some few days before the outbreak of hostilities.

There followed a period of patrol work in Australian waters, and then the orders for overseas, and it was en route to Colombo that the "Sydney" inflicted her first casualty during the war, in this case an unfortunate whale that was apparently surfacing just as the "Sydney's" bows reached the spot at which he had come up for his breather, with the result that he was cut through and killed. (This incident reminds this reviewer of a tobacco company's advertisement of some years ago which, advertising the virtues of a particular brand of Navy Cut, illustrated it with a picture, taken from an actual happening, of a whale impaled on the ram of one of His

Majesty's older types of battle-ships.)

The book goes on to describe in detail the activities of "Sydney" overseas, and, seen through the eyes of one on board, it makes fascinating reading. There is a stirring paragraph on the return of the cruiser to Alexandria after the action with the two Italian cruisers, in which "Bartolomeo Colleoni" was sunk. As she passed up the harbour, "Every ship had cleared lower deck, and as we passed gave us three terrific cheers followed by a burst of clapping and whistling. . . . It was a moment I will never forget. The cheering seemed a continuous roar for about 15 minutes. . . . One of the storeships obviously had at least one Australian in her crew, for, as we came close by the air was rent by a stentorian hellow of: 'Aussies, you b --- beauties!' But what pleased us more than anything else was the welcome given us by our Australian Flotilla. Each destroyer was flying seven Commonwealth flags . . . and the cheering and whistling coming from their direction was even more vociferous than ever." It certainly was a great day for the Australians in Alexandria on July 20th, 1940.

Do not fail to get a copy of this book. It should be a "must" for all Australians, and once it is in your possession it certainly will not remain merely to collect dust on your bookshelves.

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The Navy

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*The  
MESSENGER*

"FOR GOD'S SAKE, SEND HELP."  
THESE WERE THE WORDS  
ENDING A MESSAGE PUNCHED  
OUT ON A TIN COLLAR FOUND  
ON THE NECK OF AN ALBATROSS  
PICKED UP DEAD ON THE BEACH  
AT NORTH FREMANTLE, W.A.  
ON SEP. 18, 1887.  
THE MESSAGE WAS SENT  
BY THE CREW OF THE FRENCH  
SHIP "TAMARIS", WRECKED ON  
THE COASTS, 3500 MILES  
AWAY, ON AUG. 4. HELP WAS  
SENT, BUT CREW HAD LEFT ON  
SEP. 13; NEVER AGAIN HEARD OF.

*RENDEZVOUS!*

REALLY PRACTICALLY SHOT BY SIDE  
ON THE CLYDE, LAUNCHED TOGETHER  
ON JUNE 17, 1887. (REMARKS: 1887)  
WENT THE "TAMARIS", LEFT BY  
DIFFERENT ROUTES ON MARSHES  
VOYAGES TO AUSTRALIA. THEY  
MET FOR THE FIRST TIME IN THESE  
WATERS OFF NEWCASTLE, N.S.W. IN  
JULY 1958. — IN COLLECTION —

*The FOUR LINKS IN THE CHAIN  
ON THE ANCHOR LINE'S  
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CREW OF 12. PASSAGE TOOK FROM  
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FROM LOS ANGELES (21 NOV. 1887)  
AND VISITED THE MARIANAS,  
UNITED STATES, 1887. AFTER  
THE MARIANAS DEBATE HE  
CONTINUED TO NEWCASTLE,  
THENCE TO QUEENSLAND, SOUTH  
AMERICA, (1887), (1887), TO  
HIS HOME PORT. HE ARRIVED  
BACK OCT. 1887. — NEARLY 9 YEARS  
AFTER DEPARTURE.

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YACHTING NOTES FROM THE

## CRUISING YACHT CLUB OF AUSTRALIA

By F. M. LUKE, Vice Commodore

THE winter months are being used by most yachtsmen as a period of overhaul and maintenance in readiness for the coming season. The next event on the C.Y.C. programme is the Port Hacking Race on 2nd August. Provision has been made by the C.Y.C. owners to accommodate guest visitors from among the personnel of the visiting Royal Navy units at present in Sydney. Anyone interested should contact the Secretary, Mr. Le Brun, 10 Martin Place.

At the time of writing a small yacht has been reported from Wollongong. She is owned by three brothers, who had her shipped from New Zealand to Melbourne, and are now literally working their way up the east coast. They plan to find work in each port to acquire sufficient capital to carry out the next stage of their cruise. I sincerely hope the pleasure of their cruise is ample return for the effort they are putting into it to make it possible.

Speaking of the cruising side, Jack Earl's "Kathleen" was reported arriving at Thursday Island on 23rd July. She has made good progress since leaving Sydney on 7th June, including time lost at Broken Bay on repairs to the stern gland. A letter received from

Jack mentioned a sea that stove in one of the perspex windows of the dog house, so presumably they have had the usual dose of heavy going you can expect on a prolonged passage. The war in Java may cause "Kathleen's" schedule to be altered, but negotiations are under way with the Dutch authorities at the moment.

News comes from Hobart that 10 to 12 yachts are expected to be competitors in the next Sydney-Hobart Race. The indications are that this year's field will be even larger than last time. Several new craft are being built with the race in view. Claude Plowman's Laurent Giles design is well under way in Triabunna, a small port on the East coast of Tasmania. Halvorsens are laying the keel of another yacht of a heavier displacement type than "Saga," and she is to have a canoe stern.

There is also the possibility of the English yacht "Elinor," at present in Singapore on a world cruise, taking part. Her owner, Mr. Dulhunty, travelled as the guest of Rear-Admiral Creasy to Hobart recently aboard the flagship H.M.S. "Theseus." It is hoped that customs regulations can be arranged to allow "Elinor" to remain in Australian waters for longer than the prescribed three months.



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The Scottish Captain of a round-the-Cape passenger steamer well-known in Australia embarked a Spanish pilot to take him into the roadstead at Santa Cruz, Tenerife, one dark night. The roadstead, crowded with shipping, was a maze of riding lights through which the pilot was threading his way to anchor close in, the shore being very steep-to. The Old Man was anxious for his ship, doubtful of the pilot's ability, and urgent in his demands—delivered in broad Scots—that the anchor be let go forthwith. The demands fell on deaf ears so far as the pilot was concerned, until finally the Old Man, becoming excited, turned on his Spanish. "Letto go the anchor!" he shouted. "Letto go the anchor!" The pilot took no notice, and the Old Man, appealing to the Heavens and all around to witness, denounced him. "The b—— fule," he wailed. "The b—— fule disna even ken his ain language."

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Continued on page 63.





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1st Officer .....	H. A. Jacobs	2nd Engr. ....	G. Pollard
2nd Officer .....	W. Johnstone	3rd Engr. ....	W. Chamberlain
3rd Officer .....	J. Rom	4th Engr. ....	H. Davidson
R/o Officer .....	D. S. Evans		

McIlwraith McEachern Ltd.

S.S. "KOOLIGA", 2,459 G.T.—Same trade as "Koor-  
alya".

Master .....	C. A. Cole	1st Engr. ....	A. Morrison
1st Officer .....	J. McBryde	2nd Engr. ....	R. McArthur
2nd Officer .....	V. Howell	3rd Engr. ....	J. Mitchell
3rd Officer .....	K. Mahler	4th Engr. ....	E. Toll
R/o Officer .....	D. Cantwell		

S.S. "KOOMILYA", 2,779 G.T.—Same trade as "Koor-  
inga".

Master .....	F. W. Fellowes	1st Engr. ....	C. Martin
1st Officer .....	R. Farnham	2nd Engr. ....	J. Todd
2nd Officer .....	R. V. Corbett	3rd Engr. ....	W. Clarkson
3rd Officer .....	B. Wheatley	4th Engr. ....	L. W. Crooks
R/o Officer .....	C. D. Day		

S.S. "KOORALYA", 3,089 G.T.—Newcastle, Melbourne  
with occasional trips to Rapid Bay and frequently to  
N.W. Tasmanian Ports thence Sydney.

Master .....	H. T. John	1st Engr. ....	J. G. Morgan
1st Officer .....	P. Roberts	2nd Engr. ....	A. Beebe
2nd Officer .....	A. O. Hansen	3rd Engr. ....	R. W. Mott
3rd Officer .....	A. Sandison	4th Engr. ....	N. Hudson

S.S. "KOORINGA", 3,291 G.T.—Newcastle, Sydney to  
Fremantle via Ports.

Master .....	O. K. Snowball	1st Engr. ....	F. Ferris
1st Officer .....	F. W. Roberts	2nd Engr. ....	R. Dwyer
2nd Officer .....	G. Cooper	3rd Engr. ....	R. McKay
3rd Officer .....	J. McDonald	4th Engr. ....	D. Gillies
R/o Officer .....	R. Robinson		

BANK VESSELS.—Sydney-Newcastle Coal Trade.

S.S. "HETTON BANK", 1,371 G.T.

Master .....	N. P. Karlsen	1st Engr. ....	A. Shaw
1st Officer .....	T. Aitken	2nd Engr. ....	A. Newson
2nd Officer .....	H. Pritchard		

S.S. "MORTLAKE BANK", 1,371 G.T.

Master .....	T. Dawson	1st Engr. ....	H. P. Rogers
1st Officer .....	D. Wilson	2nd Engr. ....	R. Munson
2nd Officer .....	J. Wright		

S.S. "PELTON BANK", 1,371 G.T.

Master .....	K. Anderson	1st Engr. ....	N. Nelson
1st Officer .....	A. Fry	2nd Engr. ....	F. Russell
2nd Officer .....	J. T. Furber		

Melbourne Steamship Co. Ltd.

S.S. "COOLANA", 2,197 G.T.—Newcastle, Sydney and  
Melbourne.

Master .....	L. Fry	1st Engr. ....	L. A. Goddard
1st Officer .....	J. Carrick	2nd Engr. ....	E. Ewart
2nd Officer .....	J. S. Abbott	3rd Engr. ....	A. Whittier
3rd Officer .....	E. McCrea		
R/o Officer .....	C. Brischer		

S.S. "DALBY", 2,344 G.T.—Newcastle, Sydney and  
Melbourne.

Master .....	D. McLean	1st Engr. ....	R. Maxwell
1st Officer .....	R. Morley	2nd Engr. ....	G. Colahan
2nd Officer .....	W. Henderson	3rd Engr. ....	C. A. Mooney
3rd Officer .....	J. O'Neill	4th Engr. ....	J. Baumgartel
R/o Officer .....	C. Taylor		

M.V. "DUNTROON", 10,346 G.T.—Interstate, Pacific  
Islands and Japan.

Master .....	R. McLellan	1st Engr. ....	W. Henderson
1st Officer .....	J. Ross	2nd Engr. ....	G. H. Stand
2nd Officer .....	E. Butler	3rd Engr. ....	H. Barnwell
3rd Officer .....	D. Tyler	4th Engr. ....	M. Robertson
4th Officer .....	S. M. Allan	5th Engr. ....	J. Hall
Electricians:		6th Engr. ....	R. Hosking
1st .....	R. Myall	7th Engr. ....	K. Livingstone
2nd .....	S. W. Wilknot	8th Engr. ....	A. W. Stevens
3rd .....	D. McDonald	9th Engr. ....	B. Stretton

S.S. "ELLAROO", 4,655 G.T.—Newcastle, Kumbia, Mel-  
bourne, Adelaide and Gulf Ports.

Master .....	A. E. Griffiths	1st Engr. ....	O. H. Birch
1st Officer .....	A. Philip	2nd Engr. ....	I. D. Barton
2nd Officer .....	J. Ray	3rd Engr. ....	K. E. Piper
3rd Officer .....	G. Moir	4th Engr. ....	J. Allen
R/o Officer .....	C. Bowler		

S.S. "LOWANA", 3,021 G.T.—Newcastle, Fremantle via  
Ports.

Master .....	D. Jones	1st Engr. ....	T. Ferguson
1st Officer .....	H. Jones	2nd Engr. ....	A. Arnott
2nd Officer .....	T. Quayle	3rd Engr. ....	C. Litchfield
3rd Officer .....	A. Wilson	4th Engr. ....	W. A. Wallace
R/o Officer .....	M. P. Berry		

S.S. "MERNOO", 2,417 G.T.—Newcastle, Sydney, Mel-  
bourne.

Master .....	J. Roberts	1st Engr. ....	O. J. Akers
1st Officer .....	J. Inkster	2nd Engr. ....	A. Johnston
2nd Officer .....		3rd Engr. ....	G. Cosbata

S.S. "RIVER MITTA", 5,030 G.T.—Sydney, Pacific  
Islands and Japan.

Master .....	F. Donaldson	1st Engr. ....	V. Smith
1st Officer .....	E. V. Lewis	2nd Engr. ....	J. Hutton
2nd Officer .....	E. Richardson	3rd Engr. ....	W. Davidson
3rd Officer .....	S. Langford	4th Engr. ....	A. B. Lynch
R/o Officer .....	P. Blackmore	5th Engr. ....	M. Vanderbeiden

6th Engr. ....	W. J. Clifford
7th Engr. ....	R. W. Mullana

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S.S. "BOAMBE", 236 G.T.

Master .....	F. W. Elgar	1st Officer ....	D. H. Grant
		2nd Officer ....	G. Clive

S.S. "KARUAH", 1,342 G.T.

Master .....	F. Redgrove	1st Engr. ....	J. M. Flak
1st Officer .....	A. Morgan	2nd Engr. ....	A. G. Meyer
2nd Officer .....	A. Solomon	3rd Engr. ....	A. McCubbery

S.S. "KINDUR", 1,267 G.T.

Master .....	J. Polglase	1st Engr. ....	J. ....
1st Officer .....	E. L. Binney	2nd Engr. ....	F. Johnson
2nd Officer .....	A. Halliday		

Continued on page 67.

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1st Officer ..... M. Fowler 2nd Engr. .... A. Burlace  
2nd Officer ..... W. Reeve

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1st Officer ..... V. Miller 2nd Engr. .... S. Grant  
3rd Engr. .... J. Sibbald  
4th Engr. .... G. Tulloch

S.S. "CARDROSS", 2,515 G.T.—Melbourne, Brisbane  
and Sydney.

Master ..... C. F. Carter 1st Engr. .... L. Phillips  
1st Officer ..... A. Peery 2nd Engr. .... J. Connors  
2nd Officer ..... J. Ashbury 3rd Engr. .... J. Ash  
3rd Officer ..... H. Campbell 4th Engr. .... W. Ratnay  
R/o Officer ..... R. Paterson

S.S. "CARLISLE", 1,912 G.T.—Same trade as "Card-  
ross."

Master ..... S. Clarke 1st Engr. .... J. McLean  
1st Officer ..... G. Daw 2nd Engr. .... R. Garvie  
2nd Officer ..... J. Borch 3rd Engr. .... S. West  
3rd Officer ..... A. Lucas 4th Engr. .... J. Lomas  
R/o Officer ..... A. Bidgood

S.S. "DAYLESFORD", 2,351 G.T.—Same trade as "Card-  
ross."

Master ..... R. Menzies 1st Engr. .... H. Stewart  
1st Officer ..... W. Williams 2nd Engr. .... C. McIntyre  
2nd Officer ..... H. Lund 3rd Engr. .... H. Holliday  
3rd Officer ..... E. Garland 4th Engr. .... R. Perkins  
R/o Officer ..... J. Flanagan

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1st Officer ..... J. Paulsen 2nd Engr. .... J. Carter  
2nd Officer ..... G. Hughes 3rd Engr. .... F. Evans  
3rd Officer ..... E. Hayes 4th Engr. .... B. McIowen  
R/o Officer ..... H. B. White

M.V. "KOOLINDA", 4,227 G.T.—Fremantle to N.W.  
Ports and Darwin

Master ..... J. S. Airey 1st Engr. .... W. Watson  
1st Officer ..... J. Richmond 2nd Engr. .... H. Stackhouse  
2nd Officer ..... V. Gilbert 3rd Engr. .... F. Ferguson-Smith  
3rd Officer ..... W. Cream 4th Engr. .... J. Webster  
R/o Officer ..... G. Guppy 5th Engr. .... N. Hoffman  
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M.V. "KYBRA", 858 G.T.—Fremantle to N.W. Ports.

Master ..... W. E. Hardman 1st Engr. .... A. N. Dick  
1st Officer ..... H. Evans 2nd Engr. .... E. M. Mudie  
2nd Officer ..... G. Pallfrevman 3rd Engr. .... G. Reynolds  
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## Answers to Nautical Quiz

- (1) Ant. Dom. Bordes et Fils was the famous French firm of nitrate clipper owners, founded in 1847 by Monsieur Antonin Dominique Bordes. The name has gone now—like its clipper ships—buried under the title Compagnie Française d'Armement et d'Importation de Nitrate de Soude.
- (2) To tack when on a lee shore with no room, by letting go the anchor and casting the ship on the cable, possibly with a spring to assist.
- (3) It was there, at Curdie's Inlet, 27 miles from Otway, that the Aitken & Lilburn clipper, "Loch Ard," went ashore on June 1, 1878, with the loss of all on board except two.
- (4) Off Cape Otway on November 8, 1940, when the freighter, "City of Rayville" sank after striking a mine.
- (5) Rules to provide a uniform system of general average for all maritime countries.
- (6) Against State ownership. The British Government announced in November last year that the shipping industry would not be nationalised.
- (7) Yes. A "Captain's Register" is maintained at Lloyd's, showing the services of every Master in the Mercantile Marine, and much confidential information of value to Underwriters.
- (8) It was created in 1859 by the Naval Reserve Act. Admiral Lord Hardwicke, who voted in the House of Lords for the retention of the Press Gang, unsuccessfully opposed the extension of the R.N.R. to officers.
- (9) The unusual length of her funnel, which was very tall.
- (10) The "Aristides" belonged to George Thompson's Aberdeen Line. H.M.A.S. "Perth" was formerly H.M.S. "Amphion."

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