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Commander
G. H. GILL, M.B.E., R.A.N.V.R.

Associate Editor:

Captain
W. G. LAWRENCE, M.B.E.

Managing Editor:

BARRY E. KEEN.

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CONTENTS

OCTOBER, 1947

No. 10

Vol. 10.

EDITORIAL

Letters to the Editors
Editor's Notes

3

12

ARTICLES

Malta—Sea Bastion
Drawing the Fangs of the Sea
Corvettes of the R.A.N.
Ports Are Not Always Havens

Reuben Ranzo 15
Geoffrey C. Ingleton 20
Sidney James 24
John Clark 32

PERSONALITIES

Captain A. S. Rosenthal, D.S.O., and Bar, R.A.N.
Commander T. K. Morrison, O.B.E., D.S.C., R.A.N.
Mr. Guy Spencer Packard
Chief Shipwright A. W. Robinson, D.S.M., R.A.N.

18

26

27

42

TECHNICAL

Can the Sestant Survive?

S. M. Burton 30

OVERSEAS NEWS.

See Affairs at Home and Abroad
Maritime News of the World

Francis McMurtrie 40
45

NAVAL OCCASIONS

What the R.A.N. Is Doing . . . At Sea and Ashore—
Squadron Dispositions
General
Personal

34

38

39

FICTION

Doubles and Ouits

George Hermos 28

SPECIAL FEATURES

"Parramatta"
Seas, Ships and Sailors

J. Bastock 35
Norton 47

BOOK REVIEWS

"My Ship Is So Small"
"Seven Sailors"

Lloyd Rhys 44
Commander Kenneth Edwards, R.N. 49

HUMOUR

Navy Mixture
Prandergast

43

43

ASSOCIATIONS, CLUBS.

Navy League Notes
Cruising Yacht Club of Australia
Ex-Naval Men's Association of Australia

43

55

50

MERCHANT NAVY

With the Officers of the Merchant Navy
Captain L. R. Lloyd Retires

53

61

GENERAL

Nautical Quiz
Naval Appointments, etc.
"The Navy" for Next Month
Ship Models
Monday, October 21st, 1805

44

54

7

23

22

ILLUSTRATIONS

H.M.A.S. "Arunta"
S.S. "Mahia"
Naval Nocturne: H.M.S. "Nelson"

37

33

12

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The Navy

LETTERS TO THE EDITORS

DEVIATION OR VARIATION?

Sir,

While reading your June, 1947, issue of "The Navy," I notice the following question on the "Make and Mend" page. Page 195, Question 7. "What is the difference between compass north and magnetic north called?" The answer given on page 207 was "Deviation." I submit that this is incorrect, as deviation is the difference between true north and the north as shown on the ship's compass, the difference being due to the magnetic influence of the ship's hull. The correct answer is "Variation." No doubt this error has been pointed out to you, but I thought I would point it out to you again as it has caused quite a bit of controversy in the mess.

Yours faithfully,

A/B. R. S. Grant.

H.M.N.Z.S. "Bellona."

I am afraid that you are confusing the differences between variation, deviation, and compass error. Uninfluenced by magnetic attraction in the ship, a magnetic compass "north" would indicate the bearing of the magnetic pole, so that compass "north" and magnetic "north" would be identical. The compass in this case would be influenced only by variation, which is the angle between the bearings from the ship of the True and Magnetic norths. If, however, the compass were influenced by magnetic attraction in the ship, the card would be deviated one way or the other from magnetic "north" by that influence, and the resulting angle of change would be the deviation of the compass. The sum or difference—according to their being like or opposite in influence—of variation and deviation would constitute the error of the compass. To take a simple case. If a ship—whose compass was uninfluenced by internal magnetic attraction—was steering to make a course North True, and the variation was five degrees east, she would have to steer five degrees west of north by compass. Consequently the North point on the card—the "Compass North"—would be five degrees east of the lubber line, and there would be no difference between it and "Magnetic North." But now sup-

posing some magnetic attraction in the ship pulls the "Compass North" ten degrees west. That attraction would cancel out the five degrees easterly variation and cause a total compass error of five degrees west, so that to make a course of North True, the ship would have to steer five degrees east of north by compass. Consequently the North point on the card—the "Compass North"—would be five degrees west of the lubber line, and there would be a difference of ten degrees westerly between it and "Magnetic North." That difference would be "deviation." I think that if you work this out you will agree that the answer given in "The Navy" of June, 1947, is correct.

Editor, "The Navy."

"THE ZUBIAN."

Sir,

In the "Editor's Notes" in the July issue of "The Navy," the death of Admiral Sir Reginald Bacon recorded in an editorial tribute to this outstanding naval officer. Mention was, of course, made of his period in command of the Dover Patrol during the 1914-18 war. At that time he had under his command an officer who has himself since become a famous admiral—"Evans of the Broke." In his autobiography, "Adventurous Life," Admiral Lord Mountbatten, as he now is, tells how Admiral Bacon was responsible for the creation of the destroyer "Zubian." Writing of the Tribal destroyers in the Patrol, Lord Mountbatten says: "The 'Zulu's' stern hit a mine but her fore-part was saved, and the 'Nubian's' bow was torpedoed and blown off but we managed to save her after-part. As usual, Admiral Bacon's quick brain functioned constructively, and he had the 'Zulu's' bow joined up with the 'Nubian's' stern and created a sort of hermaphrodite destroyer which he properly christened 'Zubian.' Incidentally, Lord Mountbatten says: "Admiral Bacon was indeed one of the cleverest men under whom I had the privilege of serving . . . the Ad-

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LETTERS TO THE EDITORS

(Continued.)

miral's active brain and constructive planning gave us destroyer folk such a variety and diversity of employment that the dull days in Dover changed into the liveliest and most interesting days that destroyer captains could wish for."

Yours, etc.,

J. P. Brodie,

Bon Beach, Victoria.

PERADVENTURE.

Sir,

Many years ago I read a book of short humorous stories of life in the Royal Navy as seen through the eyes and told by the greatly exaggerating tongue of a Royal Marine. I came across this book in the ship's library of a steamer in which I travelled as a passenger to England, a year or so before the outbreak of the first world war. I have often thought I would like to read these stories again, but unfortunately cannot remember the title of the book, nor the author's name, and am wondering if you can help me in any way to obtain a copy, that is, if this very slight description should enable you to identify it.

Yours, etc.,

M. Stuart,

Clayfield, Brisbane, Q.

From your description, it sounds as though the book you have in mind is "The Peradventures of Private Paget", by Major W. P. Drury, R.M., or it may be "The Bearers of the Burden" by the same author. Enquiries have been made, but it appears that both of these books are out of print. If any reader of "The Navy" should know whether either or both of them are obtainable, advice would be appreciated.

Editor, "The Navy."

The Navy

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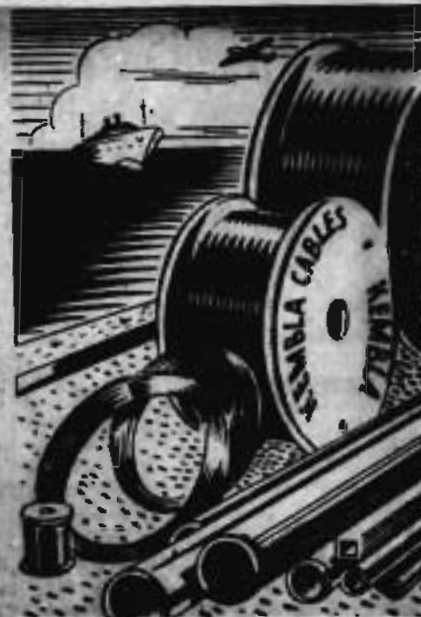
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THE NAVY FOR NEXT MONTH

You will enjoy the November issue of "The Navy" also. We have some first class material, both text and pictures, in preparation, and can promise you interest and entertainment of a high standard.

THE CANAL MEDITERRANEAN GATEWAY

Among the special illustrated articles to look forward to is "The Canal, Mediterranean Gateway." Successor to the famous "Overland Route," and conceived in the mind of a British Naval Officer, the Suez Canal is a vital artery in Empire communications and a centre of Australian defence strategy. It is also, to the voyager to England, the gateway to the colourful East and the first glimpse of an entirely new world; while to the Homeward traveller from Australia and the Orient it is the promise of England and memories and stories of the Mother Country. The Canal and its surrounding country are well-known to many readers of "The Navy," and the article in our next issue, while briefly tracing the story of the Canal, will refresh their minds with recollections of Suez, Port Said, and Alex., while to those who as yet know it only by repute, it will bring, in picture and story, a vivid impression of a picturesque and fascinating junction on the sea road.

"THEMISTOCLES"—LAST OF A FAMOUS LINE

The queen ships with the Greek names, the pretty vessels of the Aberdeen Line, were once regular and well-known visitors from England to Australian ports. Many of you will remember them, and the personalities of their Captains and Officers. With the breaking up of the "Themistocles"—whose last voyage to the ship-breaker's yard is announced—the last of the old ships to carry the traditional Hellenic name, passes. The Editor of "The Navy" began his sea career in the Aberdeen Line, and dipping his pen into the well of memory, tells you something of the ships and the men who manned them in an illustrated article "Themistocles—Last of a Famous Line."

SLOOPS OF THE R.A.N.

A fine record of achievement stands to the credit of the Sloops of the Royal Australian Navy in the war. In the Mediterranean, in the Persian Gulf, and in Malayan and New Guinea waters, they and their ships' companies made history. In the November issue of "The Navy" you will find something of the story of what they did in the illustrated article "Sloops of the R.A.N."

SUCK UP, THE MERCHANT NAVY!

"Buck Up, The Merchant Navy!" is the title of an article in the forthcoming issue of "The Navy," in which a serving Merchant Navy Officer in the Australian coastal trade offers some criticism of the service and puts forward some sound constructional suggestions as to remedies of the faults he sees. This is an article which is bound to interest all Australian Merchant Navy personnel. It is thought provoking on a matter in regard to which many will no doubt already hold decided views. Watch for it next month.

In addition to other articles, "The Navy" has all the usual regular features, Editorial Comment on current nautical affairs, Francis McMurtrie's "Sea Affairs at Home and Abroad," "Maritime News of the World," a Short Story, "What the R.A.N. Is Doing," and the latest news from the Navy League, the Ex-Naval Men's Association, and the Merchant Navy.

Watch for the November issue of "The Navy."

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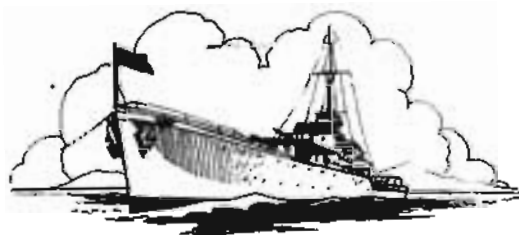
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THE NAVY

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NAVAL NOCTURNE: A study of H.M.S. "Nelson" against a sunset. (See next page).

Vol. 10

OCTOBER, 1947

No. 10

DANGEROUS CARGOES

IN these columns of the previous issue of "The Navy," reference was made to the 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. It was suggested by "The Navy" that the whole question of the handling of such cargoes is one that should be dealt with as a matter of priority. The warnings have been underlined by the serious accident in the Victoria Dock, Melbourne, on the 7th August when such cargo was being discharged from the Shaw Savill steamer "Mahia." As a result of the explosion of drums of sodium chlorate carried as deck cargo, the ship was swept by fire, ten men lost their lives, and there was considerable damage to both the vessel and her cargo. It was fortunate that the danger was localised. Had the ship capsized—she had at one stage a dangerous list—and oil fuel have spread over the dock and ignited, the results could have been far-reaching.

Commenting on the happening, the Chief Officer of the Melbourne Fire Brigade (Mr. White

head) emphasised that all ships carrying such explosive cargo should fly a red flag and be unloaded at a remote anchorage, where the effects of a possible explosion could be isolated. Such ships should not be brought up the river to be loaded or discharged. The underwriters' representative on the Marine Board (Mr. A. D. Warden) said that while the oil wharves remained along the congested Yarra bank, Melbourne lay open to the risk of a "Texas disaster." The Board had been trying for some time to have the oil wharves moved to another area, where the berthing of vessels with highly inflammable cargoes would not create such a potential danger as they do now.

The happening gave rise to two inquiries, one by a committee of the Marine Board, which investigated the fire and explosion hazards represented by the closeness of the oil wharves to the city and port traffic, and the general question of the handling of explosive cargoes; and the other by the Commonwealth Director of Navigation, who went more specifically into the question of what happened on the "Mahia." It seems pertinent here to reiterate that the whole matter of the proximity of oil berths to other harbour and dock installations, and the handling of dangerous cargoes in Australian ports generally, is one that calls for urgent attention.

TO BE SCRAPPED?

IF the London newspaper report that the battleships H.M.S. "Nelson" and H.M.S. "Rodney" may soon be scrapped to avoid refitting them is correct, books of ship identification will lose a silhouette that is as well-known as it is unique. Launched in 1925, the two ships represented a radical departure from normal battleship design. The main armament of nine 16" guns is grouped forward in three triple turrets. The boiler room is abaft the engine room, an unusual design planned to obviate smoke interference with the control positions. The armour is largely concentrated over the guns and magazines in the fore part of the ship. And, in this class, the external bulges for underwater protection were replaced by internal bulges. Of 34,000 tons displacement and with a speed of 23 knots, the ships cost £7,500,000 to build.

NAVAL RESERVE

THE great value of having a Naval Reserve in time of peace for eventualities in time of war was amply demonstrated in the period between 1939 and 1945. In an article entitled "R.N.V.R." recently published in the English edition of "The Navy," Commodore Lord Howe, P.C., C.B.E., V.D., R.N.V.R.—a descendant of the famous Admiral who defeated the French on the Glorious First of June, 1794—says that he understands that about 80 per cent. of all the officers serving with the Royal Navy during the war held R.N.V.R. commissions. There were 48,000 of them altogether, of whom 30,000 previously served on the lower deck and passed to commissioned rank through H.M.S. "King Alfred," the training establishment well known to many Australian officers.

That there are many keen men about who would welcome the opportunity of preparing themselves for naval service if necessary, was shown by the response when the Royal Naval Volunteer Supplementary Reserve was instituted in 1936. In that year the Admiralty instituted the Supplementary Reserve with the object of providing an additional body of officers of the right type in the event of war. The original age limit was fixed at 39. No qualifications were required, nor was provision made for peace training, but it was laid down that a three-month's course would be undergone on mobilisation. The results, says Commodore Lord Howe, were amazing. Amongst those who flocked to join were many certificated master mariners, mates and yacht-masters, although others came from every walk of life. The Admiralty soon became alive to the situation, and reduced the age limit to 25, preventing any more of the

valuable people with such qualifications as mentioned above from joining. The keenness which all displayed was remarkable, and it was not long before arrangements were made privately for members to go to sea in ships attached to the Gunnery and Torpedo Schools for limited periods to train at their own expense. Others contrived to persuade shipowners to allow them to sign on the articles of cargo vessels in order to gain sea experience. The great value of this was proved, as it will be realised when it is mentioned that on mobilisation, the average duration of R.N.S.V.R. training before being drafted to sea was from three to nine days, instead of the three months proposed.

Commodore Lord Howe concludes his article by urging the country and the Royal Navy on no account to forget the services rendered by the R.N.V.R. in two great wars. "To the Admiralty," he wrote, "I would say, do not overlook the fact that we are volunteers, whose proud privilege it is to be allowed to wear the uniform of the Service that has done so much through the centuries to build up and protect the fortunes of our people and our Empire. We ask only to be given the chance to show ourselves worthy of the traditions of the Royal Navy." That similar sentiments are held by officers of the Royal Australian Naval Reserve and the Royal Australian Naval Volunteer Reserve in respect to the Naval Board and the Royal Australian Navy, there is no doubt.

MERCHANT SHIPPING

THINGS are still far from normal in regard to merchant shipping. The difficulties experienced by the Minister for Immigration (Mr. Calwell) in his efforts to obtain passages for migrants from Great Britain to this country are but one aspect of the evidence supporting this. It is, however, interesting and heartening to see signs of a return to something on the road to normality.

Overseas, the North Atlantic route is slowly coming into its own again. Early in August the "Queen Mary" arrived in New York on her first post-war voyage as a passenger liner. She was given a thunderous reception by other craft in the harbour. Not because she had broken a record. As a matter of fact her time was four days 20 hours, nearly 24 hours longer than her own previous fastest crossing of 3 days 21 hours 48 minutes in 1938. No! It was because people were glad to see, in her scarlet and black-topped funnels and the white paint of her upperworks, an indication of the piping times of peace once more, even though the pipe is, at present, a somewhat thin sound. The impact of war is felt more rapidly on the sea than it is on shore. And once the shooting is over, the sea takes longer to get back to normal. But now coloured funnels and coloured streamers are coming into their own again.



MALTA heroically withstood terrific air raids which caused great damage and heavy casualties. The people's courage earned Malta the George Cross.



UNITS of the Mediterranean Fleet in Grand Harbour. During a normal twelve months the fleet may spend some five months in Malta.

MALTA

—SEA BASTION

Sea Power in 1800 brought Malta into the British Empire. During the 1939-45 War, Malta, Mediterranean bastion of Sea Power, was held for the Empire by Britain's control of the sea, which the island, in its turn, itself buttressed.

By REUBEN RANZO

"AS the reduction of the Island of Malta is of the greatest consequence to the interest of the Allied Powers at war with France," wrote Nelson on the 3rd October, 1799, to His Excellency the Marquis de Niza, Portuguese Rear-Admiral Commanding the Blockade of Malta . . . "you are hereby required and directed, in consideration of the above circumstances, and notwithstanding the orders you may have received from your Court to return to Lisbon, not on any consideration whatsoever to withdraw one man from that Island."

Nearly a century and a half later an Italian general—Count Ugo Cavallero—was telling the Italian Foreign Minister, Count

Ciano, that the reduction of the Island of Malta was of the greatest consequence to the interest of the Allied Powers at war with Great Britain. "I know," he said on the 12th. May, 1942, "that it is a difficult undertaking and that it will cost us many casualties, and I know too that I am staking my head on this undertaking. But I am the one who wants it because I consider it absolutely essential for the future development of the war. If we take Malta, Libya will be safe. If not, the situation of the colony will always be precarious. I shall personally assume command of the operation."

He did not do so, because there was no operation. Malta, in the



Looking down towards Grand Harbour astraea from the ramparts. The Victoria Gate can be seen in the centre of the picture.



WALLS rise sheer from the water, and, from all sides, Grand Harbour is overlooked by lofty ramparts.

1939-45 war, continued to dominate the central Mediterranean, for although some of the German Admirals—and in particular Vice Admiral Weichold, who from 1940 to 1943 was Chief German naval liaison officer in Rome and in command of the German Naval forces in Italy—were of the same opinion as Cavallero regarding its importance, the German High Command would not supply the forces needed for a decisive assault on the island.

It was on 9th September, 1799, that Nelson received an appeal from the Deputies of Malta for assistance to drive the French from La Valetta, and for two years the British sea power blockaded the island until the French General, Vaubois, with only four days' provisions left, surrendered Valetta to the allied British, Maltese, and Neapolitan forces, and Sir Alexander John Ball, to whom Nelson had entrusted the blockade—"Captain Alexander John Ball, of the 'Alexander,' 74, an Officer not only of the greatest merit, but of the most conciliat-

ing manners," Nelson wrote to His Imperial Majesty the Emperor of Russia—entered Valetta in triumphal procession as protector of Malta and the Maltese. The island has remained British ever since, being handed over "in full authority and sovereignty to the British" by the 7th Article of the first Treaty of Paris in 1814.

The grant of self-government was made in 1921, the Letters Patent providing for the Constitution of Responsible Government in Malta being read and proclaimed by His Excellency the Governor, Lord Plumer, at the palace of St. Michael and St. George on the 30th April of that year. These Letters Patent provided for a Governor and Commander-in-Chief, and a Legislature consisting of a Senate of 17 members and a Legislative Assembly of 32 members. The magnificent stand put up by Malta and its people during the war is well known. Without doubt, from its commanding position in the Central Mediterranean, Malta exercised a great influence on the

outcome of the war in North Africa, and consequently in southern Europe. Its stand against the terrific air bombardments and in the face of shortages and the threat of invasion, was epic, and gained for it the award of the George Cross. Epic, also, were the attempts—the success of which guaranteed its ability to hold out—made by the Navy and the Merchant Navy to get supplies through in the face of heavy air, surface, and undersea attacks.

Because of its strategical position and its fine harbours, Malta has a long naval history. Phoenicians, Greeks, Carthaginians, Romans, Arabs, Normans, Turks, French, all have known it. Through its centuries of warfare, great fortifications have arisen around its high-walled harbours. Since it came under the British flag, it has been a main base of the Mediterranean Fleet, and as it has been a great asset to the British Navy, so has the British Navy been a great asset to Malta, both in peace and in war. "With a fleet of some twenty thousand or

more personnel," says Admiral of the Fleet Lord Chatfield in "The Navy and Defence," "how many hundreds of thousands of pounds do not find their way annually into the pockets of Maltese tradesmen? And it is well that it should be so, for an Empire cannot be run by extracting all you can out of it and returning as little as possible. During a normal twelve-month, the Fleet may spend some five months in Malta at various periods of the year. Without those visits, Malta would soon be in dire financial straits. But Malta repays the Fleet all it receives."

In normal times of peace there are, also, the large passenger ships which, passing through the Mediterranean to and from Australia and other points east of Suez, make Malta a port of call for a day or so. Many of you will know it from such visits, and it is a million to one that your memories will be pleasant ones.

Picture it to yourselves now, in such peaceful circumstances. Grand Harbour in the early morning of arrival. A city of fairy palaces clinging high above the edges of a blue tongue of the Mediterranean. Walls rising sheer from the water, pierced by massive gateways through which streets climb enticingly upwards. Queer little bastions, ramparts, and balustraded nooks jutting out against the blue sky.

There is noisy chatter at the foot of your ship's gangway, where the gondola-like "dghaisas" rock, and flash back the sunlight from their glossy varnish and shining paint, their swarthy boatmen calling for you to be their fare across to the landing stage. The smell of old stone is your first impression of Malta when you step ashore. It is early morning, and the steep streets, many of them staircases of stone steps, are clean and fresh. Herds of brown, long-haired goats are delivering their milk from door to door. There is an intimate, friendly feel about the place, and smiling housewives invite you in to see the lace they have to offer.

Everywhere is a faint, crypt-

like smell, the smell of age-old stone. Malta is all rock. Soil has been imported from Sicily, and is jealously guarded in small gardens divided by low stone walls. The jigsaw puzzle of these garden

walls gives Malta a unique appearance from the air.

The climb up from the landing stage through the narrow streets lined with tall balconied build-

(Continued on page 49.)



GGHAIAS, the gondola-like boats which are a feature of Grand Harbour. The Maltese are great boatmen, and are unobtainable in a parking race.

CAPTAIN A. S. ROSENTHAL, D.S.O. and Bar, R.A.N.

Director of Naval Reserves and Reserve Fleet

CAPTAIN Alvord Sydney Rosenthal, D.S.O. and Bar, R.A.N., the present Director of Naval Reserves and Reserve Fleet, was born in Sydney in 1901. He comes of a family distinguished in Australian military history, being the son of Major-General the Honourable Sir Charles Rosenthal, K.C.B., C.M.G., D.S.O., V.D., whose record in the 1914-18 War, and in the general service of the country since, is an enviable one.

Commencing his education at King's School, Parramatta, Captain Rosenthal entered the Royal Australian Naval College as a Cadet Midshipman on the 1st January, 1915, passing out four years later, his first sea-going appointment being to the battleship H.M.S. "Ramillies" in May, 1919. Remaining there for two years he was, in 1921, appointed for a short period to the "S" Class destroyer H.M.S. "Strenuous," where his Commanding Officer was the present First Naval Member of the Australian Commonwealth Naval Board, Admiral Sir Louis Hamilton. Promoted to Sub-Lieutenant in March, 1921, Captain Rosenthal returned to Australia the following year, serving in various of H.M.A. Ships, and being promoted Lieutenant in October.

There followed another period with the Royal Navy from 1927 to 1929, most of which was served in H.M.S. "Marlborough," after which Captain Rosenthal returned to Australia, remaining here with the R.A.N. until the outbreak of the 1939 War took him overseas again. Promotion to Lieutenant-Commander came in 1930, and to Commander seven years later, with service in ships and as District Naval Officer, South Australia, which appointment he held when war was declared on 3rd September, 1939.

With the taking up and conversion of liners to Armed Merchant Cruisers, Captain Rosenthal was appointed in command of H.M.A.S. "Westralia,"

commissioning that ship in Sydney on 17th January, 1940, remaining in her until September of that year, when he went to the United Kingdom to command one of the new "N" Class destroyers then building, being appointed to H.M.A.S. "Nestor" on 20th May, 1941.

It was while in command of "Nestor" that Captain Rosenthal earned his D.S.O. "For good service in the Mediterranean," and the Bar to the D.S.O., "For skill and enterprise against enemy submarines." During this period he saw memorable action in the Malta convoys, H.M.A.S. "Nestor," under his command, being largely responsible for the safe arrival of S.S. "Sydney Star" at Malta after she had been torpedoed during a battle lasting several hours in which one of the Malta convoys underwent persistent and continuous attacks by aircraft, submarines, and surface vessels. It was in one of the Malta convoy attempts, that "Nestor" was eventually lost in June, 1942.

Subsequent to the loss of "Nestor," Captain Rosenthal returned to Australia, to proceed later to Washington, where for two years from October, 1942, he was Naval Attache at the Australian Legation there. He assumed his present appointment as Director of Naval Reserves and Reserve Fleet in 1946.

Captain Rosenthal is married, his wife having been formerly Miss Audrey Fleming, of Melbourne, and has two sons, the elder of whom was an Able Seaman in the R.A.N.R. during the war. His own elder brother, who had entered the Royal Navy as a midshipman in 1912 before the establishment of the Royal Australian Naval College, also served in the 1939-45 War in the Royal Naval Volunteer Reserve, in the latter stages of the war being at the Royal Naval Air Station in Brisbane.



Captain A. S. Rosenthal, D.S.O. and Bar, R.A.N.

October, 1947

Drawing the Fangs of the Sea

By GEORGE C. INGLETON

(Courtesy S.M. Herald)

THE Hydrographic Surveying Service, demanding arduous and isolated work, was formerly regarded in the Navy as the Cinderella of the service. It was considered a worthy occupation in peace-time for those who liked that type of life, but hardly exciting or important enough in war.

The war decorations awarded to eighteen members of the R.A.N. Surveying Service have effectively dismissed that old-fashioned belief, and, at the same time, have given recognition to the surveyors for their valuable contribution towards the success of the New Guinea campaign.

By excellent and daring hydrographic surveys in dangerous waters, in the face of enemy opposition, the R.A.N. surveyors have modernised the charts of what was formerly the most inadequately surveyed area in the world.

To-day this portion of New Guinea is better surveyed than the larger part of the Australian coastline.

It can be said with truth, that in the pre-war days few people realised that the Japanese and Australian mandates adjoined one another at the Equator, and that it would be most logical for a

Japanese attack to be made south through New Guinea waters and towards the Solomon Islands. In both areas our hydrographic knowledge was meagre and often faulty, and this omission was to cause much difficulty in the subsequent campaign in this area.

Our hydrographic information along the northern coast of Papua depended upon the hasty examination by Captain John Moresby, who, in H.M.S. Basilisk, discovered that coastline in 1874. In the Mandated Territory of New Guinea the charts were based on the surveys made by the German navy—surveys conducted with great thoroughness, but which were far from complete by 1914.

Since that date, until present operations, only two minor hydrographic surveys have been conducted in these territories—one, the examination of Blanche Bay, in 1937, being made necessary by the volcanic eruptions which considerably altered the features of that harbour.

When, therefore, General MacArthur decided in September, 1942, to destroy the strong Japanese bridgehead at Buna, he was faced with a military problem not without difficulty. Owing to the wild nature of the New Guinea terrain, it was not possible to carry heavy equipment over the Kokoda trail or by any other land route.

To estimate the extent of the valuable contribution made by the R.A.N. Surveying Service towards the success of the Buna campaign it is necessary to visualise the alternative approaches by sea to that reef-fanged area. These were either badly surveyed or not surveyed at all, and the extent and

(Continued on page 22.)

ERECTING A REEF-MARK

Surveyor and crew of a surveying boat erecting a reef-mark. Many of these marks are used in conjunction with the triangulation station to provide points by which the surveying officer can fix the boat's position while sounding.



Commander R. B. A. Hunt, O.B.E., R.A.N., studying his fair chart of Port Darwin.

location of numerous shoals had never been accurately charted.

One route, that to the east and north of the Trobriand Islands, was a deep-sea one, fairly clear of navigational dangers. If used at that time, however, the Allied forces would have been exposed to disastrous submarine and air attacks from the many Japanese-held bases in New Britain as well as those in New Guinea.

The other route, the channel between the D'Entrecasteaux Islands and the mainland of New Guinea, was considered preferable in spite of the navigational disadvantages, because it was judged to be comparatively safe from the menace of submarines. In addition it was also considered possible to build up sufficient forces to the south of Buna, even after allowing for many losses by shipwreck on unknown reefs, without delay, and without waiting for large numbers of special amphibious craft to arrive in the area from the United States.

After a series of preliminary moonlight expeditions, a clear channel was surveyed from Milne Bay, around the prominent and beautiful Cape Nelson, where many shoals presented navigational complications and hazards, and across to Oro Bay.

This sketch survey was quickly made in two small tenders, Stella and Polaris. It was a period of hide and seek, of being heavily camouflaged with shrubbery, close inshore, much as the Japanese craft in the Pacific were forced to camouflage themselves when the cables had turned later in the war. Surveying was undertaken when the coast was clear.

At this stage, many small craft northwards of Cape Nelson had been sunk, but, notwithstanding this unhappy intelligence, the small harbours of Porlock, Harvey, and Oro Bay were also surveyed, the last being within 12 miles from the enemy's position off Samarinda Point.

The preliminary surveys were of incalculable value, and when

the initial convoys commenced using the route the vessels, piloted by the surveying personnel, reached Oro Bay without loss from navigational causes—a factor entirely unexpected and exceeding by far the hopes of the higher command.

Subsequently, during the long, arduous months while the stubborn Buna campaign was being so closely fought, the surveying service charted the region including the waters adjacent to the D'Entrecasteaux and Trobriand Islands, as well as that spacious sheet of water known as Milne Bay. This vital service enabled the sea to be used under safe navigational conditions, firstly by

the combat forces, then by merchant shipping bringing up important supplies and reinforcements.

During this period Japanese aerial activity was still strong and as yet unbroken. As it was necessary for the surveying vessels to work in waters adjacent to enemy-held territory, and often in sight of the contesting forces, they were frequently spotted by enemy aircraft, and numerous strafing attacks were made on the vessels while surveys were in progress.

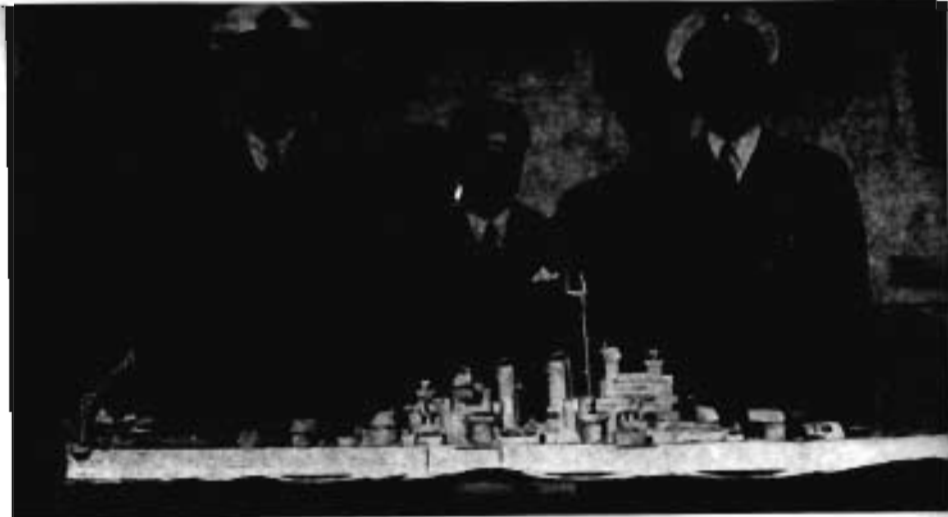
In January, 1943, while H.M.A. Surveying Ship Whyalla was en-

[Continued on page 60.]



Monday, October 21st, 1805

"At daylight saw the Enemy's Combined Fleet from East to E.S.E., bore away; made the signal for Order of Sailing, and to Prepare for Battle; the Enemy with their heads to the Southward: at seven the Enemy wearing in succession. May the Great God, whom I worship, grant to my Country, and for the benefit of Europe in general, a great and glorious Victory; and may no misconduct in any one tarnish it; and may humanity after Victory be the predominant feature in the British Fleet. For myself, individually, I commit my life to Him who made me, and may his blessing light upon my endeavours for serving my Country faithfully. To Him I resign myself and the just cause which is entrusted to me to defend. Amen. Amen. Amen."



Presentation of model of U.S.S. "Duluth" to the Ship's officers in her wardroom while at Sydney, 26th May, 1947. The Commanding Officer, Captain E. P. Hylton, U.S.N. (right), the Executive Officer, Commander F. W. Brasing, U.S.N. (left), Mr. M. Mihailoff (central).

SHIP MODELS

EMPLOYED in the Ship Construction Branch at Navy Office, Melbourne, Mr. M. Mihailoff has devised a novel method of ship model construction in semi-silhouette. His method is such that full constructional details of ship, fittings and above-deck equipment are shown and, to bearings well before and abait the beam, the illusion of full beam is given. The materials he uses are very light, so that large-scale models, up to ten feet or so in length, can be lifted and carried by one person with ease. His method has the additional advantage

of being exceedingly inexpensive in comparison with the ordinary builder's model.

During the war, Mr. Mihailoff's models, both of warships and of merchant vessels, were used extensively for training purposes, for recognition, etc. One of the models he made for recognition training was that of the United States cruiser U.S.S. "Duluth," and when the ship visited Australia recently with Task Force 38, he decided to offer his model—one of six feet three inches in length—to the ship's officers. This offer was accepted, and Mr. Mihailoff completed a

few details on the model, bringing his total time in its making to 88 working hours and, as the guest of the Commanding Officer and officers of U.S.S. "Duluth," flew with the model to Sydney, where the presentation was made on board.

The model is now displayed in a glass case in "Duluth's" wardroom lounge, and a card is attached to it commemorating the visit of the Task Force to Australia in May, 1947. Models of merchant liners, made by Mr. Mihailoff, will be on view in the near future in the offices of shipping firms both in Australia and overseas.



Ten-foot semi-silhouette model of M.V. "Wabgonalla", made by Mr. M. Mihailoff.



H.M.A.S. "BALLARAT" leaving Moresby Harbour, New Guinea, with A.I.F. troops for the assault on Buna, December, 1942.

CORVETTES of the R.A.N.

They Were Little Ships, But They Did A Big Job In The War, And Carried Their Names Of Australian Towns To Many Theatres of Operation.

By SIDNEY JAMES

FEW of us, one would imagine, who saw the birth of Australia's last-war naval shipbuilding programme in early 1940 when the first of the Australian Mine Sweeping vessels were laid down, visualised the size of the programme, or the extent and variety of the work the ships concerned would be called upon to perform. It was not a bad effort, particularly that part of the programme. Sixty of the little ships were built. "Corvettes," as they came to be known, although they were smaller than that type in the Royal Navy. Very useful they were, and a very good job they did.

They were ubiquitous. Seven of them were at Singapore until the fall in 1942. They were represented up in the Persian Gulf

quite early in the piece, and thirteen of them remained with the Eastern Fleet, escorting and submarine hunting in the Indian Ocean—with some of them jaunting away to the Mediterranean for a spell of duty there—until well on towards the end of the war. They were busy around the Australian coast with convoys and patrol work and, for many of them, the waters north of New Guinea became a second home. Indeed, with the work their members did in the Survey Service, they helped in no small degree to make the northern New Guinea waters safe for Allied ships so far as navigation was concerned. Nor did they stop there, for they were represented at the Philippines and, eventually, up in China waters.

They have enemy submarines to their credit, and enemy aircraft. One of them, built for the Royal Indian Navy, H.M.I.S. "Bengal," took part in an action with two heavily armed Japanese surface raiders. That was on the occasion, on Armistice Day, 1942, when the Dutch tanker "Ondina," with an R.A.N.R. gunlayer, caused a number of hits with gunfire on one of the enemy ships which caused her to blow up and sink.

The little ships got to know many coasts well. Khor Kuwai and Kuwait; Aden, Karachi, Bombay, Colombo, Madras, Vizagapatam, the Maldives and the Seychelles; Syracuse and Augusta during the invasion of Italy, and the south coast of Spain when the German Air Force suffered a defeat on the day it attacked a convoy in force and had many aircraft shot down and the rest driven off, with a result to the convoy of two ships damaged. There is a story that one of the escorted merchant ships picked up some of the German pilots who were shot down, and signalled "I have some enemy personnel I wish to dispose of," and received the humorous reply "Concur!"

Darwin they knew, and the rest of the mainland ports. Moresby and Milne Bay, and the gradual creep around the northern coast of New Guinea: Oro Bay, Buna, Morobe, Finshaven, Madang, the tale went on, west and north—and eastwards to the Solomons.

"Katoomba" and "Ballarat" had an exciting afternoon off Buna in November, 1942. They were there on a submarine hunting expedition, and attracted the attention of numerous Japanese aircraft which subjected them to a heavy and sustained air attack. It was shortly after the excitement attendant on this had subsided, that enemy destroyers were reported. Happily, they turned out to be a trick of the half light, but, as was remarked afterwards, "It's that sort of thing that makes your heart go pit-a-pat."

The corvettes had a busy time up there in those days. Milne Bay had not long been established and was in the process of building up as a base. The Japanese still held Buna strongly, and had a fair measure of air control along the north coast. The situation had its points of similarity with

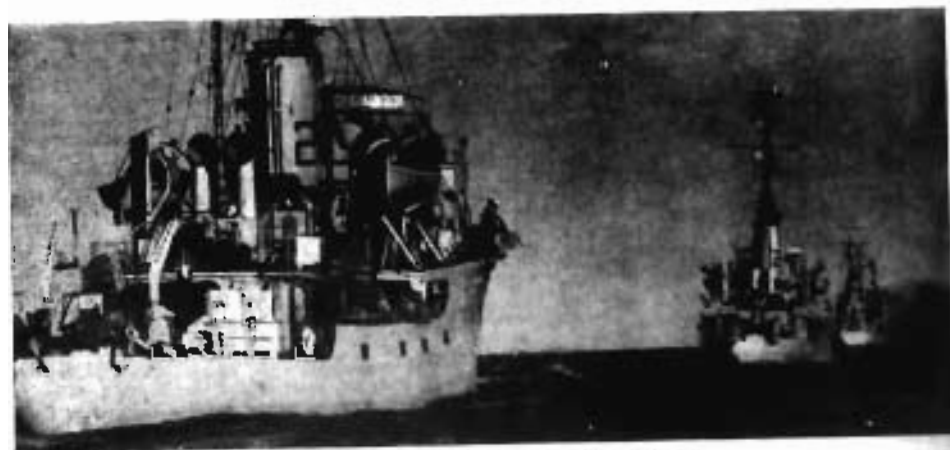


"BOOGIE WOOGIE VILLA". R.A.N. Signal station at GWT Ght, Moresby Bay.

that existing along the Libyan coast during the Tobruk period. It was a case of edging along from Milne Bay under threat of air attack which sometimes materialised, and of landing troops and equipment for the attack on Buna, and of gradually building up and pushing further along.

Commander Hunt, N.O.I.C. Port Moresby, heard, quiet, had his hands full organising the

naval side. Do any of you remember the Moresby wardroom? It was pleasantly situated, looking out over the trees to the sea. But after the first and final sparkling coolness of the morning shower had worn off and one sat at breakfast opposite a butter basin containing a golden liquid in which floated pale lumps, while the wireless was turned on for the 7.45 news and a voice



20th Minesweeping Flotilla departs for operations.

from Sydney addressed the Mess as "Little pals and chickadees," remarks would be apt, if not always approving.

Commander Branson was N.O. I.C. at Milne Bay, slightly unorthodox as to dress, but full of vigour and bonhomie. That was during the period when the naval mess shared quarters with Angau, and all work was done in a sac-sac house in the back garden, with a floor of split bamboo which was a trap for the unwary, and there was much coding and decoding of signals by the light of kerosene lamps. The memory of the battle of No. 3 airstrip was fresh then, and one could have a ball-to-ball description on the spot from those who had taken part in it, and read the notice board on the palm stump: "This marks the Westernmost Point of The Japanese Advance of August, 1942. 85 Unknown Japanese Marines lie buried here." Is it still there?

On the night preceding the departure of the corvettes with the troops of the 9th. and 10th. Battalions, A.I.F., for Cape Sudest, the newly-arrived American T.P. Boats had a run in Milne Bay, and the roar of their engines gave rise to the belief that an air raid was on, and the shore ack ack batteries opened up with a fine display of fireworks.

Remember Boogie Woogie Villa, the Milne Bay naval signal station in the tree at Gili Gili? The corvettes of the North Eastern Area knew it well. "Colac," "Ballarat," and "Broome" took the 9th. and 10th. Battalion troops around, weighing from Milne Bay in the wee sma' hours of the morning, and steaming along around East Cape over a glassy sea to Cape Nelson, making the final stage to Cape Sudest under cover of darkness, to arrive at the disembarkation point at midnight. The route had not been properly surveyed in those days—the surveying parties still being on the job—and Lieutenant Ivan Champion was pilot on the bridge of "Colac," and the way

DECORATED

COMMANDER T. K. MORRISON, O.B.E., D.S.C., R.A.N.

COMMANDER T. K.

Morrison, O.B.E., D.S.C., R.A.N., entered the Royal Australian Naval College as a Cadet Midshipman in 1925, passing out as a Midshipman in 1929, and being promoted to Sub-Lieutenant in 1932, Lieutenant (T) in 1933, Lieutenant-Commander (T) in 1941, and Commander in December, 1946. On the outbreak of war in 1939 he was serving in H.M.A.S. "Hobart," remaining in her until April, 1941, when he came ashore to a Staff appointment in Sydney, where he remained until joining H.M.A.S. "Australia" as Squadron (T) Officer. In 1945 he proceeded to the United Kingdom for the Staff Course, and in March, 1946, was appointed to Navy Officer for Staff duties.



Commander Morrison saw action in both H.M.A. Ships "Hobart" and "Australia," in which ships he earned his decorations. In H.M.A.S. "Hobart," for his services during the operations at the evacuation of Berbera in August, 1940, he was awarded the O.B.E. on 8th. April, 1941, "For good service in operations off the coast of British Somaliland."

In H.M.A.S. "Australia" during the Allied invasion of the Philippine Islands, he was, on 27th. March, 1945, awarded a Mention in Despatches "For skill, determination, and courage whilst serving in H.M.A. Ship in the Leyte Gulf operations," and, one month later, on 24th. April, 1945, was awarded the D.S.C. "For courage, skill, and devotion to duty whilst serving in H.M.A. Ships in the successful operations in Lingayen Gulf, Luzon Island."

was felt carefully past reefs with echo sounder and underwater detection gear allied to his expert local knowledge. Close under the land by Oro Bay the heavy scent of tropical soil and lush growth drifted across from the dimly seen shore to port.

The ships arrived at the rendezvous dead on time, and shortly afterwards the first barge was alongside and disembarkation commenced. It had hardly got under way, with one barge filled, when there was the drone of aircraft engines overhead and a

bright yellow flare illuminated the scene, and it was a case of up anchor and get out. More flares followed as the three ships made back along the coast with the rest of their troops on board, to run into a convenient weather "front" which effectively concealed them from the searching aircraft, although flares continued to drop through the clouds. It rained hard, in the way it can rain hard up there, until dawn, when the ships ran into MacLaren Harbour and anchored until the following

(Continued on page 48.)

PROMINENT MEN IN SHIPPING



Mr. Guy Spencer Packard

The Adelaide Steamship Company.

THE son of Mr. Daniel Spencer Packard, of Koorunga, South Australia, Guy Spencer Packard was born at Koorunga on August 7th., 1884, and was educated at St. Peter's College, Adelaide. Joining the Adelaide Steamship Company at the beginning of the century, Mr. Packard has been for forty-six years in the service of that organization and, during that time, has been closely associated with various other shipping and mercantile interests in Australia.

Enlistment in the First A.I.F. interrupted his shipping career during the first World War, when he served as a Lieutenant with the 50th. Battalion, seeing overseas service in Egypt and France.

During his period with the Adelaide Steamship Company, Mr. Packard has held managerial positions at various branches, and became General Manager of the Company on the 1st. July, 1946. Whilst acting as Manager of the Sydney office

during the recent war, he held various semi-official position in connection with the country's war effort.

Mr. Packard's shipping and mercantile interests include those of being Chairman of the Macquarie Stevedoring Co. Pty. Ltd., a Director of Messrs. J. and A. Brown and the Abermain Seaham Collieries, in addition to being on the Board of Directors of various wharfage and towage interests. As a long-standing member of the Legacy Club, Mr. Packard maintains his interest in the welfare of ex-members of the First A.I.F. and their dependents.

Easily approachable, and of a friendly and pleasing personality, Mr. Packard finds recreation in golf, being a member of the Royal Sydney Golf Club. His social clubs are the Australian Club, Sydney; the Australian Club, Melbourne; and the Newcastle Club, Newcastle, N.S.W.

DOUBLES AND QUILTS

By GEORGE HERMON

"TAKE me fair sick," said the Saloon Deckman with feeling. "It ain't enough for these 'ere bloomin' women to go makin' a bloke's life a misery, they must go tryin' to rob 'im of 'is bloomin' tucker, too."

He raised a bottle of beer to his mouth as he finished speaking, and I watched with fascination its contents disappear swiftly and steadily. A regular, silent swallowing motion of his throat marked their passage.

"There's a knack in that there," he observed proudly, as he replaced the empty bottle on the deck beside him. "I've seen blokes as could never manage it proper. Always gettin' their tongues caught

in the neck of the bottle. Sort of suction. Doin' it proper's a art."

"Practice," I said, "no doubt makes perfect. But you were saying about women..."

He gave a hoarse, sarcastic laugh.

"An' I could say a lot more," he said. "Ain't it enough for 'em to ruin a bloke by marryin' 'im an' muckin' up 'is life at 'ome without 'em takin' men's jobs, too? 'Ere's women flyin' an' motor racin' an' bein' members of parliament. They'll be wantin' to go to sea as sailormen soon."

"Well," I reminded him, "there were girls in the Navy during the war, you know. And as far as merchant ships go, there are stew-

ardesses. And I remember some time ago a young lark went to sea as an engineer."

"Yes," he replied, somewhat testily. "I know all about that there. But I was talkin' about real sailors. Not stewards an' engineers. Blokes like me."

I apologised humbly, and he ruminated for a while in silence, chewing the end of his straggly ginger moustache.

"Women," he announced at last, "is a flamin' nuisance aboard of a ship. But a few years ago they was worse—much worse."

"How was that?" I asked.

"Because I was younger, an' as 'an'some as they come. Women! They used to 'ang round me like firemen round the galley door waitin' for the black pan. Just couldn't get rid of 'em. They used to make me life a 'orror. I was that 'an'some they used to be mad about me."

"Beautiful golden 'air I 'ad, an' a lovely golden beard an' moustache. Beards was all the fashion in them days, an' I can tell yer, mine were a beaut."

He sighed at the thought of his past glories—then, "Did I ever tell yer of me first voyage in the 'Southern Cross', the old one?"

I replied in the negative, and he expectorated thoughtfully before resuming.

"It was just after I married Mrs. Jenkins," he said at length. "She were natural anxious for me to be 'ome as often as I could, so I left sail an' joined the 'Southern Cross' as saloon deckman, so as to 'ave shorter voyages."

"A three-masted, clipper bow steamer, she were. Square rigged on the fore, an' fore an' aft on the main an' mizzen. The ol' man were one of these 'ere efficiency 'ounds. Run the ship very strict, 'e did. Didn't like 'is officers mixin' with passengers. 'E needn't 'ave worried. Women never didn't mean nothin' to me. Easy come, easy go. An' the rest of the crowd on board wasn't nothin' to look at."

"Well! On this 'ere particular voyage we 'ad on board a young

tart 'oo wasn't at all a bad looker. Ginger 'air she 'ad, all soft an' fluffy like teased-out oakum; an' blue eyes an' a very takin' figger. About my 'eight, she were, an' it wasn't long before I learnt from wot I 'eard the other women say be'ind 'er back that she was a nags-tress. They used to sit in their deck chairs an' watch 'er walk up an' down the deck with the ol' man an' the men passengers 'oo was travellin' without their wives, an' say wot else could you expect."

"About two days after we left Sydney she comes up to me to book a deck chair, an' as soon as she claps eyes on me" I can see as 'ow she's took by me looks—an' from then on she comes up to me locker on the boat deck every afternoon when the mate an' the ol' man's 'avin' a caulk in their rooms, an' yarns to me—an' the other blokes on board didn't get a look in."

"Well! The voyage goes on in the usual way, an' three days after we leaves Colombo we 'as a fancy dress ball. The usual thing. I did all the work, riggin' up flags an' awnin's an' lights an' things, an' the ol' man got all the praise for it lookin' so nice."

"About six bells I strolls along to see 'ow the dance is goin', an' it's a tame affair. There's the usual dresses. A tart done up as 'Britannia' an' a bloke as 'Departed Spirits', a couple dressed as ship's officers, etcetera. But the most ridiculous one of the lot was a bloke done up as a sailor. 'Orrible,' 'e looked. 'E was standin' talkin' to the ol' man, an' 'e looked so silly I almost bust out larfin'."

"'E 'ad ginger 'air an' a beard, an' one of the ugliest mugs I'd ever seen. A real comic lookin' bloke 'e was."

"While I was watchin' 'em, the ol' man says somethin' to 'im an' then turns an' buzzes off forrad. A few minutes after the ol' man 'as gone, I thought I'd 'op along to the fo'c'sle an' 'ave a smoke me-self, an' turmin' me back on the gay and festive scene, I walks along the deck after 'im."

"As I approaches 'is room, I'm surprised to see 'im standin' at 'is door, an' surpriseder w'en 'e speaks to me."

"'Wot oh!' 'e says. 'I thought as 'ow you never wasn't comin'. And then 'e says, 'Ow about a little drink before the others comes along."

"I thought 'ed gone barmy, so I 'umoured 'im."

"'Righto,' I says. 'I'm with you."

"An' to my surprise, 'e takes me into 'is room, an' 'e 'as as friendly as can be, an' I sees then as 'ow 'e ain't barmy, but 'as at last woke up to wot a wonderful bloke 'e'd got in Arthur Jenkins."

"Give it a name," 'e says, pointin' to some bottles on 'is table. 'And sit down an' make yerself at 'ome."

"I'll 'ave a double w'isky an' aoda," I says, an' don't drown the flamin' miller, 'I tells 'im. An' 'e says, 'My word! You're 'ot stuff to-night. Yer voice is wonderful."

"'Yes,' I says, 'I used ter sing in a choir w'en I was a kid,' I says, an' 'e laughs fit to bust 'isself."

"Then 'e 'ands me my drink an' pours one out for 'isself, an' comes an' sits beside me on the 'setter. An' 'e says, 'But wot I can't understand,' he says, 'is w'y you chose such a ugly face."

"W'en 'e said that, I knoo I were right first time. 'E was barmy. An' it give me such a turn I swallowed me drink the wrong way, an' starts coughin' me 'ead off, an' 'e pats me on the back, an' then 'e says, 'Take that there beard off, Trixie darlin', an' give us a kiss, an' 'e puts 'is arm round me waist."

"An' just then the door of 'is room busts open, an' in comes a party of tarts an' blokes, an' among them is that there ridiculous one I were tellin' you about, an' 'ang me if it ain't the actress tart. An' she were supposed to be like me. Actress! I see then she ain't a actress' bootlace."

"The ol' man, 'e blames me for the 'ole turn-out, though 'ow was I to know 'ed gone blind as well

as dotty? An' after all the explainin', 'e tells me to get to blazes out of 'is room, an' not to show my ugly mug there again, wot shows you 'ow far gone 'e were with temper."

"But nex' mornin' 'e calls me up to 'im quiet like on the deck, an' after a lot of 'ummin' an' ahin' 'e says, 'Do you remember wot 'appened to you in my room last night?' 'e says."

"I do," I tells 'im, dignified like."

"Well," 'e says, an' 'e 'ands me a fiver, 'let this 'elp yer to forget,' 'e says."

"An' blow me if the actress tart don't do the same thing that afternoon on the boat deck. As soon as I tells 'er that the ol' man 'ad called me 'Trixie, Darlin', she outs with a fiver quick an' lively. Wot do you think about that?"

The Saloon Deckman regarded me gravely.

"Well," I replied, "I suppose they 'ad their reasons. Anyhow, you didn't come out of it badly. After all, ten pounds..."

"Ten pounds!" said the Saloon Deckman with fine disdain. "Wot's ten pounds to my 'appiness? There was a little squirt of a steward on board 'oo took photographs, an' 'e took some groups of the passengers in their fancy dresses. There was one of this 'ere actress in 'er sailor's rig-out, with 'er arms round a couple of other young tabbies done up as South Sea Island tarts—you know—a grass skirt an' a string of beads."

"All along of a few words me an' 'im 'ad 'ad earlier in the trip, this 'ere steward sent a copy of this 'ere photograph to Mrs. Jenkins, an' she would 'ave as 'ow the actress was me. An' she never forgot it from that day to this. No more ain't 'er mother. No more ain't I."

"Yes, mister! Women are a flamin' nuisance. Especially aboard a ship. An' as for stewards..."

Mr. Jenkins' voice died away in a throaty murmur as he vainly tried to extract another drop from the empty bottle.



"Give it a name," 'e says, pointin' to some bottles on 'is table."

CAN THE SEXTANT SURVIVE?

"All professional readers of 'The Navy' will be familiar with 'Burton's Tables.' In this article, their author, an acknowledged and valued authority on practical navigation, poses a question which must have at some recent time or another exercised the mind of all navigators, who will be interested in the conclusions he draws."

BY S. M. BURTON

THE extraordinary advances made during the late war in radar, W/T, and other mechanical means of position-finding have naturally raised doubts in the minds of present-day navigators as to whether sextant and chronometer position-finding has any serious future in it, and I imagine the point is much discussed.

To those whose minds are already made up in a negative sense it is perhaps useless to address arguments. But to those who think otherwise, or who may not yet have formed a firm opinion on the point, certain considerations in favour of our old friend the "hambone" may not come amiss.

First then, there is the obvious case of war—and it hardly needs a mass of words to urge the disadvantage of one's shipping depending on a vast network of bomb-vulnerable land stations in war-time.

Then, and I hope this will not be considered entirely silly sentimentalism, there is the case of the dignity of the profession. The status of the navigator would obviously fall several octaves if he had to be spoonfed with his position by mechanics ashore!

These seem to me to be the two main considerations in favour of retaining the sextant, but before passing on to the next aspect of this subject I should like to say a word to those "fence-squatters" who aver that shore directions will become the normal method of navigating ships, but the sextant will always have a place on the ship's inventory, as a last reserve. The answer to this is, of course, that a certain amount of skill and knowledge is required to make effective use of the sextant, and this skill and knowledge would not be available in an emergency unless constantly exercised.



A Modern Sextant.
Block courtesy Proude Ltd

Assuming, then, that it is desirable that the sextant should continue to hold a dominating position in marine navigation, the question it is desired to raise here concerns the advisability or otherwise of making any modification in present methods of training navigators in order to increase the sextant's chance of survival.

Now, the competitive position of the sextant must in large measure hinge upon the speed and ease with which sextant observations can be turned into reliable charitable information, as compared with other methods—for speed and ease are not merely matters of convenience. Speed is sometimes urgently necessary, and ease lessens the chances of error in calculation—the sextant's "Achilles' heel."

Whether or not present methods of teaching astronomical position-finding are such as to give desirable support to the sextant in this respect, in its coming competitive struggle, is a many-sided question upon which much controversy, profitable and otherwise, could be developed. But one particular practice, lately common in many navigation schools, would, if the principle I have laid down above is accepted, seem to be specially designed in the interest of sextant obliteration. I allude to the practice of teaching embryo navigators to work their sights out using co-latitude and polar distance instead of lat. and dec.,

and of urging them to continue this practice at sea. On what grounds it can be contended that in order to arrive at the cosine of the latitude it is proper to first perform the operation of subtracting that value from 90°, and then look it up as a sine, I cannot imagine. (Nor do I know whether the student is then shown how to check the transaction by assuring himself that it is, in fact, the cosine of the latitude that he has got. Such advice would have its dangers, since he might suspect that the first part of the operation was just a "leg pull.") However, I am told that this particular piece of pedantry is dying out—along, may it be hoped, with that curious quack expression, unknown alike to the art of navigation and the science of mathematics, "direct spherics."

How, then, should the teaching of astronomical position-finding be approached in the face of modern mechanical competition to its survival. Without desiring to provoke unnecessary controversy, and in full acknowledgment that other equally authoritative views may differ, perhaps I may be allowed to express, in a few words, my own attitude to the question.

There are, then, I submit, two main cases to be considered. Case 1 is that of the youth who passes straight from school into a navigation college for an adequately long pre-sea course of instruction. Case 2 comprises the rest.

In Case 1 opportunity is usually taken to give the student a grounding in the subjects of logarithms and trigonometry. This, I agree, is all to the good—providing the view is taken that the object of this grounding is in order to make the solving of navigational problems, when they are come to, seem easier. It should enable the student to work each problem by the shortest practicable method, and with the fewest possible figures, consistent with the accuracy necessary. If it does

not tend to this end it is hampering rather than helpful in its effect. Anything smelling of pedantry would be deadly to the sextant's chances of survival, and the pedant is the last person to recognise pedantry.

As to the subject of astronomical position-finding itself: I have always been strongly of opinion that a proper understanding of this is more easily acquired through a geometrical approach rather than through the medium of trigonometry. The first is, in fact, the subject itself. The second is only ancillary, and largely mechanical. I will not enlarge on the subject here, however, as I have dealt with it elsewhere in a small book*.

Case 2 is the more complicated case, for it is that in which the prospective navigator has generally gone straight to sea at a comparatively early age, and is unable to take a long educational course ashore. In his case I make bold to suggest that any idea of a grounding in trigonometry be abandoned altogether as being more likely to confuse than to help.

With this view there will be disagreement, so I will say at once that I have in mind the case of our deep-sea trawlermen. Nautical astronomy has been included in the fishing examinations for at least ten years, but I am assured

* "A Manual of Modern Navigation." Brown, Son and Ferguson Ltd.

that no trawlermen would ever think of trying to make use of a sextant at sea, regarding such things as mere Government educational fads, only suited to the schoolroom. I cannot help feeling that this attitude is probably caused through trying to teach navigation in too academic a manner to men whose minds have formed the habit of expecting immediate practical results from anything they direct them to. Had these men, when they started work in the school, been shown how a timed altitude can be turned into an informative line on the chart in a matter of 20 minutes or so; and then been further shown how this line, crossed by another, similarly obtained, or by a land or W/T bearing, or a bold sounding contour, would give actual position, etc.—then I believe that many of them would have become interested, and decided to make a further voluntary study of the subject. (Really, it makes me quite melancholy to think of our great modern trawlers groping their way around blindly, up in the far Northern waters, hundreds of miles from land, by means of the echo sounder, while the twilight lasts for hours and stars and planets lounge around the sky, neglected, like "wallflowers" at a dance!)

One last word.

I have seen it stated that the Examination Authorities and the

(Continued on page 42.)



SIGHT OR..

SONIC?



PORTS ARE NOT ALWAYS HAVENS

DANGEROUS CARGOES AND FUEL AND INFLAMMABLE CARGO BERTHS IN BOTTLENECKS AND CONGESTED DOCK AREAS ARE POTENTIAL CAUSES OF WIDESPREAD DISASTER.

By John Clark

HISTORY is not wanting in examples of port and shipping disasters due to explosions and fires resulting from the undue proximity of fuel installations and munition factories or explosive stores, or from the presence of vessels loaded with dangerous cargoes. That they should be more common in time of war, when circumstances are governed by exigencies, is to be expected. But the fact remains that, due to faulty planning in the first place, or to the growth of a port beyond original vision, we find to-day that many ports are but doubtful havens of refuge for shipping owing to the potential danger that exists due to oil wharves or other risk-loaded installations being situated in bottlenecks and other positions where docks and shipping berths are threatened; or that, with the lack of isolated berthing facilities for ships carrying dangerous cargoes, the potential risk is brought into the area by the vessels themselves.

The situation of the oil berths on the Yarra at Melbourne, in the river approach to the Victoria Docks and upper river berths, is one example of bad placing of a port installation. For some time agitations have been started for their removal, and, while they remain in their present position they undoubtedly constitute a threat to the safety of the port and the surrounding area. Those who were in the port of Newcastle, N.S.W., during the early days of the 1939-45 war will remember how the safety of the shipping in that harbour was seriously endangered by a waterfront fire in the oil installations when a large storage tank was burnt out after blazing furiously one afternoon. A tanker was alongside the oil wharf at the

time, and she, together with other shipping in the harbour, had to be shifted from the danger area hurriedly, with considerable anxiety to all concerned, for the risk that the surface of the water might be covered with blazing oil was no slight one.

The danger of having munition factories or explosive stores in proximity to dock areas or in built-up areas was exemplified in London during the 1914-18 war. On that occasion a munitions factory in Silvertown, right in the middle of the Woolwich docks area, blew up, causing widespread damage and many casualties, and seriously endangering adjacent shipping and dock facilities.

It so happened that the present writer was Third Officer of a ship lying in the Royal Albert Dock at the time and, being watch-keeping officer on board on the night of the explosion, had a grandstand view of the occurrence from the ship's bridge. It started with what was apparently a small fire somewhere across the dock among the houses and factories of North Woolwich. On seeing the flames, the writer went to the bridge, taking with him the local old watchman from the gangway, who might be expected to know something of the whereabouts of the fire. By this time the fire had grown, and it was while they were watching it, and a tall factory chimney silhouetted against the glare, that the explosion occurred.

It was a stupendous sight. A tremendous, devastating flash, in which debris was hurled high into the night, illumined the whole of the sky. Many things seemed to

happen simultaneously. With the explosion, an adjacent gasometer blew up, the flaming gas shooting skywards in a brilliant golden ball that drenched out the darkness in a momentary blaze of light. Across the dock, a flour mill, several stories high, burst into flame from top to bottom and flames began to travel rapidly along the opposite waterfront as they roared through timber stacks.

Curiously, the two watchers on the ship's bridge had no subsequent recollection of hearing the explosion, nor of feeling any concussion; but fitters working down in the engine room were flung to the plates. On the explosion side of the docks, some ships were torn from their moorings and were drifting in the docks. As soon as he had seen his own ship was safe, the writer hurried ashore to a telephone and rang up the Marine Superintendent of the Linc. He, in his home some twenty miles distant, had heard the explosion, and his first question on being told what had caused it was the natural one of "Is the ship all right?" There was just time to relieve his mind on that score when a click indicated the cutting off of telephone communication, and the whole area was isolated. For security reasons, no public reference to the happening was made until long afterwards. The damage and casualty bill was a heavy one.

It was during the 1914-18 war that the inherent danger of a ship loaded with explosive, in an enclosed harbour was made apparent in Canada. That was at Halifax, Nova Scotia. The writer has some slight personal experience of this

(Continued on page 34.)

S.S. "MAHIA" on fire in the Victoria Dock, Melbourne, 7th August, 1947, after an explosion on board which might have had far-reaching results. There were 10 fatal casualties.





One of the ships wrecked by the great Halifax, Nova Scotia explosion during the 1914-18 war.

owing to having arrived in a ship at the port a few days after the occurrence. The Halifax disaster was caused by a collision between the "Montcalm," a vessel loaded with inflammable cargo and some thousands of tons of explosives, and the Belgian relief ship "Imo." The collision took place inside the harbour, in the narrows leading up towards Bedford Basin, and started a fire on board the "Montcalm," which presently blew up with appalling results.

The scene a few days afterwards was desolate indeed. The "Montcalm" had completely disintegrated. One of her bower anchors was blown inland some miles from the scene of the explosion. The "Imo," a wreck, was ashore. Five vessels were sunk in Bedford Basin. The city suffered badly, the built-up area in the vicinity of the explosion being completely razed. To add to the dreariness of the scene, the shores were snow-clad and the harbour surface covered with sheets of broken ice. There was a very heavy death roll, both in the ships and ashore.

As usual in such circumstances, there were some amazing escapes. A Newcastle, N.S.W., pilot, in the R.N.R. in the 1914-18 war, was in Halifax at the time of the explosion, sitting at a desk in the Naval Control room ashore. Fortunately for him he was leaning back in his chair with his feet on the table when a piece of shell shot into the room and sheared off the legs of his chair, hurling

him to the floor but leaving him unharmed.

There have been similar happenings in the recent war. Those who were in Greece during those hectic days immediately preceding the evacuation will remember the holocaust in Piræus harbour, when a Clanship loaded with ammunition blew up, wrecking harbour installations, sinking and damaging many ships, and causing a huge death toll. Later in the war there was a disaster of great magnitude at Bombay, which will be remembered by some R.A.N. personnel who were present, H.M.A.S. "Bathurst" having been in the port at the time.

This again started with a fire, on board the ship "Fort Stikine," a vessel of 7142 tons loaded with a cargo of cotton and 1395 tons of ammunition. The first explosion was a terrifying detonation which spread fire and destruction over a wide area, setting dock warehouses ablaze and firing other ships, one of which, also carrying munitions, exploded 27 minutes after the "Fort Stikine," this second explosion being even more powerful and devastating than the first. Damage amounting to several millions of pounds was caused as vast quantities of blazing debris and cotton spread a sea of fire over sheds and ships, and a total of 731 were killed and 2500 injured. Fires on shore and on ships were still burning three days after the explosion.

The damage and casualties at Texas City on April 16th of this

year were caused in a similar way. On this occasion explosions followed a fire in the French freighter "Grand Camp," which was berthed in the docks. The vessel blew up and set in motion a series of blasts which quickly spread from the waterfront to the nearby industrial district. Losses included the ships "Grand Camp" and "Highflyer," two smaller vessels and several barges; 50 oil storage tanks; the nineteen-million dollar Monsanto Chemical Company's plant; and most of the docks, warehouses and office buildings on the waterfront. And there was a death toll of nearly one thousand. The "Grand Camp" was carrying a cargo of ammonium fertiliser.

With these examples of what can happen, Melbourne may be counted as fortunate that the recent explosion and fire on board the "Mahia" in that port in August last did not have results of far-reaching consequence. There is, however, under existing conditions, no guarantee that what has happened overseas cannot happen here in Australia; and the warnings that have been given, by example and precept, should be heeded to an extent that our ports may, with better justification, be regarded as havens for shipping in which potential dangers have been obviated so far as is humanly possible.

THE NAVY LEAGUE.

Mr. G. R. Rickards, Senior Partner, MacDonald Hamilton & Co., Sydney, and Mr. Barry E. Keen, Managing Editor of "The Navy," Sydney, have been elected Members of the Executive Committee of the Navy League, N.S.W. Branch.

Rear-Admiral G. D. Moore, C.B.E., Flag Officer in Charge, New South Wales, inspected and complimented a Guard of Navy League Sea Cadets at an Unveiling Ceremony recently, at which the Rear-Admiral was the principal figure.

NOTABLE NAMES IN AUSTRALIA'S NAVAL HISTORY

The "Silver" class destroyer "PARRAMATTA" was a 'foundation member' of the R.A.N., having been launched at Glasgow in 1918. With a length of 246 feet, a displacement of 700 tons and a speed of 26 knots, she carried 1.4" and 3.12 pdr. guns, and 3 18" torpedo tubes.

During the Great War, "PARRAMATTA" served with her flotilla in Pacific and East Indian waters until transferred to the Mediterranean in 1917.

While steaming to Malta on 16/8/17, "PARRAMATTA" depth-charged and sank an enemy submarine.

After the Great War, "PARRAMATTA" returned to Australia and was subsequently disposed of.

The second "PARRAMATTA" was an 'escort-sloop' of 1,060 tons, with a speed of 16½ knots and an original main armament of 3.4" guns. Launched at Cockatoo Island Sydney in June 1939, she was commissioned in April 1940, and left shortly afterwards for the East Indies Station, where she saw much hard service in the Red Sea and the Gulf of Aden.

Ordered to the Mediterranean in June 1941, she took part in the famous Tobruk Ferry run. On 24/6/41, while escorting the petrol-laden "Pass of Balmah" to Tobruk, "PARRAMATTA" and the sloop "Auckland" were heavily attacked by enemy aircraft. "Auckland" was sunk, but "PARRAMATTA" success-

fully defended her charge and herself, shot down several enemy aircraft, and brought 162 of "Auckland's" survivors to safety. "PARRAMATTA" was torpedoed and sunk 25 miles north of Bardia, at about 12.35 a.m. on 28/11/1941, with the loss of 146 lives. There were only 25 survivors.



H.M.A.S. "ARUNTA."

WHAT THE R.A.N. IS DOING

THERE were few and minor departures from the programme of the ships of the Royal Australian Navy as given in these pages in the September issue of "The Navy." In some cases dates were slightly amended, and, since our last issue, there has been a change in command of H.M.A.S. "Arunta," Commander G. G. O. Gatacre, D.S.C., R.A.N., and

Commander F. N. Cook, D.S.C., R.A.N., exchanging appointments, the former proceeding from "Arunta" to the appointment of Commander, Flinders Naval Depot, while Commander Cook assumes command of H.M.A.S. "Arunta" in his stead. The immediate past activities and the general programme arranged for the near future are as follows:—

DISPOSITIONS

The Cruisers

H.M.A.S. *Australia* (Captain H. J. Buchanan, D.S.O., R.A.N.) has relieved H.M.A.S. *Hobart* with British Commonwealth Occupation Forces in Japan, having arrived in Japanese waters early in September. On passage from Australia she carried the Minister for the Navy (Mr. Riordan) and the Chief of the Naval Staff (Admiral Sir Louis Hamilton, K.C.B.,

D.S.O.) and party, to Manus Island, where they were engaged on a tour of inspection. The Minister and the Chief of the Naval Staff embarked in Brisbane, and passage was via Samarai and Dreger Harbour (where N.O.I.C. New Guinea—Captain C. H. Brookes, R.A.N.,—was embarked), the party disembarking at Manus on 25th August, and H.M.A.S. *Australia* continuing her voyage to Japan via Guam.

H.M.A.S. *Hobart* (Captain D. H. Harries, R.A.N.), having been relieved by H.M.A.S. *Australia*, returned to Australia, arriving at Sydney in the latter half of August. She has been granted 50 days availability to give 21 days' leave to each watch. On passage from Japan, she carried the Right Honourable Herbert Evatt (Minister for External Affairs) and his party back to Australia.

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

10th Destroyer Flotilla

H.M.A.S. *Bataan*, Captain D10 (Captain J. C. Morrow, D.S.O., D.S.C., R.A.N.), is in Japanese waters, having arrived there, via Cairns, Dreger Harbour and Guam, on 18th August. She will be relieved, late next month, by H.M.A.S. *Warramunga*.

H.M.A.S. *Arunta* (Commander F. N. Cook, D.S.C., R.A.N.) ar-

rived back in Sydney in mid-September, after a tour of Queensland ports which lasted throughout August. This tour embraced Brisbane, Whitsunday Passage, Townsville, Goolid Island, Cairns, Upstart Bay, Bowen and Percy Islands. *Arunta* was granted availability from 20th September to make good urgent defects and to grant 21 days' leave to each watch. She relieves H.M.A.S. *Culgoa* in Japanese waters in late November.

H.M.A.S. *Warramunga* (Commander G. C. Oldham, D.S.C., R.A.N.) is in Sydney, where she arrived from an island cruise on the 18th of last month. From 20th September she was granted availability for refit and to grant 21 days' leave for each watch, before proceeding to relieve H.M.A.S. *Bataan* in Japanese waters late next month.

H.M.A.S. *Quickmatch* (Lt-Commander C. J. Stephenson,

R.A.N.) arrived back in Sydney from Japan early in September, having been relieved in Japanese waters by H.M.A.S. *Bataan*. Passage was via Manus, where she embarked the Minister for the Navy (Mr. Riordan) and the Chief of the Naval Staff (Admiral Sir Louis Hamilton, K.C.B., D.S.O.) and N.O.I.C. New Guinea (Captain C. H. Brookes, R.A.N.), Dreger Harbour (where N.O.I.C. New Guinea disembarked) and Cairns. H.M.A.S. *Quickmatch* was granted availability from 10th September for refit, and to grant 21 days' leave to each watch.

H.M.A.S. *Quiberon* (Commander J. L. Bath, R.A.N.) arrived in Sydney from Japan on 29th July, and from the end of the month was granted availability for refit and to grant 21 days' leave to each watch.

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.), is in the New Guinea area. After spending the month of August in the Sydney-Jervis Bay area exercising with H.M.A.S. *Murchison* and H.M. *Submarine Amphion*, she transferred to the operational control of N.O.I.C. New Guinea, arriving at Port Moresby early in September. The present intention is that she will be relieved in New Guinea waters by H.M.A.S. *Condamine* in January, 1948.

H.M.A.S. *Condamine* (Lieutenant-Commander J. H. Dowson, R.A.N.) arrived in Port Phillip Bay, proceeding to Williamstown on 19th September, on her return from New Guinea waters, passing from the north being via Point Cruz, Newcastle and Sydney. *Condamine* was granted availability on 22nd September for making good urgent defects, and

to give 21 days' leave to each watch. Present intentions are that she will depart from Port Phillip for working up exercises in the Sydney-Jervis Bay area during November and December, and will depart for New Guinea on 1st January, 1948, to relieve H.M.A.S. *Shoalhaven*.

H.M.A.S. Culgoa (Lt.-Commander H. L. Gunn, D.S.C., R.A.N.) is in Japanese waters. She will be relieved late in November by H.M.A.S. *Arunta*.

H.M.A.S. Marchion (Lt.-Commander J. McL. Adams, O.B.E., R.A.N.) is in Sydney.

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

20th Minesweeping Flotilla

The 20th Mine-Sweeping Flotilla is the Barrier Reef area, having during August resumed the sweeping operations which were commenced early in the year. It is anticipated that the present sweeping operations will continue until the end of the year. The present activity follows a two months' period in Sydney, where the Flotilla underwent refits and their ship's companies took leave.

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.M.A.S. 1326, 1323, 1328 and 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 "F" Class reserve.

L.S.T. 3014 (Lt.-Commander W. A. Wilson, R.A.N.R.) is in Fremantle.

L.S.T. 3022 is in Sydney, paid off into "P" Class reserve.

L.S.T. 3501 is in Sydney, refitting for cruise to the Antarctic with supplies and equipment for the Australian Antarctic Expedition.

L.S.T. 3035 is in Sydney, paid off into "F" Class 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.)) departed Bombay with Australian nationals for this country during August.

H.M.A.S. Kanimbla (Commander S. H. Crawford, M.B.E., R.A.N.R.(S.)) arrived in Sydney on 14th August after a voyage to Japan with personnel, etc., for British Commonwealth Occupational Forces.

Australian Minesweepers

These two vessels are at Flinders Naval Depot for training depot personnel.

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

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

Survey Ships

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

H.M.A.S. Barcoo (Lt.-Commander D.A. T. Gale, D.S.C., R.A.N.) is in the North Western area on surveying duties.

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 to **H.M.A.S. Lachlan** as tender.

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

H.M.A.S. Tallarook is tender engaged on surveying duties in 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 at Sydney has been placed in "E" class reserve.

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

H.M.A.S. Koola (Lieutenant G. G. Moss, R.A.N.R.(S.)) is in Sydney.

H.M.A.S. Woomera (Lieutenant A. R. Pearson, R.A.N.V.R.) is in 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.

GENERAL

"Barcoo" at Timor.

H.M.A.S. "Barcoo" had a break from her surveying duties when she took the Minister for the Interior (Mr. H. V. Johnson) and other Government officials on an inspection visit to Timor during July and August, the ship proceeding to Dilli and arriving back at Wyndham, where the Minister and his party disembarked on 4th August.

Bigger R.A.N.

Saying that the Department of the Navy is still working on the expansion plan in conjunction with the Admiralty, the Minister for the Navy (Mr. Riordan) announced on 6th August that plans for the post-war Royal Australian Navy visualise a force double the size of that pre-war. The fleet will include more large units, and personnel will be increased one hundred per cent. over 1939 figures.

Naval Estimates.

During the course of his announcement, the Minister said that not less than £15,000,000 was being spent on the Navy. This compares with £2,755,085, which was the naval expenditure during 1938-39. The outbreak of war in that year found the Royal Australian

Navy with a fleet of two eight-inch cruisers, **H.M.A. Ships "Australia"** and "**Canberra**"; four six-inch cruisers, **H.M.A. Ships "Sydney," "Hobart," "Perth"** and "**Adelaide**"; the Flotilla Leader **H.M.A.S. "Stuart"** and four destroyers, **H.M.A. Ships "Waterhen," "Voyager," "Vendetta"** and "**Vampire**"; the sloops "**Yarra**" and "**Swan**"; the survey ship "**Moresby**," and the depot ship "**Penguin**," with, in addition, the Royal Australian Fleet Auxiliary "**Kurumba**."

H.M.A.S. Manoora's Passengers.

On her recent voyage to Australia from India, **H.M.A.S. "Manoora"** brought 736 passengers (men, woman and children) to this country. They were British residents in India who desire to settle in Australia, and Australians who have been stranded in India awaiting the opportunity to return to their homeland. To these people the opportunity to make the passage in **H.M.A.S. "Manoora"**, despite the fact that she is still fitted as a troopship and could not therefore offer ideal passenger conditions, came as a great relief, as many of them had been awaiting transport for months.

Typhoon in Japan.

It is 58 years since Captain Kane, R.N., by a splendid feat of seamanship, brought **H.M.S. "Calliope"** out of Samoa Roads to the safety of the open sea, while the ships of other navies were stranded by a hurricane; but, in spite of increased horsepower down below, seamen still feel the very strong urge to get a good offing when anything out of the ordinary in the shape of a blow seems imminent. Five British warships and four U.S. naval vessels of the Occupation Force in Japan put to sea hurriedly when a typhoon, expected to arrive about the centre of Honshu Island, was reported early in August. Among the British vessels was **H.M.A.S. "Quickmatch"**, while others included **H.M. Ships "Sussex," "Gambia"** and "**Alert**." As the Commander of the American Naval Forces in the Far East is reported to have

said regarding the putting to sea of the U.S. ships, it is cheaper to steam than to be pulled off the beach.

Salvage Save.

A heavy salvage bill was saved when the engineers of the U.S. 10,500-ton tanker "**James J. Maguire**" managed to effect repairs while the ship was at anchor in a dangerous position during a gale off the entrance to Westernport Bay on 6th August. **H.M.A.S. "Gladstone"**, one of the Australian M/S vessels stationed at Flinders Naval Depot, went to the tanker's assistance and stood by, while two tugs proceeded from Port Phillip, but, fortunately for the ship's owners, her ground tackle held after she had drifted for some miles, and, although uncomfortably close to Pyramid Rocks, she was eventually able to get under way again and make port under her own power. The "**James J. Maguire**," with 3,500,000 gallons of aviation and motor spirit on board, was bound for Melbourne from San Francisco.

PERSONAL

Commander Jack Denny, R.A.N., of Melbourne, who recently returned to Australia after completing a twelve-months' course under the Chief Inspector of Naval Ordnance, Admiralty, has been appointed to Navy Office for duty at the Naval Ordnance Inspection Branch, Maribyrnong, Victoria.

Another recent appointee to the Naval Ordnance Inspection Branch, this time in New South Wales, is Lt.-Commander Henry C. W. Brewster, R.A.N., who has been appointed to **H.M.A.S. "Kuttatubul"**. Similarly to Commander Denny, Lt.-Commander Brewster recently returned from England after completing an ordnance course at Admiralty.

Commander F. N. Cook, D.S.C., R.A.N., who has succeeded Commander G. G. Gatacre, D.S.C., R.A.N., in command of **H.M.A.S. "Arunta"**, was one of

the first of the R.A.N. officers to experience enemy action in the recent war. When the war broke out he was on exchange duty with the Royal Navy, and was one of the ship's company of **H.M.S. "Royal Oak"** when the battleship was torpedoed by a German submarine in Scapa Flow on 14th October, 1939, with a loss of 786 out of a total of 1200 personnel. He subsequently had more than his share of having ships sunk under him. He took part in Combined Operations overseas, and was awarded his D.S.C. for "daring, skill and seamanship in successful combined operations at Bruneval." Following his return to Australia, he was Captain of **H.M.A.S. "Assault"**, and latterly and until recently was Commander at Flinders Naval Depot.

Commander G. G. O. Gatacre, D.S.C., R.A.N., with whom Commander Cook exchanged appointments, was also on exchange duty with the Royal Navy when war broke out in 1939, being then in **H.M.S. "Renown"**. He was in **H.M.S. "Rodney"** during the chase of the German battleship "**Bismarck**," and his D.S.C. was awarded "for mastery, determination and skill" during that action. Previous to his appointment in command of **H.M.A.S. "Arunta"**, Commander Gatacre was for twelve months on the planning staff at Navy Office.



COMMANDER GATACRE



— news of the World's Navies

England

AN interesting exchange of visits between ships of the Royal and Merchant Navies took place at Oban in June. While running trials off the West coast of Scotland the motorship "Agapenor," newest unit of the Blue Funnel Line, called at Oban, where H.M.S. "Devonshire," recently commissioned as sea-going training ship for cadets, was lying. Formal visits were exchanged, and the cadets were given an opportunity to inspect the latest type of cargo liner.

Mr. Lawrence Holt, partner in Alfred Holt & Co., managers of the Blue Funnel Line, had on board the "Agapenor" as his guests Vice-Admiral Sir Charles Morgan, Admiral Commanding Reserves, and Captain C. S. B. Swinley, Chief of Naval Information. The navigating officer of the "Devonshire," Lieutenant-Commander P. J. Morgan, is the Admiral's son, and in the course of his duties at Oban he received a signal inviting a cadet and an

ordinary seaman to breakfast in the liner.

These two guests were Cadet J. P. Swinley, elder son of the Chief of Naval Information, and Ordinary Seaman Stopford Holt, son of Mr. Lawrence Holt. At the breakfast table on 19th June they met their respective fathers, together with Admiral Morgan and the master of the "Agapenor," Captain J. Longmair. Later in the day parties of cadets arrived on board the liner to inspect her. Her accommodation is exceptionally good, the crew being accommodated in two-berth cabins, the design of which is the outcome of suggestions made by seamen from different ships of the line, who were invited to inspect models at Liverpool before the "Agapenor" was built.

Three series of tank landing ships, hitherto identified only by numerals, have been given names, as follows:—

LST (Q): "Ben Lomond" (ex-No. 2), "Ben Nevis" (ex-No. 1).

LST (A): "Attacker" (ex-No. 3010), "Avenger" (ex-No. 3011), "Battler" (ex-No. 3015), "Bruiser" (ex-No. 3025), "Charger" (ex-No. 3026), "Chaser" (ex-No. 3029), "Fighter" (ex-No. 3028), "Hunter" (ex-No. 3042), "Puncher" (ex-No. 3026), "Pursuer" (ex-No. 3504), "Searcher" (ex-No. 3508), "Slinger" (ex-No. 3510), "Smiler" (ex-No. 3514), "Stalker" (ex-No. 3515), "Striker" (ex-No. 3516), "Thruster" (ex-No. 3520), "Trouncer" (ex-No. 3523), "Trumpeter" (ex-No. 3524).

LST (J): "Anzio" (ex-No. 3003), "Dieppe" (ex-No. 3016), "Lofoten" (ex-No. 3027), "Messina" (ex-No. 3043), "Narvik" (ex-No. 3044), "Reggio" (ex-No. 3511), "Salerno" (ex-No. 3513), "St. Nazaire" (ex-No. 3517), "Suva" (ex-No. 3518), "Walcheren" (ex-No. 3525), "Zeebrugge" (ex-No. 3532).

In the "Attacker" series are repeated the names of a number

of American-built escort aircraft carriers which have since been returned to the United States under the Lend-Lease Agreement. "Avenger" is by no means a fresh name, the first ship to bear it having entered into service in 1778. "Hunter" is still older, commemorating the capture in 1656 of a Spanish vessel whose name was thus translated on her being added to the Royal Navy. The two "Bens" are new to the Navy List, as are the 11 names of amphibious operations.

On 17th July the Mediterranean Fleet sailed from Malta on its first summer cruise. After visiting various ports in the Levant it will return to its base on 23rd August. Ships taking part are the cruiser "Liverpool," flagship of the Commander-in-Chief, Admiral Sir Algernon Willis; the aircraft carrier "Triumph," flag officer (Air) Mediterranean, Vice-Admiral Sir Cecil Harcourt; the cruiser "Phoebe," flag officer, Destroyers, Rear-Admiral E. D. B. McCarthy; the cruiser "Mauritius," flag officer First Cruiser Squadron, Rear-Admiral R. Symonds-Taylor, together with the following private ships: aircraft carrier "Ocean," cruiser "Leander," depot ship "Woolwich," despatch vessel "Surprise," the destroyers "Chequers," "Chaplet," "Cheviot," "Chieftain," "Charity," "Chevron," "Venus," "Virago," "Haydon," "Talybont," "Stevenstone," "Brissenden," sloop "Mermaid," frigates "Bigbury Bay," "Whitesand Bay," netlayer "Protector," and landing ship "Dieppe."

Among the places to be visited by different units of the fleet are Sevastopol (only by the "Liverpool"), Istanbul, Athens, Nauplia, Heraklion, Melos, Mityleni, Rhodes, Aidespos, Spetsai, Suda Bay, Vauka Bay, Pamagusta, Larnaka, Limassol, Haifa and Jaffa.

H.M.S. "Wellington," a loop of 990 tons launched in 1934, has been acquired by the Honourable

Company of Master Mariners for use as their London headquarters. It is intended that she shall be moored alongside the Victoria Embankment, close to Temple Stairs. There will be ample space on board for a members' writing room, a library and a court room, which would also be available for shipping and other conferences. It is also hoped to provide space for a Merchant Navy museum or exhibition of modern navigational apparatus, with facilities for its demonstration and study. It may further be possible to offer training facilities to a City of London contingent of the Sea Cadet Corps, in order to further the education and training of young seamen.

It is estimated that to carry out the work of converting the "Wellington," and furnishing her for the purposes outlined above, will cost at least £100,000. In addition there are maintenance costs, which it is also sought to endow. Altogether a sum of about £300,000 will need to be raised. The Company, being composed wholly of master mariners, is not a wealthy fraternity. Nevertheless, the members have themselves found the initial purchase price of the "Wellington" as she lies, and they have available a small fund, amounting to about £7,000, with which to start the work of conversion.

Belgium

The following British motor mine-sweepers are on loan to the Belgian Navy: MMS 182, 187, 188, 189, 191, 193, 266 and 1020. The last-named is reported to have been equipped for surveying duties. In addition, the boom defence vessel "Barcock" has been chartered.

Egypt

It is reported from the Riviera that the German Admiralty yacht "Grille," which was acquired by a Lebanese millionaire, Mr. George Arvida, has now been resold to

the King of Egypt. At present the ship is undergoing a refit at Genoa.

Netherlands

Captain J. B. de Meester, the Dutch Naval Attaché in London, recently presented a medal on behalf of the Netherlands Government to the First Lord of the Admiralty, Viscount Hall, as a token of thanks to the Royal Navy for a gift of trees to help in the re-afforestation of the war devastated island of Walcheren.



CAPTAIN I. L. LLOYD.

Captain I. L. Lloyd retired this month from the service of the Melbourne Steamship Company, after a long and faithful service extending over a period of 43 years.

During his career he commanded in turn the following vessels of the fleet—"Melbourne," "Perth," "Brisbane," "Hobart," "Monaro," "Kurnalpi," "Dimboola," "Coolana," "Ellaroo," "Lorwana," "Mernoo," "Woolgar," "Duntroon."

The "Duntroon," while under his command as a troopship, on charter to the Commonwealth Naval Department, established a highly meritorious record transporting during the War years, over 135,000 troops, and travelling 220,000 miles without the loss of a single life.

Captain R. McLeman has been appointed to take charge of "Duntroon," which is now on her voyage to Japan with Soldiers' wives and children.

CAN THE SEXTANT SURVIVE?

(Continued.)

heads of navigation schools are consulting more together of late. This, I am sure, is all to the good. But let us not drop into the common error of forgetting the most important interest in the matter, the "consumer." In any committee set up to evolve policy with regard to Merchant Navy officer production let it not be forgotten that it is the shipmaster that is going to use the product. Therefore, on any such Committee there should be nominees appointed by the representative Societies, thus ensuring that the practical views of Shipmasters and Officers could be expressed.

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DECORATED

CHIEF SHIPWRIGHT A. W. ROBINSON, D.S.M., R.A.N.

WHEN H.M.A.S. "Hobart" was Operational Headquarters W Ship during the evacuation of Berbera in August, 1940, her personnel carried out a multiplicity of tasks which well proved the validity of the sailor's claim to be a handy man. Her shipwrights and joiners completed a pontoon which served as an additional embarkation pier, and proved invaluable during the evacuation; her signal staff provided ship to shore communication; her personnel provided security platoons to maintain order in the town, and a sea transport officer, beach master, and pier masters, and manned the two tugs "Queen" and "Zeila" in addition to "Hobart's" own motor boats, pinnace, and cutters during the evacuation.

Among those of "Hobart's" Company who were awarded recognition for their services was Chief Shipwright A. W. Robinson, D.S.M., R.A.N., who on 11th March, 1941, was awarded a Mention in Despatches "For good service in operations off the coast of British Somaliland."

His second award, that of the Distinguished Service Medal on 1st May, 1945, was for service against the Japanese in the S.W.P.A. when he was a member of the Ship's Company of H.M.A.S. "Australia," to which ship he was appointed in 1944. It was in recognition of his "gallantry, skill and devotion to duty whilst serving in H.M.A. Ship in the successful assault operations in the Lingayen Gulf."

A resident of Melbourne, Victoria, Chief Shipwright Robinson has been in the Royal Australian Navy for 22 years.

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HOTEL PLAZA

NAVY MIXTURE

— a Blend of Nautical Humour

No Speeding.

In "Life Line," Charles Graves tells of a Wartime Convoy Conference in Gibraltar at which the Commodore (a retired Admiral) asked the assembled ships' masters, amiably in polished English, whether there were any questions at which a tough old mariner called out:

"Is this an 8-knot convoy?"

"Yes, my dear sir," said the Admiral, with old-world courtesy.

"Okay, then," came the grudging reply, "but mind you, no blasted bursts of nine knots."

The Road to Crete.

The story is told of a Senior Officer of a force proceeding to Crete during the battle for that island in 1941, who kept the bunting tossers busy all the morning in between air attacks, signalling his "right-intentions" to the ships under his command. Time and again the hoists had gone up, "My right intentions are . . . until at last an exasperated destroyer captain made the signal which epitomised the feelings of all present: "The road to Crete is paved with right intentions."



"I think we should call a bit inspection, Premargest."

(Courtesy "The Bulletin.") replied: "Blinkin' long ones."

Simple.

Ocker: "Let's hear you define a wrinkle."

Dusty: "That's easy. It's something that if a prune hasn't got some of it's a plum."

Quite.

The Kipper: "I really think the English answer when the telephone bell rings is much better than a cunt 'Hello!'"

The Aussie: "Why, what do you say?"

The Kipper: "We say 'Are you there?' Then, of course, if you are not there, there is no use continuing the conversation."

Probably.

Visitor to Navy Office, wandering along corridor: "Which side is the Naval Board on?"

Messenger: "Ours, I think." /

He Wondered.

The Royal Navy enjoys simple stories. One day during the war a man wandered in to a Recruiting Office and announced that he wanted to be a sailor. After being congratulated on his patriotism he was asked whether he could swim. "Blimey!" was his startled reply. "Has Jerry sunk all our blinkin' ships?"

For This Relief.

Then there is the story of the English civilian who, after watching the Home Guard at drill, murmured with heart-felt emphasis the words: "Thank Gawd we've got a Navy."

Addition.

Matelot: "Look, Mare, I can tell you how to double the amount of beer you sell."

Barman: "How?"

Matelot: "Fill the glasses."

Stepping Out.

A seaman, asked what steps he would take if he discovered that the after magazine was on fire, replied: "Blinkin' long ones."

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NAUTICAL QUIZ

1. S.S. "Waratah" was lost on a voyage to England from Australia. Where, when, and to whom did she belong?
2. Do you know the name of the first British ironclad?
3. In his "British Polar Explorers," writing of 1911-12, Admiral Lord Mountbatten says: "—was fortunate in having Captain J. K. Davis in command of his ship." Who was fortunate, and what was the ship?
4. Rudyard Kipling's "Just So" song "The Riddle," contains the lines:
"And if 'Beavers' took their cargoes
To Penang instead of Lagos."
What were "Beavers"?
5. Do you know what ships comprised Captain Arthur Phillip's First Fleet?
6. With the putting on the Australian service of the "Straths" in 1931, the P. and O. departed from their traditional black hulls and funnels for white hulls and yellow funnels. Was this a complete innovation?
7. Talking of "Straths", do you know of any other "Strath" ships which were intimately associated with Australia?
8. What two world-famous capes were land-marks in voyages to and from Australia, and what diminished their importance?
9. Sailing north from Western Australia in September, 1699, in H.M.S. "Roebuck," William Dampier came to an island where "I had heard that there were both Dutch and Portuguese settlements."

Know it?

10. Does the following couplet awaken memories of a reference to our treatment of sailors?

"God and the Doctor we alike adore
But only when in danger, not before."

Answers on page 64.

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MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

INTERNATIONAL action is being taken to provide 13 "weather ships" to be stationed in the North Atlantic. Their duties will be primarily meteorological, but they will also take part in search and rescue services, provide navigational aids for aircraft in flight, and make oceanographical and other scientific observations when practicable. The stations are to be established as a result of an agreement signed last year, under the auspices of the Provisional International Civil Air Organisation. Of the stations, two will be maintained by the United Kingdom, who will also be jointly responsible with Norway and Sweden for a third; the U.S. will maintain eight; France one; and Holland and Belgium one. Four ex-naval "Flower" class corvettes are being converted for the British stations. They are 205 feet long with a displacement of 1,400 tons and a speed of 16 knots. They will be manned by civilians, including meteorologists and special radio and radar technicians.

Dutch dredgers are bringing up from the bottom of Rotterdam harbour bars of gold lost in 1940, when the Germans sank a pilot boat attempting to get away to England.

The British Minister of Transport (Mr. A. Barnes) stated recently that United Kingdom ship-owners have been authorised to buy from the United States approximately 100 Liberty Ships and

about 40 ships of faster type, including Victory Ships. Bids for eight of the faster ships had been accepted, and seven of these had been delivered to the purchasers. The price varies according to age, but averages about one million dollars each for the faster ships, and about half that amount each for the Liberty type.

In answer to a question in the House of Commons recently, a spokesman for the Government stated that by the Potsdam Agreement Germany is prohibited from building sea-going ships. It has, however, been agreed by the Allied Council that she should be allowed to build fishing trawlers. Capacity in German shipyards is being maintained for the repair and maintenance of her coastal merchant fleet, her fishing fleet, minesweepers, salvage and rescue vessels, and auxiliary craft.

The Japanese Government have been authorised to build five whale killer boats, three of 370 tons each, and two of 300 tons each.

The United States Navy is handing over to Greece six gunboats built in 1944-45 as coastal patrol ships.

The United Kingdom is not the only shipbuilding country undergoing handicaps through shortages of material. According to a report in the "Wall Street Journal," costly steel and costly labour in the United States threaten to run the American shipbuilding industry high and dry on to

a sandbank of inactivity. High costs of building have always been a factor in the United States. British yards build for about half the price of American; and Swedish, French and Dutch costs are also lower. The American industry took two heavy blows within a week recently, when steel prices and shipyard workers' wages both jumped. Steel alone counts for 30% of the total cost of materials going into a ship, while labour comes to about 50% of a vessel's total cost. America's private shipyards, which in 1943 turned out a record of 2,110 merchant ships and naval vessels, now have contracts to build only 54 sea-going ships of substantial size.

Heavy cuts in the United States Navy make it now less than one-fourth as powerful as it was when the Pacific war ended. Since Japan's surrender, the Navy's combat strength has been reduced from nearly 1,300 warships to 306 in active status. Similarly, personnel has been cut from nearly three and a half million officers and men on active duty, to less than 500,000, with further cuts impending as a result of budget economies.

The British Under-Secretary for Foreign Affairs (Mr. Mayhew) stated in the House of Commons recently that the Kiel Canal was being maintained in operating condition insofar as weather permitted and had been dredged since coming under British occu-

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**BRITAIN MUST
HAVE MORE FOOD**

pation. In a recent Memorandum submitted to the Deputies of the Foreign Ministers, the Danish Government emphasised the interest of Denmark in the freedom of navigation through the Canal, and suggested that it would be expedient to have the administration and use of the Canal superintended and controlled by an international body. British policy on the matter, said Mr. Mayhew, was another question.

According to the "New York Times" in a recent report, an abnormal surplus of bulk-carrying steamships on the Atlantic coast has driven the bottom out of the freight rate market between Atlantic ports and European terminals. Several tramp operators charged some of the large old-line companies, operating bulk services as well as regular trades, with having participated in the initial rate-cutting that precipitated the fall of the market.

The United States Bureau of the Census of the Department of Commerce announced recently that the percentage of American foreign shipments carried in American-flag vessels continued to decline during the first half of this year, falling from 61% in March to 56% in April of all merchandise exported. The great-

est decline in American-flag carrying was in the Azores-Mediterranean-Black Sea trades. In 1946 American ships carried 87% of the trade. In March of this year that figure had fallen to 64.2%, and in April to 57.5%. The American share in the Mediterranean trade is still far above pre-war figures. In 1938 her vessels carried only 22% of such business.

John W. Sawyer, of the U.S. Navy, has patented a device for determining compass errors. It is claimed that the new apparatus, adapted to be used by ship's personnel, permits ease of operation for determining from shore bearings the magnetic, or true, course of the vessel.

The United States Navy has announced that work will be started soon on what it hopes will be the world's two fastest combat submarines, the first new ships of the post-war fleet. The new vessels will incorporate everything that the U.S. Navy, its allies and its enemies, learned about submarine construction during the war. They draw their inspiration particularly from the last of the German submarines which were being made ready when the war ended. These two new boats will be named "Tang" and "Trigger."

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IT CLEANS
IT WON'T RUB OFF



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The Navy

SEAS, SHIPS AND SAILORS

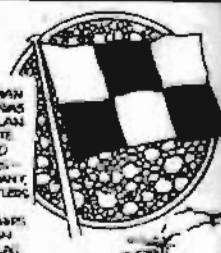
by NORMAN

FOOLHARDY!

In 1928 Capt. Frank Rowley, a German ex-airman, sailed from Lisbon to cross the Atlantic on (NOT IN) A RUBBER BOAT 275 FEET LONG, 5 WIDE, AND 18 IN DEEP. FIRST LEG WAS TO THE CANARY ISLANDS—17 DAYS. UNABLE TO USE HIS LEGS, HE WAS CARRIED ABOARD AT ST. THOMAS IS. ON AUG. 1. HE LEFT FOR ST. DOMINGO. SEP. 12: WAS DROWNED NEXT DAY.

QUEER ORIGIN

WHEN AN CANADIAN PACIFIC RAILWAY WAS BEING BUILT THE PLAN DIVIDED THE ROUTE INTO RED GREY WHITE BLOCKS—ONE FOR THE COMPANY, ONE FOR THE SETTLERS. SO, WHEN THE C.P. ACQUIRED SHIPS THIS UNUSUAL PLAN BECAME A HOUSING.



THE FRIDAY

... WAS A WOODEN SCHOOL BUS BUILT AT FREDERICKSBURG, VIRGINIA. KEEL WAS LAID ON A FRIDAY, SHE WAS LAUNCHED ON A FRIDAY, SHE BECAME A FRIDAY. THE NEXT FRIDAY, DROWNING WERE CAUSED, AND DEFTED THE AGAIN. RAISED ON FRIDAY, WAS ONCE MORE WRECKED ON FRIDAY, AND ALL HANDS WERE LOST. THEN THEY LEFT HER TO ROT.

ELINGAMITE

FOUR PLAYERS OF 40 YEARS, WHO CALLED THEMSELVES AN ELINGAMITE, BECAUSE A SHIP OF THAT NAME WAS WRECKED ON THE THREE KINGS ISLANDS, NOON OF NEW ZEALAND, ON 28 NOVEMBER 1901. THEY WERE LATER FOUND TO BE INCORRECTLY CAPTURED.

FARTHING A TRIP

THE MOST REMARKABLE MAIL SERVICE WAS THAT RUN BETWEEN THE SOUTH AUSTRALIAN GOVERNMENT AND THE EASTERN AUSTRALIAN GOVERNMENT. IN 1885 A MAIL WERE CARRIED BETWEEN ADELAIDE AND LAUNCESTON. THE SERVICE WAS RUN ON A FARTHING, ONE OF THE FARTHING.

THE SUFFIA NARU

THE SUFFIA NARU HAS BEEN ATTACHED TO THE NAMES OF JAPANESE MERCHANT SHIPS, FOR CENTURIES, AND FOR NEARLY AS LONG AUTHORITIES HAVE ARGUED OVER ITS ORIGIN. SOME CLAIM IT WAS THE NAME OF A SHIPBUILDER SENT FROM HEAVEN TO TEACH HIS CRAFT. SOME, THAT IT MEANS 'ROUND'. OTHERS, IT MEANS 'PERFECT', AND SO ON—AND SO ON //

FOR 68 YEARS

BOOK REVIEWS

By G.N.S.

the

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"Service to the Public"

"My Ship Is So Small," by Lloyd Rhys. (Georgian House, Melbourne.)

THE title of this excellent book
is taken from the Breton
Fishermen's Prayer:

"O God, be good to me,
Thy sea is so wide and
my ship is so small."

It is a first-class choice, for the
book tells of ships that are indeed
small, and of their adventures on
seas that are wide in truth, and,
furthermore, the spirit of the se-
lection sets the standard for the
book, which is a high one. There
is nothing cheap about Mr. Rhys'
work. He has a good subject, and
one obviously very near to his
heart. He has treated it well, with
restraint and sympathy and dig-
nity, and has performed a valu-
able service, not alone for the
Volunteer Coast Patrol and the
Naval Auxiliary Patrol, and the
ships and men that composed
those organisations, but for the
Royal Australian Navy and the
country.

The story he tells is an impor-
tant one. Its primary importance
lies in its making known the spirit
that exists among the Australians
of whom he writes; the spirit of
service for its own sake, of the
sacrifice of comfort and leisure and
of, in many cases, the financial loss
incurred by personnel, in their de-
sire to do something for their
country when a need arose.

In the early days of the war,
when the Volunteer Coast Patrol
was first formed, that service was
given in the face of set-backs and
discouragement, the duties per-
formed were unspectacular, the re-
wards, other than that of personal
gratification at one's own work,
were non-existent. But the spirit
survived. The keenness was there,
the enthusiasm for work and
training, the generosity with time,
boats and equipment, with the re-
sult that a foundation was laid on
which was built a small-ship ser-
vice which performed a most valu-
able function, not only in Aus-

tralian harbours and around the
Australian coast, but far afield in
northern waters in the front sea-
line against the enemy.

Mr. Rhys traces in considerable
detail the origin and growth of the
small ship service, from its first
formation with the Volunteer
Coast Patrol at Sydney during
1938. With the outbreak of war
the organisation of the V.C.P. was
already working and before long it
had extended its activities to 49
ports, extending from Queensland
to South Australia. The Volun-
teer Coast Patrol, together with
the later-formed National Emer-
gency Services Yachting Auxiliary,
was entirely voluntary. Its boat-
owning members made their boats
available and paid much of the
cost of running them, they and
their crews trained, exercised, car-
ried out useful work patrolling
harbours and adjacent coasts and
giving patrol protection to ships at
anchor. During the first two years
of the war, for example, the Syd-
ney section of the Volunteer Coast
Patrol patrolled "32,000 miles in
41 boats, which meant that within
the bounds of Sydney Harbour it-
self 188 miles of foreshore and 13
miles of commercial wharves were
under constant observation."

In August, 1941, the Royal
Australian Navy announced the
proposed formation of the Naval
Auxiliary Patrol, and the two ex-
isting organisations were invited to
co-operate and work as one unit,
henceforth to be known as the
Naval Auxiliary Patrol, "with the
 proviso that they were all to start
on one footing, irrespective of any
ranks held, or examinations pass-
ed, in their own organisations."
In spite of this hard ruling, the
rush for enrolment of men and
vessels was immediate. On the
first day of enrolment 250 men
applied for membership. Within
ten days more than 2100,000
worth of small craft and 450 men

were accepted, and still they came.
There was a total number of
40,000 members' attendances at
the training classes established.
"Enthusiasm? That was the key-
note of all they tackled."

In the space here available it is
impossible to give more than the
briefest outline of this book. It
goes on to tell of the growth and
work of the Naval Auxiliary Pat-
rol, of its achievements during the
Sydney Harbour raid by Japanese
midget submarines, of its later
achievements in New Guinea
waters, of the Fairmiles and the
Harbour Defence Motor Launches
and their activities against the
Japanese, of surveying, and of
the hundred and one jobs the
small ships did.

Life aboard a small ship in the
tropics, with cramped accommo-
dation and the hot, humid atmo-
sphere to add to discomfort, is
very trying. In such circum-
stances food takes a position of
importance above its average. In
this regard, Mr. Rhys has remarks
to make which Authority could
well take to heart. "In the small
ships," he says, "it was custom-
ary for each member of the crew
to take his turn at cooking . . .
and the point to be emphasised is
that few of them had had any pre-
vious experience in the tropics or
knew what food was suitable. Nor
was there anyone to advise them.
The Victualing Stores Branch
could easily have found dozens of
experienced former Pacific Islands

residents who would have been
glad and able to draw up a fairly
safe dietary chart, or the advice of
a professional dietician could have
been sought. But no; Senior Of-
ficers are loathe to accept the ad-
vice of a mere civilian; they ap-
pear to be afraid of someone
'putting it over' them, and Stores
Officers are no exception. To them
'Navy pattern' is a great safe-
guard. . . . Without being too fas-
tidious, we might well learn from
the Americans, that the character
and quality of provisions is almost
as important as their availability.
. . . In the little ships, where facili-
ties are so few, and living so con-
fined, under the worst of tropical
conditions, a dietary course is as
important as a course of signalling,
navigation, or any other branch
of seamanship."

Mr. Rhys is to be congratulated
on having written a very good
book, and one that deserves a wide
sale, not only among the men of
the little ships, but among the gen-
eral public.

Similarly, the Georgian House
is to be congratulated on the excel-
lence of the production. Every-
thing about the book is attractive,
and it is doubly welcome at a time
when so much of book production
leaves so much to be desired. A
handsome type face is used, there
are some excellent reproductions of
photographs, and in general there
is a distinctive air about the little
volume which is in keeping with
the standard of its literary content.

"Seven Sailors," by Commander Kenneth Edwards, R.N. (Collins, London.)

HERE is a valuable reference
book for all interested in
naval affairs. In "Seven Sailors"
Commander Edwards gives us a
series of short biographies and
character sketches of seven naval
officers who attained added dis-
tinction in the recent war, and
whose activities were in no small
measure responsible for the suc-
cess of the British Navies.

They are: The late Admiral Sir
Bertram Home Ramsay, K.C.B.,
M.V.O.; Captain William Glad-

stone Agnew, C.B., C.V.O.,
D.S.O., R.N.; Admiral Sir Bruce
Austin Fraser, G.C.B., K.B.E.;
Rear Admiral Leonard Warren
Murray, C.B., C.B.E., R.C.N.;
Captain Robert St. Vincent Sher-
brooke, V.C., D.S.O., R.N.; Vice-
Admiral Sir Edward Neville Sy-
fret, K.C.B., and Rear-Admiral
Thomas Hope Troubridge, D.S.O.

Commander Edwards always
writes well, and this book is no
exception to his usual standard.
He knows his subjects, and the

outline he gives of their lives and
careers gains in interest and value
from his penetrating study of the
characters he portrays. This book
should find a place on your
shelves.

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EX-NAVAL MEN'S Association of Australia

Patron-in-Chief



His Majesty The King

Federal Council

ON Friday, 15th August, the Federal President (Mr. A. J. Martin) accompanied by the Hon. Federal Secretary (Mr. G. W. Scott) paid an official visit to the Annual Meeting of the Australian Capital Territory Section, at the Gowrie Hut, Canberra.

The Federal President, in replying to the welcome given him by the foundation and immediate Past President (Mr. N. V. Hearsley) and the newly elected President (Mr. Les Ivey) thanked the officers, committee and members for the invitation extended to the Federal officers to be present at this meeting.

It was pleasing to note that amongst the many members present, was our good friend Captain R. C. Garsia, R.A.N. (Rtd). Many of our older members will remember Captain Garsia for his wonderful work on behalf of ex-Naval personnel who suffered so much distress during the depression years. One outstanding ex-

ample of his generosity was the provision of ten blocks of land, each of which consisted of ten acres, and these blocks when cleared of trees, helped support some members of the N.S.W. Section who were previously unemployed. The A.C.T. Section is indeed fortunate in having such a humane man for one of their members.

Our Association in Canberra has now elected to membership just on a score of ex-Royal Naval personnel; as time goes by it is expected that many more lads from "home" will find employment in the Capital, and will become a further link in the chain that binds us together.

The chain of which is composed of connecting links, joined together in such a way as to be capable of relative motion and of sustaining tension. The chain that we are all familiar with is the anchor chain that goes rattle and bang on arrival in port.

The chain has, to us, a signifi-

cance in the groups of organisations of the same character, under uniform control, affording simplification in dealing with matters of common interest, and a co-ordinated understanding of that journey from ship to shore, and civilian life.

The Ex-Naval Men's Association of Australia, with its worldwide affiliations, State Councils, Sections and Sub-Sections, is a strong chain, and should receive our support, so as to ensure that no weak links develop. Although we are individually chained in a secure anchorage, we must apply the chain's other function, that is, of conveying motion. We must hold together as individual links and pull with the chain sustaining an even motion, and never make that signal "finished with engines," keeping in mind those who are still cruising around, perhaps having a rough passage, and looking for a secure anchorage. The chain is as strong as its weakest link.

Victoria Section

YOUR Committee have pleasure in submitting this, the 27th Annual Report and Balance Sheet of the Victoria Section for the year ended 30th June, 1947. It is gratifying to your Committee to have had such loyal support from the members.

The funds generally are in a sound position, and the membership during the year has shown a steady increase. Attendances at the General Meetings, which are held at Unity Hall, 636 Bourke Street, Melbourne, on the first Wednesday of each month, have been well attended.

The Social Committee, formed

in January, 1947, has fulfilled a long-felt want in providing various forms of entertainment at the conclusion of each General Meeting.

Your Committee, on your behalf, express your thanks to the

Social Committee in organising Picnics, Dances, and the Annual Cabaret Ball (to be held on 12th September) during the year, and it is earnestly requested that more members attend the social functions.

Balance Sheet as at 30th June, 1947.

LIABILITIES.				ASSETS.			
	£	s.	d.		£	s.	d.
General Fund	2170	17	8	Cash in Banks	901	10	7
King George Fund	17	0	0	Commonwealth Bonds, at cost	2000	0	0
Charities Fund	162	6	0	Furniture, etc., at cost	151	7	11
Subs. paid in advance	525	1	6	Trustees of C.P. Fund, grants to be reimbursed	70	0	0
Suspense Account	24	15	0				
Fed. Council, Capital, etc.	44	11	10				
Trustees, C.P. Fund Contributions	178	2	6				
	£3122	18	6		£3122	18	6

Patron-in-Chief. Your Committee, on your behalf, is pleased to reaffirm your loyalty and devotion to our Patron-in-Chief, His Majesty King George VI.

Patrons. Your Committee, on your behalf, express your thanks and appreciation for the honour, prestige and support given the Association in general by His Majesty's representatives in Australia.

Vice-Patrons, Life and Honorary Members. Your Committee, on your behalf, express to these gentlemen your sincere appreciation for their continued interest and generous financial support during the past year.

New Members. During the year 1545 new and rejoining members have been enrolled, this number including 256 W.R.A.N.s, and ex-W.R.A.N's. To all the new members your Committee extend your warmest welcome and hope that they will take an active interest in the welfare of the Association, aspire to office and endeavour to live up to our motto: "Each for All and All for Each."

Employment and Relief. Your Committee desire to express your thanks and appreciation to the officers of the Section concerned with the administration of the above headings. Assistance has been given to members from the King George Fund for Sailors and the Charity Fund.

Your Committee desires to express your thanks to the many employers of labour who have again shown their keen interest in the re-employment of ex-naval men and woman.

Anzac Day March. A record number of naval and ex-naval men took part in the 1947 Anzac Day march through the City of Melbourne to the Shrine of Remembrance under the leadership of Captain L. A. W. Spooner O.B.E., R.N. (Rtd.) (1914-1918 veterans), and Captain A. J. White, R.A.N. (Rtd.) (1939-1945 veterans).

Your Committee, on your behalf, extend your sincere thanks to Captain Spooner and Captain White and to the members who

so ably carried out the duties of flag-bearer and markers, which contributed towards making the march an inspiring spectacle and showed that the Spirit of Anzac has not diminished through the years.

Obituary. It is with profound regret that your Committee have to record the deaths of the following members during the year:—Rev. C. Hudson, R.A.N. (Rtd.), Vice-Patron; Messrs. E. A. Bell (22 years' membership); C. G. McCarthy (2 years); R. Boyd (12 years); H. W. Fletcher (9 years);

C. S. Martin (1 year); W. Cole (18 years); H. J. Church (20 years); J. McGowan (22 years); A. Bagnell (21 years); R. A. Anslow (7 years); C. O'Neill (20 years), and J. Eden.

Your Committee, on your behalf, express your deepest sympathy to their bereaved relatives. Grants totalling £237 have been paid to the nominees of these late members.

Social Committee. With the formation of a new Social Committee in January, the social part of our meetings have been well

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AGE GROUPS:

Seamen, Stokers, Writers (Clerks), Sick Berth Ratings, Cooks, Stewards, Signallers and Telegraphists.	Over 17½ years and under 21 years.
Shipwrights and Joiners (Qualified carpenters with at least two years' experience as Shipwright, Boatbuilder or Bridgebuilder.)	Trademen of 5 years' experience up to 34 years.
Apprentice Shipwrights and Joiners (completed at least 3½ years)	Minimum age 18 years.
Fitters & Turners, Boiler-makers, Copper-smiths, Pattern-makers, Engine Smiths, Moulders, Electrical Fitters, Instrument Makers, Painters, Plumbers, Blacksmiths, and Dental Mechanics.	Trademen of 5 years' experience, up to age of 25 years. (Special cases up to 25 years)
Apprentice Electrical Fitters (completed 3½ years)	Minimum age 18 years
Mr. Jelene	17½ to 23 years

(Trademen will be required to pass a trade test before entry)

ALL CANDIDATES will be required to produce Birth Certificates and a Statement, showing the highest Educational Standard attained. CANDIDATES UNDER AGE OF 21, must have Parent's consent.

EX-R.A.N. and RESERVE RATINGS are invited to RE-ENTER for 6 or 12 years.

For full details apply to:

The Naval Recruiting Officer, R.M.A.S. "LONSDALE", Roma Street, Port Melbourne. M.V. 1616.

catered for. The highlight of the activities of the Social Committee was a football match between teams from our Association and the Commercial Broadcasting Stations on Sunday, 27th April, 1947, when the proceeds, approximately £260, were handed to the Lord Mayor of Melbourne for his "Food for Britain" appeal. The forthcoming Cabaret Ball should prove just as successful.

Melbourne Naval Centre. It is with pleasure that your representatives (Messrs. H. E. Ivey, C. H. Hall and S. Neville) on the Melbourne Naval Centre Committee announce that the Trustees of the Melbourne Naval Centre have purchased the building at 383 Plinders Lane, Melbourne, to establish the Melbourne Naval Centre, and hope that in the near future, when the necessary alterations have been carried out, it will fulfil a long-felt want as a meeting place for all naval and ex-naval personnel. Your representatives announce with a great deal of pleasure that your Hon. Secretary

has been appointed Manager-Secretary of the Melbourne Naval Centre.

Services Canteen Trust Fund. It is with pleasure that your Committee report that Mr. J. R. Dalziel, a member of Victoria Section, has been appointed by the Commonwealth Government to represent the Ex-Naval Men's Association of Australia on the Trust.

Sub/Sections. Your Committee have the greatest pleasure in announcing that a Sub-Section was inaugurated at Essendon on Thursday, 14th August, 1947, and hope that more Sub-Sections will be established in other districts in the very near future. Your Committee express your thanks to the members who made it possible for the Essendon Sub-Section to be established.

Ladies' Auxiliary. The Ladies' Auxiliary during the past year has increased its activities by packing and forwarding to Britain parcels of food for our less fortunate kinsmen. Your Committee, on your behalf, say many thanks for their

magnificent efforts.

Executive Officers. Your Committee, on your behalf, express to the Executive Officers (Mr. H. E. Ivey, President; Mr. A. J. Smith, Vice-President; Mr. W. H. Sullivan, Hon. Secretary; Mr. H. R. Lockwood, Hon. Treasurer, and Mr. C. L. Leggo, Hon. Organising Secretary) your appreciation for the capable manner their respective duties were carried out during the past year.

Hon. Solicitors. We desire to express your grateful thanks to Messrs. J. Mahony and H. O'Brien for their invaluable personal services, and to whom the interests of the Section are a primary consideration.

Change of Address and Nominee for C.P.F. Grant. Members are again reminded of the importance of immediately notifying the Hon. Secretary of any change of address, and any change of Nominee for Grant from C.P.F.

In conclusion, it is desired to express to our Patron-in-Chief, Patrons, Vice-Patrons, Life and Honorary members, members and their families, and friends of the Section, our best wishes for their health, happiness and prosperity during the years that lie ahead.

H. E. IVEY, President.
W. H. SULLIVAN,
Hon. Secretary.

OFFICE BEARERS, 1947-48.

President: Mr. H. E. Ivey.
Vice-Presidents: Mr. C. H. Hall, Mr. A. J. Smith, Mr. W. J. Pearce.

Hon. Secretary: Mr. W. H. Sullivan.

Hon. Treasurer: Mr. H. R. Lockwood.

Hon. Assistant Secretary: Mr. H. G. Fennell.

Committee: Mr. G. Britt, Mr. C. L. Leggo, Miss C. J. Robb, Mr. F. Tubb, Miss N. Honey, Mr. R. C. Davies, Mr. F. J. McCarthy, Mr. Chas. G. Smith.

Trustees: Mr. J. Higginbotham, Mr. W. J. Pearce, Mr. A. J. Smith.

Legal Advisors: Mr. J. Mahony, B.A., LL.M., H. O'Brien, LL.B.

With the Officers of

THE MERCHANT NAVY

List of certificates of competency issued during the period 1st January, 1947, to 30th June, 1947, which includes those changed for Temporary Certificates.

Masters and Mates.

(a) Foreign-going Ships.


Name.	Date of Issue.	Grade.
Adamson, Francis James	30.1.47	2nd Mate, S.
Aspinall, Ernest John Laurence	6.3.47	2nd Mate, S. (Temporary)
Barber, James Hall	30.1.47	2nd Mate, S.
Blackwood, Henry	28.5.47	1st Mate, S.
Bolland, Kenneth	2.5.47	2nd Mate, S. (Temporary)
Bradley, John Henry	13.2.47	2nd Mate, S. (Temporary)
Bradley, John Henry	19.6.47	2nd Mate, S.
Chapman, John Chadwick	22.4.47	1st Mate, S.
Coates, Rodney McLain	24.3.47	2nd Mate, S. (Temporary)
Cooper, Ian Hamish	19.2.47	Master, S.
Corbett, Rene Vivian Alan	28.5.47	Master, S.
Doodie, Frank Bertram	2.4.47	Master, S.
Faulkner, Redmond Sneyd	22.2.47	1st Mate, S.
Gillings, Thomas Henry Carson	2.4.47	1st Mate, S.
Grimdie, William Frank	14.5.47	1st Mate, S.
Groindrod, Edward William Phair	2.6.47	2nd Mate, S. (Temporary)
Gunningham, Brian	28.5.47	2nd Mate, S.
Gwynne, William Henry	28.2.47	Master, S.
Harbord, Walter Laurence	29.4.47	1st Mate, S.
Hennings, Ronald Philip	26.5.47	Master, S.
Hodkinson, Harold Alwyn Camie	26.3.47	2nd Mate, S. (Temporary)
Hodkinson, Harold Alwyn Comie	21.5.47	2nd Mate, S.
Hutchison, Lloyd Alexander	2.6.47	2nd Mate, S.
Johnson, Edwin Goldie	19.2.47	2nd Mate, S.
Liley, Edward Thomas	2.6.47	2nd Mate, S. (Temporary)
MacFarlane, Robert	30.4.47	2nd Mate, S.
MacKay, Angus Hartley	6.3.47	2nd Mate, S. (Temporary)
Mahler, Kevin Charles	13.3.47	2nd Mate, S. (Temporary)
Manthorpe, Dudley Preston	10.4.47	2nd Mate, S.
Mandle, Cyril Stanley	14.5.47	Master, S.
Martin, David Lorimer	2.6.47	2nd Mate, S. (Temporary)
Milner, Thomas	5.3.47	Master, S.

Name.	Date of Issue.	Grade.
McGrane, John Thurston	6.3.47	2nd Mate, S.
McIntosh, Gordon Ross	19.6.47	2nd Mate, S. (Temporary)
McIntosh, Kevin	19.2.47	2nd Mate, S.
McMillan, Gordon Semmens	28.6.47	2nd Mate, S.
Newing, Alan Phillip	25.6.47	Master, S.
Norton-Smith, Alan	7.2.47	1st Mate, S.
Pearson, Roy David	5.2.47	1st Mate, S.
Phillips, John Roquet	15.2.47	1st Mate, S.
Riding, Frank Collier	2.4.47	Master, S.
Robertson, Duncan Cameron	5.3.47	Master, S.
Rothery, John Henry	2.4.47	1st Mate, S.
Sager, Geoffrey Gordon	6.3.47	2nd Mate, S.
Skinner, Keith	12.2.47	2nd Mate, S. (Temporary)
Smith, Edward Scott	21.3.47	Master, S.
Smith, Hubert Downton	16.4.47	1st Mate, S.
Smith, Kenneth Denny	7.5.47	2nd Mate, S. (Temporary)
Snelgrove, John Ronald	30.4.47	2nd Mate, S.
Solomon, Alfred Keith	2.6.47	2nd Mate, S. (Temporary)
Springall, Clive Collin	23.1.47	2nd Mate, S.
Suttle, Desmond George	23.4.47	2nd Mate, S.
West, James Kevin Weeden	30.5.47	2nd Mate, S.
White, Robert Laurence	10.4.47	2nd Mate, S.
Young, John Carlyle	28.5.47	1st Mate, S.

(b) Limited Coast Trade.		
Name.	Date of Issue.	Grade.
De Vos, Johannes	30.5.47	Master, s.g. "B", F. and A.
Forbes, William Geoffrey	1.4.47	1st Mate, s.g. "A", S.
Gulliver, Charles Edmond	22.4.47	Master, s.g. "D", S.

(c) River and Bay Ships.		
Name.	Date of Issue.	Grade.
Collins, John Patrick	2.6.47	Master, s.g. "A", S.
Hewet, William Alfred George	30.6.47	Master, s.g. "B", S.
Parker, Edward Frederick	13.3.47	Master, s.g. "B", S.
Treacy, John Joseph	26.6.47	Master, s.g. "C", S. (unlimited tonnage).

Engineers.		
(a) Imperial Validity.		
Name.	Date of Issue.	Grade.
Appleby, Eldon Elliott	21.2.47	1st Class, C.
Baker, Geoffrey Thomas	8.5.47	1st Class, M.



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Name.	Date of Issue.	Grade.
Barnwell, Edgar McDonal	27.1.47	1st Class, C.
Barry, James Ernest	1.5.47	2nd Class, S.
Bateman, Leonard	31.1.47	1st Class, C.
Biddulph, Kevin	17.6.47	2nd Class, S.
Boshell, William Kennedy	20.6.47	1st Class, S.
Boyle, William Gordon	23.1.47	1st Class, C.
Clarke, Frederick John	5.6.47	1st Class, C.
Cody, Douglas Kennedy	27.1.47	1st Class, S.
Darnley, Allen Russell	6.2.47	2nd Class, S.
Denholm, Alfred Slater	23.1.47	1st Class, S.
Dick, Alexander Norris	14.4.47	1st Class, C.
Dobbin, Peter Pergus	30.6.47	1st Class, S.
Evans, Henry Sydney	11.2.47	2nd Class, S.
Evans, Ivor Ernest	10.2.47	2nd Class, M.
Fairley, David John	26.6.47	1st Class, C.
Fitchett, Kenneth Thomas	30.6.47	2nd Class, S.
Front, Leslie	9.6.47	1st Class, C.
Harris, Reginald Owen	29.5.47	2nd Class, S.
Hill, James Adam	31.1.47	1st Class, C.
Hobden, Alan Frank	31.1.47	1st Class, S.
Hughes, William McIvor	7.3.47	1st Class, C.
Hutt, John Jephcott	17.6.47	2nd Class, S.
Irvine, John Simpson	31.1.47	1st Class, S. 2nd Class M., Endt.
Irvine, John Simpson	17.2.47	1st Class, C.
James, Paul Vincent	22.5.47	1st Class, C.
Jervia, Harry	8.5.47	1st Class, C.
King, Keith James	15.3.47	1st Class, S.
Lamb, Richard	13.1.47	1st Class, C.

Name.	Date of Issue.	Grade.
Marsden, David Harris	18.3.47	2nd Class, S.
Moncreath, Colin Lewis	9.5.47	2nd Class, S.
Murphy, Leslie Gordon	18.2.47	1st Class, S.
McConville, Arthur Henry	31.1.47	1st Class, C.
McCracken, George	26.5.47	2nd Class, S.
McDonald, Joseph Henry	30.5.47	2nd Class, M.
McRae, John Findlay	18.2.47	2nd Class, S.
Nelson, Robert	15.5.47	2nd Class, S.
Newby, Dennis James	7.3.47	2nd Class, S.
Picken, John Herman	3.4.47	2nd Class, S.
Piper, Keith Edward	19.3.47	2nd Class, S.
Raymond, Archibald	14.4.47	1st Class, M.
Robertson, Malcolm Henry	22.3.47	2nd Class, M.
Serwood, Arthur Henry	26.3.47	1st Class, S.
Simmons, James Tapley	17.6.47	2nd Class, S.
Suttie, Thomas Owen	6.6.47	1st Class, S.
Steele, Robert	31.1.47	1st Class, M.
Tippett, Stanley Arthur	20.6.47	1st Class, C.
Tooth, John Donald Macanab	26.3.47	1st Class, S.
Valley, Edward	5.3.47	2nd Class, S.
Wallis, Clarence James	17.6.47	2nd Class, S.
Wallis, Terence John	6.6.47	1st Class, S.
Walter, Harry Frederick	15.5.47	2nd Class, S.
Webb, Alfred Walter	12.5.47	1st Class, S.
Welsh, Thomas Joseph	21.2.47	2nd Class, S.
Welsh, Thomas Joseph	7.3.47	2nd Class, C.
Wonders, Arthur William	18.4.47	1st Class, M. 2nd Class, S., Endt.
Wood, Roy Harry	28.4.47	1st Class, C.

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YACHTING NOTES FROM THE

CRUISING YACHT CLUB OF AUSTRALIA

By P. M. LUKE, Vice Commodore

JUDGING by the amount of preparation and particularly the number of new yachts under construction, the indications are that the coming season will be the most interesting yet in the ocean racing branch of yachting.

The C.Y.C. begins the Summer programme with the Bird Island (Pittwater) Race for the Founders Cup, and C.Y.C.A. prizes. One of the conditions of this event is that each yacht must be skippered by the owner and be crewed by amateurs. This race is held each year on the October holiday week-end to commemorate the first race which the C.Y.C.A. held in 1943. Incidentally, the C.Y.C.A. Summer and Winter programme is now available from the Secretary for those interested.

On Friday, 22nd August a new yacht, Coolalie, was launched at Newcastle. She is owned by Mr. R. Eddes and is a reproduction of the Stortebekker 4 which a German Naval officer sailed across the Atlantic singlehanded some years before the war. Mr. Tyson of Lake Macquarie, has made an excellent job of the building and next month I shall be able to give a first hand report on her performance, as I will be a crew member on her maiden passage.

Bob Sloman, mate aboard Christina, is busy redesigning her sail plan. Bob is juggling with a taller stick and a larger, more efficient fore triangle and at the same time trying to keep her favourable handicap down as low as possible.

A letter from Jack Earl aboard Kathleen at Thursday Island reports a marvellous cruise so far and good prospects for the Indian Ocean crossing.



At the time of writing the Plymouth-La Rochelle race held by the R.O.R.C. is in progress and some anxiety is felt for 14 of the 29 starters. Bad weather

was experienced during the race and it is hoped that any competitors in trouble have taken shelter and will turn up in due course. It is my belief that the average English yachtsman has to be a better seaman than his Australian counterpart in view of the difficult condition round the English coast. Sand banks, strong tidal streams, short shallow water seas and poor visibility combine to give the channel racing skippers a more hazardous life than we are used to along the New South Wales coast. We are blessed with a bold steep to coast line with no dangers outside the 10 fathom line, and a fairly regular wind system which, with a little guessing and a lot of luck, can furnish a fair wind both ways.

Speaking of wind, John Kemp who recently took delivery of his new Julnar type yacht built at Tuncurry, had the misfortune to meet a S.W. blow off Barrenjoey on her maiden passage. Something let go and the mast went over the side. To prevent further damage the rigging screws were undone and the wreckage cast adrift—the only item saved being the boom. The rest of the gear, sails, spars and rigging, all new, were lost.

Another unfortunate yachtsman is Mr. House, of Woollahra, who, at the moment has lost his yacht Alcyone, altogether. She was stolen from Double Bay and after an intensive search of the harbour, without result, Mr. House intends extending the search by air. There should be

quite a story to be written concerning the various thefts of yachts from time to time. I remember when the "Flood Tide" disappeared from Middle Harbour and was found by her irate owner near Lion Island with a crew of school boys in search of adventure. Amongst other equipment, they had some mercury to treat possible infection acquired "en route".

The Currawong narrowly escaped destruction some time before she was sold to Melbourne when she was left anchored with her stern swinging a few yards clear of the rocks at Bondi. Again schoolboys were responsible. Apparently, as Prince Henry the Navigator of Portugal said many years ago, "Navigare Necessaire est."



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OCTOBER

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Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.

His Excellency the Governor-General in Council has approved of the following changes being made:—

PERMANENT NAVAL FORCES OF THE COMMONWEALTH (SEA-GOING FORCES).

Appointments.—Lieutenant-Commander Nicholas Lawrence Turner Kempton is appointed on loan from the Royal Navy (Exchange Officer), with seniority in rank of 16th February, 1946, dated 27th May, 1947; Lieutenant (A) Arnold Herbert Cressall Smith is appointed on loan from the Royal Navy (Exchange Officer), with seniority in rank of 1st April, 1946, dated 23rd June, 1947.

Promotion.—Lieutenant-Commander (E) (Acting Commander (E)) Arthur Francis Turner, D.S.C., is promoted to the rank of Commander (E), dated 30th June, 1947.

Confirmation in Rank.—Leslie Lancelot Scott Dyer, Warrant Electrician (Acting), is confirmed in the rank of Warrant Electrician, with seniority in rank of 5th June, 1946; Colin Henry Stewart, Ernest James Morrison and Donald John Simons, Acting Warrant Electricians (Provisional), are confirmed in the rank of Warrant Electrician (Provisional), with seniority in rank of 7th June, 1946.

Fixing Rates of Pay.—Lieutenant (S) William Harris is paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Lieutenant-Commander (S) (on promotion), whilst acting in that rank, dated 23rd June, 1947.

Secondment.—Commander (S) Frank George Crowther is seconded for duty as Comptroller and Military Secretary to His Excellency the Governor-General, with the rank of Captain (S) (Acting) whilst holding the appointment, dated 15th May, 1947.

Transfer to Emergency List.—Lieutenant Hugh Thomas McDonald, D.S.O., is transferred to the Emergency List, dated 26th June, 1947.

Termination of Appointments.—The appointment of Peter Williams as Sub-Lieutenant for temporary service is terminated, dated 13th May, 1947. The appointment of Douglas Phillip McIntyre as Cadet Midshipman is terminated, dated 13th June, 1947.

EMERGENCY LIST.

Termination of Appointment.—The appointment of Lieutenant-Commander (E) David Dundas Aitken for temporary service is terminated, dated 27th May, 1947.

RETIRED LIST.

Termination of Appointment.—The appointment of Lieutenant (E) Thomas Turnbull, M.S.M., for temporary service is terminated, dated 3rd June, 1947.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH. ROYAL AUSTRALIAN NAVAL RESERVE (SEA-GOING).

Promotion.—Lieutenant-Commander Alan Lyon O'Connor Wilkinson is promoted to the rank of Commander, dated 30th June, 1947.

ROYAL AUSTRALIAN NAVAL RESERVE.

Promotions.—Lieutenant-Commander Leonard Dale Williams is promoted to the rank of Commander, dated 30th June, 1947; Acting Lieutenant-Commander Robert Mervyn Bailey is promoted to the rank of Lieutenant-Commander, dated 30th June, 1947; Lieutenant-Commander (S) (Acting Commander (S)) Charles Andrew Neas is promoted to the rank of Commander (S), dated 30th June, 1947.

Transfer to Retired List.—Lieutenant Alec Gordon Winning is transferred to the Retired List, dated 17th June, 1947.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Promotions.—Lieutenant-Commanders George Hermon Gill, M.B.E., and Philip Jack Sullivan are promoted to the rank of Commander, dated 30th June, 1947; Acting Lieutenant-Commanders Charles Donald Hearder Friend and William Hunter Newby are promoted to the rank of Lieutenant-Commander, dated 30th June, 1947, and 1st July, 1947, respectively; Lieutenants Lance William James Fairlie and Francis Reginald Warner Page are promoted to the rank of Lieutenant-Commander, dated 30th June, 1947; Lieutenants (S) Keith Hamilton Waterhouse, John Charles Kookwood Proud, O.B.E., Stanley Orr Morrison and Alastair Leveson George are promoted to the rank of Lieutenant-Commander (S), dated 30th June, 1947.

Confirmation in Rank.—Engineer Lieutenant (on probation) Arthur William Wonders is confirmed in the rank of Engineer Lieutenant, with seniority in rank of 17th July, 1945.—(Ex. Min. No. 36—Approved 31st July, 1947.)

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



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PERMANENT NAVAL FORCES OF THE COMMONWEALTH (SEA-GOING FORCES).

Appointments.—The following officers (for temporary service) are appointed to the Permanent List, to date 11th February, 1947:—

To be Lieutenant-Commander.—Francis David Shaw, seniority in rank 1st February, 1944.

To be Lieutenants.—Arthur Irwin Chapman, seniority in rank 17th December, 1939; William Noel Swan, seniority in rank 26th February, 1940; Cecil James Cochran, seniority in rank 9th March, 1940; William Frederick Evans, seniority in rank 1st May, 1941; Robert Telfer Coyett, D.S.C., seniority in rank 11th February, 1942; Hugh Pryce Jarrett, seniority in rank 1st February, 1943; John Edmund Gillon, seniority in rank 8th March, 1944; Derrick Morice Norton, seniority in rank 1st April, 1945; Bryan Louis Cleary, seniority in rank 21st June, 1945; Ronald Owen Branch, seniority in rank 11th September, 1945; and James Hume, seniority in rank 28th December, 1945.

To be Lieutenants (S).—Graham Campbell, seniority in rank 29th December, 1940; Frederick Edward Irvine, seniority in rank 1st September, 1942; Robert Grant Craft, seniority in rank 18th February, 1943; Oscar George Streeter, seniority in rank 10th October, 1943; James Rose Williams, seniority in rank 17th April, 1944; and William Arthur Allen, seniority in rank 6th September, 1944.

To be Sub-Lieutenant (S).—Peter Gordon Fulton, seniority in rank 5th November, 1945.

The following appointments are made to date 11th February, 1947:—

To be Lieutenant-Commander.—Vincent George Jerram (Acting Temporary Lieutenant-Commander, R.A.N.R. (S)), seniority in rank 1st August, 1945.

To be Lieutenant-Commander (Provisional).—Malcolm Russell Bromell (Lieutenant, R.A.N.V.R.), seniority in rank 1st February, 1946.

To be Lieutenants.—Thomas William Smith (Lieutenant, R.A.N.V.R.), seniority in rank 20th November, 1941; and William Wylie O'Loughlin (Lieutenant, R.A.N.R.), seniority in rank 27th April, 1943.

To be Acting Lieutenants.—William James Watts (Lieutenant, R.A.N.V.R.), seniority in rank 21st July, 1941; Leslie Mushins (Lieutenant, R.A.N.V.R.), seniority in rank 9th April, 1944; William George Copeland (Sub-Lieutenant, R.A.N.R.), seniority in rank 3th December, 1944; and John Hugh Vaughan Wheeler (Lieutenant, R.A.N.V.R.), seniority in rank 30th March, 1945.

To be Sub-Lieutenants.—Vincent George Keeran (Sub-Lieutenant, R.A.N.R.), seniority in rank 1st April, 1946; Barry Ashley Williams (Sub-Lieutenant, R.A.N.R.), seniority in rank 1st April, 1946; Jack Scott-Holland (Temporary Sub-Lieutenant, R.A.N.R. (S)), seniority in rank 10th May, 1946; Ewen McIntyre McBride (Sub-Lieutenant, R.A.N.R.), seniority in rank 15th December, 1946; John Leslie Lavett (Sub-Lieutenant, R.A.N.R.), seniority in rank 18th December, 1946; and John Edward Harrington (Sub-Lieutenant, R.A.N.R.), seniority in rank 25th December, 1945.

To be Lieutenants (S).—Arthur Russell Strang (Acting Lieutenant-Commander (S), R.A.N.V.R.), seniority in rank 6th May, 1939; Nelson Owen Griffith Rees (Lieutenant (S), R.A.N.R.), seniority in rank 25th September, 1940.

Frank Fox Lord (Lieutenant, R.A.N.V.R.) is appointed Lieutenant-Commander with seniority in rank of 24th September, 1946, dated 24th March, 1947. Colin Taylor Thompson (Lieutenant, R.A.N.V.R.) is appointed Lieutenant with seniority in rank of 1st June, 1941, dated 24th March, 1947.

James Matthews Caradus (Lieutenant, R.A.N.V.R.) is appointed Lieutenant with seniority in rank of 2nd October, 1943, dated 26th February, 1947.

Christopher Sidney Goldsmith (Lieutenant, R.A.N.R. (S)) is appointed Acting Lieutenant with seniority in rank of 28th December, 1941, dated 1st May, 1947.

Maxwell John Lee, D.S.C. (ex-Lieutenant, R.A.N.R.) is appointed Acting Lieutenant with seniority in rank of 27th January, 1943, dated 31st March, 1947.

John Ferguson, D.S.C. (ex-Lieutenant, R.A.N.V.R.) is appointed Acting Lieutenant with seniority in rank of 1st July, 1943, dated 19th March, 1947.

Ian Wynnum Barnes (ex-Lieutenant, R.A.N.V.R.) and Royston Miller Dawson, D.S.C. (ex Temporary Lieutenant, R.A.N.R. (S)) are appointed Acting Lieutenants with seniority in rank of 16th September, 1943, and 6th October, 1943, respectively, dated 3rd March, 1947.

Anthony Alan Norris-Smith (ex-Acting Lieutenant, R.A.N.R.) is appointed Acting Lieutenant with seniority in rank of 1st August, 1945, dated 24th February, 1947.

Godfrey Howard Sanders (ex-Sub-Lieutenant, R.A.N.R.) is appointed Acting Lieutenant with seniority in rank of 2nd February, 1946, dated 21st February, 1947.

John Irwin Moore (Lieutenant (S), R.A.N.R. (S)) is appointed Lieutenant (S) with seniority in rank of 1st June, 1939, dated 27th February, 1947.—(Ex. Min. No. 37—Approved 31st July, 1947.)

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NAVAL FORCES OF THE COMMONWEALTH

APPOINTMENTS

His Excellency the Governor-General in Council has approved of the following appointments being made:—

CITIZEN NAVAL FORCES OF THE COMMONWEALTH

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

To be Lieutenants.—George Alfred Johns, 27th November, 1943, seniority in rank 15th November, 1939; Cecil William Wallach, D.S.O., 4th December, 1946, seniority in rank 7th April, 1941; Lindsay Brownfield Brand, 29th February, 1946, seniority in rank 24th December, 1941; Geoffrey Aubrey Calder Wade, 31st January, 1947, seniority in rank 12th July, 1942; Ronald Sydney Jewell, 19th January, 1946, seniority in rank 29th July, 1942; Harold Richard Morris, 13th December, 1945, seniority in rank 6th September, 1942; Andrew Goodenough Bayly, 16th January, 1946, seniority in rank 12th October, 1942; Horace Evelyn Godden, 4th May, 1946, seniority in rank 30th October, 1942; Robert Frederick Fitzgerald Harbison, 31st August, 1945, seniority in rank 20th November, 1942; Frederick William Wright-Short, 16th January, 1946, seniority in rank 28th November, 1942; Alan Bartlett Edwards, 25th April, 1946, seniority in rank 15th February, 1943; Stanley Laurence Heriot, 5th January, 1946, seniority in rank 1st March, 1943; John de Courcy Lewis, 6th March, 1946, seniority in rank 1st June, 1943; John Dudley Holman, 13th February, 1946, seniority in rank 1st August, 1943; Harold Murray Knight, D.S.C., 2nd March, 1946, seniority in rank 13th August, 1944; Norman Clifford Plant, 4th May, 1946, seniority in rank 30th October, 1944; James Quentin Auburn Saunders, 12th April, 1946, seniority in rank 8th March, 1945; Gerald Wood Miller, 28th June, 1946, seniority in rank 23rd June, 1945; Ian William Wailes, 1st March, 1946, seniority in rank 11th August, 1945; Arthur Edwards Le Page, D.S.C., 25th May, 1946, seniority in rank 19th August, 1945; Ian Hamilton Wrigley, 5th July, 1946, seniority in rank 6th October, 1945; Douglas Seaton Pratt, 27th July, 1946, seniority in rank 1st January, 1946; Douglas Gerald Hope-Johnston, 18th July, 1946, seniority in rank 8th May, 1946; Edward Leslie Nichols, 31st May, 1946, seniority in rank 8th May, 1946; and Peter Gordon Crooks, 6th July, 1946, seniority in rank 23rd June, 1946.

To be Sub-Lieutenants.—Ian Clive James Thomas, 4th July, 1946, seniority in rank 11th September, 1944; Linley Cornelius Price Selover, 31st May, 1946, seniority in rank 1st November, 1944; Eric Neville Littlewood, 13th August, 1946, seniority in rank 21st November, 1944; and Ian Thomas McKenzie, 11th July, 1946, seniority in rank 21st December, 1945.

To be Engineer Lieutenants.—Ronald Anthony Bartrip, 17th October, 1946, seniority in rank 12th August, 1941.

To be Surgeon Lieutenant-Commander.—Samuel Edward Lees Stening, D.S.C., 6th December, 1945, seniority in rank 21st September, 1945.

To be Acting Surgeon Lieutenant-Commander.—James Stuart Guest, O.B.E., 5th November, 1946, seniority in rank 31st March, 1946 (seniority as Surgeon Lieutenant, 27th January, 1942).

To be Surgeon Lieutenant (D).—Darrell George Peachey, 16th August, 1946, seniority in rank 29th June, 1944.

To be Lieutenants (S).—Duncan John Macdonald Wyles, 12th February, 1946, seniority in rank 1st March, 1942, and John Guy Henry, 7th June, 1946, seniority in rank 21st August, 1944.

To be Lieutenants (Special Branch).—Charles Kevin Griffiths, 19th July, 1946, seniority in rank 21st January, 1942; Neville Crichton-Browne, 20th August, 1946, seniority in rank 3th February, 1942; Robert Wallace Hamilton, 29th May, 1946, seniority in rank 7th February, 1943; Harold Arthur King, 23rd March, 1946, seniority in rank 23rd February, 1944; Ronald Leslie Bachelor, 15th January, 1946, seniority in rank 1st March, 1944; Colin James Woolley, 4th October, 1946, seniority in rank 12th April, 1944; William James Bellhouse, 19th June, 1946, seniority in rank 28th April, 1944; Edmund Francis Victor Unger, 21st June, 1946, seniority in rank 8th June, 1944; and William Thomas Minogue, 17th May, 1946, seniority in rank 19th February, 1945.

To be Sub-Lieutenants (Special Branch).—George Edward Newman, 11th April, 1946, seniority in rank 17th October, 1944; and Victor Swinburn Bertouch, 18th July, 1946, seniority in rank 3rd January, 1945.—(R. Min. No. 38—Approved 6th August, 1947.)

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

MALTA—(Continued).

ings, their windows jutting out in bays over the pavements, well repay the exertion. Round by the Victoria Gate small shops tempt with lace, silks, ivory rosaries, flowers, and canaries in bamboo cages which are all balconies and angles, such as the Maltese have built for themselves in stone. With the advance of the morning, the narrow streets become crowded. Priests in long, black, caped coats and round flat hats; tonsured monks, with girdled robe and sandalled feet; blue-jackets and marines from the war-ships; goats; horse carts with little frilled awnings to protect the passenger from the sun; and women wearing the faldetta.

The women are Italian in type, with a warm olive beauty, smiling eyes and perfect teeth. The faldetta, the large black hood spread with a strip of bamboo which encircles their heads in a wide sweep some three feet in diameter and clothes them in black to well above their shapely ankles, they wear with a feminine grace which gives it a distinctive charm. Valletta is clean and wholesome, the people friendly and courteous, the Neapolitan ice creams which you eat in comfort under a shady verandah whilst watching the life

flow by in the street, are colourful, immense, and delicious.

In the city, between the soft tinted stone buildings with their jade green shuttered windows, it is delightfully cool and shady, but up on the ramparts, whence is obtained a magnificent view of the harbour below, the sun's glare on the stone roads and walls is terrific. Here, however, relief is afforded to the eyes by charming little gardens with pools and trees, colonnades and balustrades with stone Roman vases of flowers, fascinating gateways and wrought iron gates leading into shaded walks.

On the opposite side of the harbour, in the Cottonera district, the Italian character of the place becomes mixed with that of the British Navy. Among the wharves at Vittoriosa, old cannon, embedded muzzle downwards, form mooring posts for vessels. Here are hotels with such names as "The First and Last Bar," "The Cricketer's Arms," "H.M.S. Iron Duke Bar," and the "Dew Drop Inn." The tram ride from Valletta to Conspicua and back, all round the harbour, is leisurely, bumpy, and well worth while. Here you see the small walled-in enclosures where vegetables are being grown, or fodder for the cattle, with rich red poppies spattered amongst it

in blobs and splashes of, scarlet. Away over the countryside, bare, brown and baked-looking in the glaring sun, are quaint old walls and buildings looking like Roman ruins in the distance. Here and there, on the other hand, are glimpses of the harbour. Battleships and small sailing vessels; turquoise blue coal barges and shining ghazas. Along the roadway pass working carts with flaming vermilion wheels, the collarless horses having a heavy, brass-studded hoop over the middle of their backs; quaint old wrought iron lamps, faded buildings, jade green shutters, rambling streets and carved stone. Old stone. The smell of old stone, of age, of battle scarred history.

The foregoing description is from notes the author of this article made after a visit to Malta nearly twenty years ago. Since then some further pages of battle-scarred history have been added to Malta's story. The extent of the scars are not known to this author, for he was only in Malta once during the war, and that

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after the battle had shifted from the Mediterranean, early in 1943, when he landed for an hour by aircraft on a flight from Castel Benito to Naples, and did not get off the airfield.

But rich in valour as are the pages of Malta's past, they cannot eclipse those recent pages, when the undaunted inhabitants of the little island triumphantly withstood the long blockade and terrific air attacks, and gathered in their thousands on the Baracca to cheer the bomb-shattered ships that, at long intervals, limped into Grand Harbour with sorely needed supplies of food and the munitions of war that enabled them to hang out. An element, and an element beyond price, of sea power, Malta was saved by the fortitude and courage of her people, and by that sea power she so worthily upheld. For as, in 1801, she came into British hands through British sea power, it was by that same power that she remained British during the war of 1939-45.

DRAWING THE FANGS OF THE SEA. (Continued from page 22.)

gaged on surveying that deep inlet, Maclaren Harbour, on Cape Nelson Peninsula, a force of 18 Japanese bombers escorted by six fighters, approached undetected, and attacked in a most determined manner. The Whyalla had field parties away, and the two tenders, Stella and Polaris, were sounding off the entrance. It was most fortunate that the vessels escaped with only slight damage and a few casualties from near-misses.

So close were the near-misses that the Whyalla's bridge was deluged with water, completely spoiling the surveyor's plotting sheets, in his eyes, a most heinous offence which necessitated much unwelcome extra labour in plotting the old work on newspaper.

Later, as the surveying vessels became more heavily armed, some satisfactory reprisals were exacted

and both H.M.A. surveying ships Warrego and Gascoyne have claimed Japanese bombers shot down in Philippine waters.

It was found that everywhere in coral-infested waters, coral reefs would rise precipitously from comparatively deep waters. Sometimes these shoals were small in extent but dangerous death-traps to shipping none the less. The 100-fathom line or the edge of the continental shelf was especially examined for coral formations, for here it was found that excellent feeding conditions made the coral thrive. These menaces to navigation were usually searched for by sonic methods—the Australian surveying vessels having been fitted with all the latest electrical devices, but in certain areas it was necessary to wire drag the region before it was declared safe for all types of vessels.

These investigations proved that there is an urgency for the early examination of Australia's coral-infested waters, where it is certain that many under-water dangers are unknown and a potential menace to our shipping.

While H.M.A.S. Shepparton was sounding in the approaches of Natter Bay, in Huon Gulf, several abortive attacks were made on a "submarine," but after passing over the contact for the third time the echo-sounding apparatus indicated a pinnacle rock (with fifteen fathoms of water on it) rising precipitately from a general depth of 120 fathoms. The numerous eddies in the vicinity had had the effect of making the anti-submarine contact appear to move.

With the forward movement of amphibious forces, the surveying service completed many important surveys, many pre-operational, such as that of Dampier Strait, which proved of inestimable value in the planning and execution of the Cape Gloucester campaign.

With the occupation of the Admiralty Islands, H.M.A. surveying ship Benalla accompanied the invasion force and commenced the survey of Seadler Harbour,

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while much of it was still in enemy hands. A few days later, U.S. surveying ship Pathfinder arrived and both vessels completed this survey in conjunction.

Although the surveys came under machine-gun fire from Japanese troops ashore, the only casualty sustained was from more indirect results of enemy action.

A hydrographic surveyor, well known for his exploration work in New Guinea in pre-war days, and consequently considered an authority on all matters relating to that territory, especially concerning the varied habits of both natives and fauna, was once observing angles near a village. Out of the corner of his eye, he sighted a boat, but, thinking it one of the usual tame animals belonging to the natives he took little notice.

The temper of the pig, however, had been upset, firstly by the Japanese and secondly by the bombing, and to the intense disgust of the New Guinea explorer, the boat attacked. Before he could reach a tree, he was gashed in the leg, necessitating a sojourn in base hospital.

Hydrographic surveying in the South-west Pacific was solely the responsibility of the R.A.N. Surveying Service, working under the operational control of Commander, South-west Pacific Naval Forces, who was then Vice-Admiral Thomas O. Kincaid, U.S.N., the victor of the second Battle of the Philippines.

In the Solomons, the surveys were conducted by the hydrographic units of the United States Navy, with excellent results. Both surveying services co-operated fully on all occasions with the exchange of information.

Assisting the R.A.N. surveying unit were usually several small American vessels, whose services were most valuable and most co-operative. In addition, there were attached to the group several U.S. Coast Guard cutters, employed on the establishing and servicing of navigational aids, such

as buoys, beacons, and lights, without which the surveys would be of little practical value to shipping.

By the circumstance of the Philippines being included in the South-west Pacific area, all operational surveys required in this American territory were the responsibility of the R.A.N. Surveying Service. It is therefore evident that the Australian surveyors had the complete trust of the Allied leaders, and important surveys and examinations were made in Leyte Gulf, Lingayen Gulf, Subic Bay, and Zamboanga.

CORVETTES OF THE R.A.N.

(Continued.)

afternoon. Here the surveying party was met, there was bartering by all hands with natives for fruit, and in the evening the run up the coast was made again and the rest of the troops were disembarked at midnight in Oro Bay, after which the three corvettes returned to Milne Bay for another load.

Their numbers were small then, but more were coming off the ships down in the mainland ports as the building programme was expanded. And as their numbers increased, their sphere of operations extended with the gradual extension of the Allied advance. They bore the names of Australian country towns, names that they carried to ports of other names far removed, in country and tongue, from those after which they were called. They were manned mostly by Reserve personnel. They were Australian built to an Australian design, part of a building programme that reflected well on the Naval authorities and the Government of Australia, for they proved their value in the work that they did.

They suffered their losses. "Armida" fell a victim to Japanese air attack off Timor; "Piric" had a direct hit and fatal casual-

ties from a bomb in Oro Bay; two of them were lost as the result of collision, and others suffered damage and casualties in action. But all in all, considering the amount of work they did and the action they saw, their losses were surprisingly small.

Much of their work was routine and monotonous, but they had their moments, and there are many now back in civvies who will remember, not without regret for times past, nor lacking in affection for the little ships, the corvettes of the R.A.N.

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Answers to

1. The "Waratah" disappeared while on passage from Durban to Cape Town, on 27th-28th. July, 1909. She belonged to Lund's Blue Anchor Line.
2. H.M.S. Iron Cased Screw Steam Frigate "Warrior," built in 1860. She and H.M.S. "Black Prince" were built in answer to the French "La Gloire," the first sea-going ironclad. They were of 9,200 tons, 14 knots, and were armoured with four and a half inch iron.
3. Sir Douglas Mawson, who led the first Australian Antarctic Expedition, leaving Hobart on 17th. December, 1911. The ship was the whaler "Aurora."
4. The Canada Shipping Company was called the Beaver Line. One of their Masters, Captain Howard Campbell, was actually the very first cadet to join the Merchant training ship "Conway," although he is No. 8 on the books. (John Masfield, "The Conway".)
5. The First Fleet comprised H.M.S. "Sirius" and her tender, H.M.S. "Supply," the transports "Alexander," "Scarborough," "Prince of Wales," "Charlotte," "Lady Penrhyn," and "Friendship," and the storeships "Fishburn," "Golden Grove," and "Borrowdale." Largest ship was the "Sirius" at 612 tons. Only two of the others, "Alexander" (412) and "Scarborough" (430) were over 400 tons. (George Mackenzie, "Admiral Arthur Phillip".)
6. No! For many years from 1908 the P. and O. white hull and yellow funnels were known on the "Perry Service" between Aden and Bombay when the "Salsette" was on the run. (Boyd Cable, "A Hundred Year History of the P. & O.")

Nautical Quiz

7. The "Strath" ships of Burrell's of Glasgow were bought by the Australian Government and, with the ex-German ships, formed the basis of the Commonwealth Government Line after the 1914-18 War. They included "Strathesk," "Strathgarry," "Strathleven," "Strathendrick," "Strathavon," etc., and were renamed "Austral," as "Australbrook," "Australbush," "Australrag," "Australdale," "Australford," etc.
8. The Cape of Good Hope and Cape Horn. Their importance was greatly diminished by the opening of the Suez and Panama Canals.
9. It was the island of Timor. Dampier and his company sighted the island on 14th. September, 1699. They went to the Dutch settlement at "Copang," and later to the Portuguese settlements on the eastern half of the island.
10. Admiral Lord Mountbatten, in "Britain's Glorious Navy," attributes to Nelson the lines:
"Our God and the sailor we adore,
In times of danger, not before;
The danger past, both are required;
God is forgotten, and the sailor slighted."

The other epigram was written by John Owen (1563-1622) and is:

"God and the Doctor we alike adore

But only when in danger,
not before;

The danger o'er, both are
alike required,

God is forgotten, and the
Doctor slighted."

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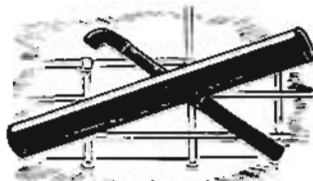
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CONTENTS

Vol. 10.

NOVEMBER, 1947.

No. 11

EDITORIAL

Letters to the Editors	3
Editorial	10

ARTICLES

"Themistocles"—Last of a Famous Line	G. H. Gill	12
The Canal—Mediterranean Gateway	Reuben Ranso	16
Buck Up, the Merchant Navy!	Marchant Jack	23
Sloops of the R.A.N.		30

PERSONALITIES

Captain H. M. Burrell, R.A.N.	20
Mr. R. H. Norman, D.S.O., M.C., V.D. C. de G. (Belgium)	22
Commander O. H. Becher, D.S.C. and Bar	34
Captain E. W. Antice, R.N.	41
Petty Officer L. D. McClymont, D.S.M., R.A.N.	80

OVERSEAS NEWS.

Sea Affairs at Home and Abroad	Francis McMurtrie	32
Maritime News of the World		25

SPECIAL FEATURES

Seas, Ships and Sailors	Norton	29
"Encounter"	John Bartock	35

FICTION

Monkey Business		27
-----------------	--	----

HUMOUR

Navy Mixtura		51
Prendergast		51

BOOK REVIEWS

"Press, Parliament and People"		41
--------------------------------	--	----

NAVAL OCCASIONS

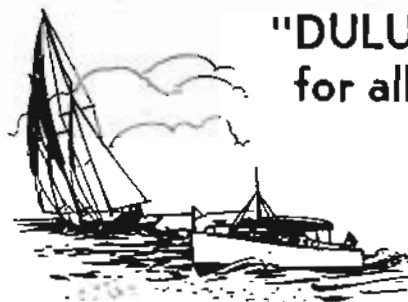
What the R.A.N. is Doing—At Sea and Ashore—		
Squadron Dispositions		37
General		39
Personal		41

GENERAL

"The Navy" for Next Month		9
Navy League, Annual Conference		24
Nautical Quiz		46
Naval Appointments		52

ASSOCIATIONS, CLUBS.

The Navy League		7
Ex-Naval Men's Association of Australia		43
The Cruising Yacht Club of Australia		57



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LETTERS TO THE EDITORS

Reader's Slip
Sir,

I am reading, and looking forward to "The Navy" with interest. Congratulations on the new production. It really is filling a gap in the Australian magazine field, and I hope it will get the support it deserves. But now for a little criticism. In "Navy Mixture," on page 43 of the October issue, there is a paragraph headed "The Road to Crete," in which a Senior Naval Officer is made to keep on referring to his "right intentions." His intentions may have been right, but I feel that your interpretation of them is wrong. Should not that have been "night" intentions? I am sorry to be a carping critic, but an error like that seems to me to spoil a good yarn.

Yours faithfully,

J. F. Paterson,
St. Kilda, Vic.

You are but one of a number of readers who have drawn our attention to this error, and you are all quite correct. "Right" should have been "night." Thank you for uncovering something which slipped past the usually eagle-eyes of our proof reader, and we appreciate the interest that prompted those of you who did so to write to us on this matter.

Editor, "The Navy."

This Paper Shortage

Sir,

Congratulations on the new cover of "The Navy" on the September issue. It puts the magazine right in the top class of similar overseas publications. The contents realise the expectations aroused by the cover, with the exception of the paper on which they are printed. Isn't it a pity to spoil a ship for a ha'porth of tar?

Yours faithfully,
P. X. Brady,
Largs Bay, S.A.

It is. But the matter is one of our hands, and is governed by the law of

supply and demand. Unfortunately we are at present unable to obtain a better quality paper for the contents, owing to the general shortage of printing paper. However, this state of affairs will not continue for ever, and as soon as better paper is available we shall use it.

Editor, "The Navy."

The Feminine Touch

Sir,

"The Navy" is good as far as it goes, but does it go far enough? What about a little feminine interest? After all, there were some hundreds of WRANS in the Navy during the war and, as one of them, I would like to see some leavening on their behalf in your pages. Can't you tell us, for instance, "What they are doing now?" It is only a suggestion, but I don't see why it should all be for the men.

Yours faithfully,

Ex-WRAN,

Pennant Hills, N.S.W.

Sir,

Your Magazine, "The Navy," is appreciated by all members of my family. "What is there in it to interest a woman?" my husband asks. Being a sailor's wife, I answer "Everything!" But a few photographs of nautical weddings and of seafaring folk at home would be most welcome from the woman's point of view. I think that all men would be interested too. With best wishes for the success of "The Navy."

Sincerely yours,

Mary Stewart,
Cottesloe Beach, W.A.

These are very good suggestions. We shall endeavour to act on them forthwith.

Editor, "The Navy."

Continued on page 6.

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LETTERS TO THE EDITORS

"Queen Mary" and H.M.S.
"Curacoa"

Sir,

With reference to the very interesting report of the judgment in the case to determine liability for the collision off the Irish coast between the "Queen Mary" and H.M.S. "Curacoa" (page 30 of "The Navy" of September, 1947) I am told that an appeal was made in respect of this judgment, and that as a result there has been a new finding. Can you tell me if this is correct?

Yours faithfully,

S. Burkett,
Goulburn, N.S.W.

It is understood that this is so. Particulars have not yet been received, but an endeavour will be made to publish them in the forthcoming issue of "The Navy."

Editor, "The Navy."

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	to £6 6 0	to £7 17 6	to £8 15 0	to £10 17 0
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THE NAVY FOR NEXT MONTH

There is mixed fare for wide tastes in preparation for the December issue of "The Navy," and we have a good selection of articles on the stocks, with bright and interesting illustrations, a short story, topical notes and news, and general information to keep you abreast of current maritime affairs.

Naval Aviation.

The establishment of a Naval Aviation Branch in the Royal Australian Navy is a matter of the highest importance, not only to the Navy, but to the country generally. In the forthcoming issue of "The Navy" there will be a well-illustrated article giving all the latest information on this subject, with the most recent advice available regarding the aircraft carriers that Australia is acquiring, how the new branch of the Service will be administered, types of aircraft that will be used, the duties and opportunities for personnel, and how the carriers will operate as a part of the Royal Australian Naval Squadron.

Sydney to Hobart Again.

Australia's blue water yachtsmen will sail their third ocean classic from Sydney to Hobart from December 26. Record entries have been received, with four States and New Zealand represented. Among the fleet will be most of our finest racing craft. The 680-mile course is considered one of the toughest in the world for small vessels. It compares with America's Bermuda Cup, England's Fastnet Cup events. The Cruising Yacht Club, which controls and organises the Sydney-Hobart race, is anxious to develop an even more important event; plans an 800-miler from Sydney to Lord Howe Island and back early next year. Our article in next month's issue of "The Navy" will tell you of the plans for this year's Sydney to Hobart race, the conditions under which the crews will sail, why these amateur sailors go to sea in small ships just for the love of it.

Australia and the Menace of the Mine.

The war was brought to our doorstep here in Australia with the mining of two ships in Victorian waters in November, 1940. Subsequently there were other shipping casualties on the Australian coast through the agency of the submerged enemy mine. How this menace was dealt with by the Minesweepers and the minesweeping personnel of the Royal Australian Navy will form the subject matter of an illustrated article in next month's issue.

How Little Jim Clocks The Bo's'un.

"Little Yim," the Swedish bo's'un called him. And "Little Yim," the junior apprentice of the "Montrose," disliked the Bo's'un cordially. How he knocked the Bo's'un out through obeying orders to the letter is told in a short story specially written for our December issue by John Clark.

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THE NAVY

Australia's Maritime Journal

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Vol. 10. November, 1947. No. 11.

AFTER 1914-1918

On the 7th. April, 1921, Mr. W. M. Hughes, then Prime Minister of Australia, addressing the House of Representatives on the subject of the forthcoming Imperial Conference of that year, struck a note of warning on the subject of Naval Defence. He said: " . . . To sea power we owe all that we have—our freedom, our glorious heritage, the glittering promise of our great destiny. . . . Quite recently a statement was made by the British Government of a most portentous character, so far as Australia and the Empire are concerned. It was that Britain was no longer able to maintain the Navy at the strength necessary for the complete protection of the Empire, and that the Dominions must do their share . . . No exception can be taken to this from the standpoint of the British people, but what does this mean to Australia? . . . We have boldly announced that we intend to retain this continent for ourselves, and we have set up the banner of a White Australia . . . How long would that banner fly unless behind it there were massed the legions of the Empire, or unless ringed about it there were the protection of the British Navy? . . . But we are now told deliberately that the British people can no longer maintain this Navy at a strength adequate for the defence of the Empire . . . The position could hardly be graver."

AFTER 1939-1945

That situation in 1921 has its parallels today. Two years after the 1914-18 war, Britain was war-weary and impoverished, as she is now. Today, as then, she is forced to plan drastic cuts in defence expenditure. And today, as then, we hear notes of warning.

One of the latest is that sounded by Admiral Sir Lionel Halsey and Admiral Sir Percy Noble—the President and Chairman respectively of the Navy League—who, in a letter to "The Times,"

says: "If the very disturbing reports that the Government is contemplating drastic cuts in the Defence services are true, we must face the future with the gravest misgiving. Whatever sacrifices the economic crisis demands, the last should be a sacrifice of security, which would involve abandonment of our obligations to our Allies and forfeiture of the confidence of our friends. Whereas even a reduced Army could possibly put in the field two million men in a little more than a year, the Navy, reduced under the basic standard of security, could not be re-created for a term of years. Dockyards and naval bases, closed in peace time, are useless in wartime until they can be re-equipped. Reduction of seagoing ships under a certain standard makes it impossible to train seamen for reserve ships. It was only the Navy's instant readiness for action in the opening stage of two world wars that ensured our survival and ultimate victory. There was no 'phony war' for the Navy in 1939. We shall be given little time to build up our war potential in any future war. Aggression against us will be swift and, if we are not prepared, decisive."

PARALLEL FACTORS

There were factors then and now which are parallel. In 1921 there was the League of Nations. In 1947 there is the United Nations Organization. In 1921 Air power was tentatively spreading its wings which were, in the opinion of some, to brush the surface ship from the face of the waters. Today we have atomic bombs, and "pushbutton" warfare.

But the League of Nations as an instrument for the outlawing of war, did not, alas, come up to the high hopes held for it. Throughout the trouble-filled years between the wars, Britain strove earnestly for peace. She strongly upheld the League of Nations, but had little support outside the Empire. The League branded Italy as the aggressor against Abyssinia, and imposed economic sanctions, but Britain was the only country that made any military preparations to enforce League policy. Sir Samuel Hoare said in the House of Commons on 19th. December, 1935: "There is the British Fleet in the Mediterranean, there are British reinforcements in Egypt, in Malta, and Aden. Not a ship, not a machine, not a man has been moved by any other member-State."

Britain alone could not provide the League's policing forces. So the League failed. Today Britain says that the United Nations is the main instrument of her foreign policy, but, on 23rd. September of this year, we find her spokesman at the United Nations General Assembly telling the Assembly that "no nation has a monopoly of truth, no nation is omniscient or omnipotent, and

no nation can expect at all times to have its views accepted by all the others"; and that if any one nation does harbour such delusions, "then I say without qualification that not only will the United Nations be destroyed, but the unstable peace of the world will crumble and crash."

Despite the prophecies of the champions of air power, the war of 1939-45 showed that sea power had lost none of its importance. Nor have we any guarantee that any "pushbutton" war of the future will in any way depreciate the influence of sea power.

HISTORY'S LESSON

History's lesson is clear. With the very best will in the world, with the utmost faith in the good intentions of others, no nation or group of nations can, until such time as good intentions are something more than a matter of faith, afford to offer itself as a hostage to fortune. Until such time as there is throughout the world at large a civic order upheld by a benevolent force, as there is today such civic order so upheld within the individual boundaries of civilised States, no nation or group of nations can afford to be without its own or mutual defences.

That the day of a world-wide civic order will dawn is the earnest hope and faith of all well-thinking peoples, and to that attainment many—not least among whom are the British people—are striving with sacrifice and abnegation. But it is painfully clear that the dawn is not yet. And it is equally clear that, so far from hastening the dawn, any weakness on the part of those yearning for it would but lengthen the night.

History's lesson is clear also in that the influence of sea power is not yet disproved. Had the British Sub-Committee which, in 1936, sat to decide the relative values of capital ships and aircraft for the defence of the Empire decided against the capital ship, even such faint glimmerings of dawn as we now see would have been lost in the night of unfathomable duration of an Axis victory.

THE LESSON LEARNED

Evidence is not lacking that the lessons of history have been heeded. In 1921, we in Australia were marking time on the question of naval defence, later to reduce our strength in the flush of optimism following the Washington Conference of the following year. Five years later, the Royal Canadian Navy had been reduced to a permanent personnel of 500 officers and men with the Royal Canadian Naval Volunteer Reserve at a full authorised strength of only 1,000 officers and men.

Continued on page 19.



T.S.S. "THEMISTOCLES." February, 1911, to August, 1947.

"THEMISTOCLES"

— Last of a Famous Line —

WITH THE BREAKING UP OF THE "THEMISTOCLES" PASSES A LONG LINE OF GREEK-NAMED SHIPS WELL KNOWN IN THE AUSTRALIAN TRADE. HERE ARE SOME MEMORIES OF SHIPS AND PERSONALITIES OF THE ABERDEEN LINE.

BY G. H. GILL

ON the 27th. of August this year, a newspaper report announced that on the previous day, in the port of London, the Shaw Savill house flag was hauled down from the main truck of the old Aberdeen liner "Themistocles" as a prelude to her departure to the ship-breaker's yard. So passes the last of the Greek-named ships of George Thompson's Aberdeen Line. The "Green Boats," for long well-known in Australian ports.

"Themistocles" was the seventy-first in the long line of Thompson's ships. Fifty-nine of her predecessors were wind-jammers, and they included some of the most famous clippers of the golden age of sail. "Thermo-

pylae" was of their company, she who holds the London to Melbourne record of sixty days pilot to pilot. Her best day's run, Mr. Basil Lubbock says in "The China Clippers," was 358 miles, a close runner up to "Cutty Sark's" 363.

George Thompson's Aberdeen Line was a notable shipping company. It has a long and honoured history, which is part of the pattern of Australia's story. It grew from modest beginnings when Mr. George Thompson started business as part merchant, part shipowner, at 38, Marichal Street, Aberdeen, on 1st. November, 1825. The early trade of the Line was with London and Canada. Gradually George

Thompson's interests extended further afield, and in November, 1846, his "Neptune," of 343 tons, built at Hood's yard in Aberdeen, arrived at Sydney. Six years earlier, another of his ships, the "Anemone," had called at Melbourne. But "Neptune" in 1846 was the first Aberdeen Line ship in the regular trade with Australia.

It was a trade that was to grow and flourish so far as the Aberdeen Line was concerned, for the best part of a century. As evidence of its early growth there were, as Mr. L. Cope Cornford tells us in his excellent little book "The Sea Carriers, 1825-1925," the Aberdeen Line, six of Thompson's ships loading or discharging in Sydney at the one time: "Moravian," "Damascus," "John Bunyan," "Star of Peace," "Wave of Life," and "Walter Hood."

The naming of the ships in those days, you will notice, follows no particular rule. George Thompson would appear to have been guided by topical fancy. Some of the earlier ships had Scottish names. Some were called for poems, as "Marmion" and "Childe Harold." The "Walter Hood" was so named "as an indication of the respect entertained for her eminent builder." Others were family names, as "Jane Boyd," called for George Thompson's daughter, and "Christiana Thompson." There is a story, told, if I remember aright, by Mr. Basil Lubbock, that the naming of the "Maid of Judah" and the "Jerusalem" brought a regular flow of choice freight to the Aberdeen Line from the Jewish soft-goods merchants in London.

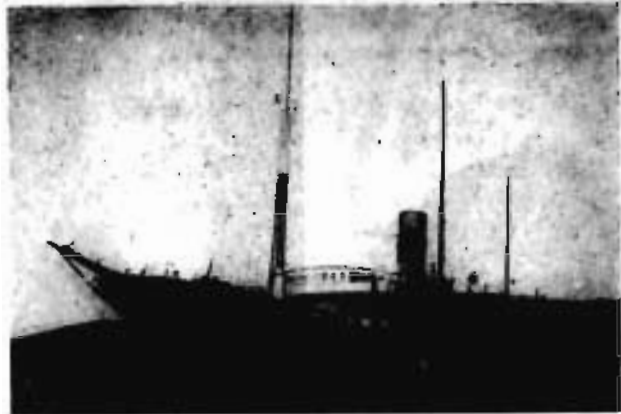
"Thermopylae," built by Walter Hood in 1868, was the first with a Greek name. Others of the sailing ships with Hellenic nomenclature were "Miltiades," "Salamis," "Aristides," "Pericles" and "Sophocles." Aberdeen, the birthplace of the Line, was the birthplace of the sailing ships that made it, but in 1881, the year that the "Orontes," the

last sailing ship built by Hood for Thompson, was launched, the Aberdeen Line's first steamer slid down the ways on the other side of Scotland. That was the "Aberdeen," built by Napier and Sons of Glasgow. And with her, the following year, the Aberdeen Line began its regular round the Cape steamship service to Australia, a service that lasted until a few years ago.

Eleven of the Line's sixteen steamers had Greek names, although three of them, the last to be built, "Euripides," "Sophocles" and "Diogenes," later changed, with change of ownership, to "Akaroa," "Tamaroa," and "Mataroa."

There was a "Thermopylae," built in 1891. She was lost eight years later when she went ashore on Green Point, Cape Town. From the "Salamis," built in 1899, they were all christened with Greek names. A second "Sophocles" came along in 1900. She was originally the "Ionic," and was bought and renamed by Thompson's to replace the lost "Thermopylae." Following her, in 1903 and 1904, came those two beautiful sisters, "Miltiades" and "Marathon." Built by Alexander Stephen and Sons, of Glasgow, they were two of the loveliest ships ever to come to Australia. Originally of 6,800 tons, 450 between perpendiculars and of 55 feet beam, they were, ten years later, cut in half and lengthened by 50 feet. With the provision of a second (dummy) funnel, their fine appearance was maintained.

Following the "Miltiades" and "Marathon," the Aberdeen Line went further West for their ships—to Harland and Wolff's yard in Belfast. "Pericles" was built there in 1908, and was a radical departure from the previous ships of the Line, being much larger—of 10,925 tons—and with four pole masts and a straight stem instead of the typical Aberdeen Line clipper bow. "Pericles" was lost on 31st. March, 1910, when she struck an uncharted rock



S.S. "SALAMIS" in Plymouth Sound. She carried the Australian Naval Contingent to the Boer Rising.



T.S.S. "MILTIADES" in Victoria Dock, Melbourne, February, 1919. The last of the Aberdeen Line "clippers."



Captain A. H. G. Douglas.



Captain George A. Erick.



Captain J. W. Schleman.



Captain W. Mayberry Jermyn.



Captain William J. Williams.



Captain W. de Cruz Douglas.

near Cape Leeuwin, the south-west point of Australia. Fortunately her loss, like that of the "Thermopylae" earlier, was attended with no loss of life.

"Themistocles" and "Demosthenes" followed from Harland and Wolff's Belfast yard in 1911 and 1912 respectively. Of 11,200 tons, they were sisters in outward appearance but different under the skin. "Themistocles" was powered by quadruple expansion reciprocating engines driving twin screws. It was a delight to stand at the forward end of her crankshaft and to watch the four large piston rods and their accompanying eccentrics away, rising and falling, in a regular pattern of fascinating motion as she maintained her steady eighty or so revolutions a minute for weeks on end. "Demosthenes," with forced draught, was engined with two outer triple expansion reciprocating engines and a low power turbine driving a centre shaft. Unlike her sister, she was never a success, and "Themistocles" outlived her by nearly twenty years.

But, like the other Aberdeen Line ships that were afloat at the time, both had fine records during the 1914-18 war. The late Mr. Dickson Gregory, in his valuable book "Australian Steamships Past and Present," records their steaming during those hos-

tilities as 222,784 miles for the "Themistocles," and 165,533 miles for the "Demosthenes," while between them the two ships carried nearly 50,000 troops. Incidentally, the Aberdeen Line, although its ships were employed as transports in all theatres during that war, was fortunate in suffering no losses.

What of the officers and men of the Aberdeen Line? "Themistocles" was born just at the period of change-over. In the disappearance of the clipper bow from the Line's vessels there was something symbolic. When she joined the fleet, all of the Masters and most of the senior officers were sailing ship men who had served their time in the clippers and had spent a lifetime in Thompson's service. The Aberdeen Line, until 1905 when it was reconstructed in conjunction with the White Star and Shaw Savill's, and from being a private company became George Thompson and Company, Ltd., had always been a family affair, and the family spirit survived the reconstruction, both in the London Office at 7, Billiter Square, and in the ships themselves.

Those in the ships regarded the personalities in the office—old Mr. George Henderson, Oscar Thompson, Raymond Jones, Stephen Mutch, Willie Serle, George Hancock, Captain Gam-

bell the Marine Superintendent, Alf. Banner the Shore Boatswain, are among the names that spring to mind—as members of the one family with them at sea, in the same way as the seagoing members were regarded by the office staff. Men well-known for many years in the Australian trade were in the ships. "Sandy" Simpson had just retired to a shore job in London. Captains Alec Douglas, N. Allen, J. W. Schleman, A. Robb, Percy Collins, W. Burge, were still afloat. Among the senior Mates, soon to become Master, were George A. Erick and William Mayberry Jermyn.

With a number of these it was my great privilege to sail, first as apprentice in 1910, later as Fifth, Fourth, Third, and Second Mate. They were great men. Fine seamen, simple souls, most of whom had known only the Aberdeen Line in their long sea careers. The Douglasses were an Aberdeen and an Aberdeen Line family. Alec Douglas—Captain Alexander Hugh Hope Gibson Douglas, R.N.R., R.D.—the original Master of the "Themistocles," was an outstanding personality, both in appearance and character. His father before him had been an Aberdeen Line Master. His younger brother, William de Cruz Douglas, was another Aberdeen Line man. Willie was Mate of the "Thermopylae"

when she went ashore on Green Point in 1899. Later he swallowed the anchor, and became a master stevedore in Melbourne where he always loaded and discharged the Aberdeen Line ships, and where in shipping circles especially, he was very well known and respected. It is to his son, Mr. Douglas Douglas of Melbourne, that I am indebted for the Douglas pictures illustrating this article, and for the photograph of George Erick.

George Erick was the original Mate of the "Themistocles." He served his time in the clipper "Thermopylae." He came from Peterhead, and was a sailorman of the highest order. Later he commanded "Marathon," "Demosthenes" and "Diogenes," in which ship he died at sea in the early Nineteen Twenties. When the "Euripides" joined the Fleet in 1914, Alec Douglas and George Erick went to her as Master and Mate, and Captain J. W. Schleman and "Bill" Jermyn came to the "Themistocles" in their stead. Schleman commanded the "Themistocles" on her first wartime voyage, when she took troops in the Second Convoy, which left Australia in December, 1914. He was a very sick man, and died in 1915, shortly after we reached Home. Bill Jermyn later commanded "Marathon." He had her when, in

1918, Lord Forrest of Bunbury died on board in Freetown, Sierra Leone, during the pneumonic influenza plague. Later still, Jermyn commanded "Themistocles," going from her to command of the "Largs Bay" after the formation of the Aberdeen and Commonwealth Line. He retired from the sea and died in Ireland last year.

The "Themistocles" outlived so many of her people. Dear old Alec Douglas died shortly after the end of the 1914-18 war. I shall always remember my last meeting with him. It was while the war was still on. I was Second Mate of the "Miltiades" at the time, and we had arrived Home after a trooping voyage across the North Atlantic and had berthed in the Surrey Commercial Dock, a departure from our usual berth in the Albert Dock lower down the river. We paid off at the Wells Street Shipping Office, and afterwards a few of us went along to the London Tavern in Fenchurch Street for lunch. As we were leaving the dining room after lunch, I heard my name called, and turned to see an old man sitting at a table. For a moment I did not recognise him. From being a big, tall, imposing figure, Alec Douglas had shrunk to a frail looking man with a white beard. We shook hands, and he held on to my hand

for the five minutes or so that I answered his questions of "Where is so-and-so? What is so-and-so doing now?", and there were tears in his eyes.

He, like his brother Bill, was a most lovable man. They were very sentimental, and under a somewhat terrifying exterior had kindly, generous hearts. Alec could, however, be a stern martinet when necessary. In the days of the emigrant rush between 1910 and 1914, I have often seen, along the rails stretching from the island bridge of the "Themistocles" to the break of the boat deck some sixty feet further aft, troublesome male passengers handcuffed all night in the cold, squall-laden gales while we were running the Easting Down. The treatment was, like Sam Weller's recommendation to Mr. Pickwick for the gout, a sovereign cure. They used to father and mother us apprentices, and in the tropics George Erick would have the six of us lined up every morning in the Navigation Room while he came along with a large black bottle and a glass and administered us each with a hefty dose of Epsom salts.

The last of the Aberdeen Line officers of those days to command the "Themistocles" was William James Williams, who had her during the recent war. I first met

Continued on page 52.

THE CANAL—Mediterranean Gateway

SUCCESSOR TO THE FAMOUS "OVERLAND ROUTE", AND CONCEIVED IN THE MIND OF A BRITISH NAVAL OFFICER, THE CANAL IS A VITAL ARTERY IN EMPIRE COMMUNICATIONS AND A CENTRE OF OUR DEFENCE STRATEGY.

by **Ruben Ruess**

AS is the case with many thousands of other Australians, my first introduction to the Canal was in 1915. In the Second A.I.F. Convoy of the First World War, we passed through on the 31st. January of that year, just one calendar month after sailing from Albany, Western Australia. Since then I have passed through on a number of occasions, as a member of various ships' companies, and as a passenger. And once, during the recent war, I flew over it.

Few who have been there, I should imagine, could fail to have been impressed by it and by the surrounding area. Certainly there is plenty of interest in the scene and in the people who play out their lives against it, to ensure against boredom. Over and above the superficial attraction of the present in the novelty of the surroundings and the colour and atmosphere, is the historical significance of the narrow neck of

land dividing the Gulf of Suez from the Mediterranean as the traditional gateway between the West and the East. It has always been a strategic centre of the world, and there is no indication of its losing its significance in that regard.

Hieroglyphic records of early Egypt tell of canals earlier than that of de Lesseps, of a canal from the Nile to the Red Sea, and also of a passage by natural and artificial waterways from the Mediterranean—in the neighbourhood of the present position of Port Said—to the Red Sea. But apart from the canals which have, apparently, existed at various times previous to the present Canal, there has always within human memory been a route across the neck of land, connecting Europe with India and the East.

In his most interesting and informative book, "A Hundred Year History of the P. & O.", Mr. Boyd Cable says: "The Overland Route between the Mediterranean and the Red Sea is older than history . . . in the beginning, merchants with their goods travelled from India by sailing dhows to Egypt, across the desert by donkeys and camels to the Nile, and down it in sailing boats to the Mediterranean. The journey across the Indian Ocean was made either way at the season which gave the help of the monsoon's favouring gales. That prehistoric method of crossing continues into the present



From the shade of a cool colonnade. A vista of one of Port Said's modern, handsome, tree-lined streets.

day . . . Nobody knows how many of those dhows still make the crossing each year, or how many fail to make it and simply disappear. They, however, are carrying on the traditional journey made in the earliest times."

Nelson was seized with the significance of this gateway to the East, and, in the "Vanguard" at

the Mouth of the Nile on the 9th. August, 1798, eight days after the victory in Aboukir Bay, we find him writing to the Right Honourable Henry Dundas, Secretary of State for War, to tell him that he has sent an officer "by Alexandretta, Aleppo, and Bussarah, to Bombay, to give all the account I know of the move-



An Aberdeen and Commonwealth liner "Bay" leaves from Australia at Port Said. Seaborne trade is brisk.



The de Lesseps statue, Port Said.



The Canal. A Blue Funnel ship in transit.



Port Said Quay. An overseas liner arrives.

Napoleon, on his part, was no less aware of its importance and, previous to de Lesseps, his was the latest attempt to construct a canal. He, however, abandoned the idea on the report of his surveying engineers that there was over 30 feet of difference of levels between the Mediterranean and the Red Sea, a report that had its dampening effect on any suggestion of a canal for many years.

Passengers from the East—and again I quote from Mr. Boyd Cable—"if they landed at Cosseir, crossed the desert to the Nile about Luxor, and down river to Cairo and Alexandria; or they continued the sea passage to Suez and across the desert from there to Cairo, where they took native sailing boats down to the river-mouth. . . . Because the 250 miles from Cosseir to Suez by sea were often so beset by adverse winds that they took weeks to cover, it was quicker to cross from Cosseir and take the river down to Cairo. In the reverse direction the crossing of the desert from Cairo to Suez offered swifter and easier transport than the slow passage up-stream to Luxor. These ancient and prehistoric facts were so well proved that the travellers of the 1820's and 1830's related them in their writings to the current journals, repeating exactly the same reasons for landing at Cosseir or Suez which had been

For a number of years, firstly under such primitive conditions as could be arranged by Wag-horn and a Mr. J. R. Hill, who was first his rival and later his partner, and later under the improved arrangements made by the P. and O. Company, who ran their own Nile steamers and established comfortable desert rest

But, just as it reached its peak, the writing was on the wall for the Overland Route as the sole trans-Egypt means of communi-

On 17th. November, 1869, 68 vessels of all nationalities, headed by the French "Aigle" with the Empress Eugénie on board, made the transit of the Canal, reaching Lake Timsah on the night of that day, and Suez on the 19th. of the month. Mr. Boyd Cable refers to the credit given by de Lesseps to Waghorn as having been one of the first to propose the Canal. At a banquet in Paris celebrating the completing of the work, de Lesseps said: "He it was who first conceived the idea; it was his indomitable courage and great perseverance, which led him on to prove its practicability . . . but he was in advance of his age, and the very plans that were scoffed at when first mooted were those which, in my position as the en-

The Canal, in the blossoming era of the steamship, merely underlined that fact. It had done away with the need of an Overland Route. It had shortened the direct water route between England and India by 5,500 miles, and proportionately shortened the sea distance between Europe and other points East of Suez. It transformed Port Said from a dirty fishing village to an important modern port and a city of growing beauty. It has introduced hundreds of thousands of peace-time travellers to the immortal East, with its romance and colour, its squalor and vice.

The hooded buffalo that one sees from the Alexandria-Cairo railway, endlessly treading his narrow circular path as he lifts the irrigation water, is symbolic of the unchanging land, as the constant stream of ships through the desert is symbolic of the unchanging dependence of the peoples of the world on sea communications, a dependence focussed by the Canal. That is why the Canal has been familiar to Australian troops in two world wars; why Australian men and Australian ships have fought in defence of Egypt. For as a gateway in sea communications, the Canal has been, and remains, vital in the defence strategy of an empire in which sea communication is its life blood.

Continued from page 11.

It is unlikely that the lesson, hardly learned between wars, of the dangers of unilateral disarmament, will have been lost on the Government of the United Kingdom in spite of the present economic difficulties. But even so, the mission of the Navy League, exemplified by Admirals Sir Lionel Halsey and Sir Percy Noble, remains clear.



CAPTAIN HENRY MACKAY BURRELL, R.A.N.

Deputy Chief of the Naval Staff

CAPTAIN Henry Mackay Burrell, R.A.N., the present Deputy Chief of the Naval Staff, was born at Wentworth Falls, N.S.W., on the 13th of August, 1904, the only son of the late T. H. Burrell and Mrs. E. H. Burrell. Receiving his initial education at the Parramatta High School, Captain Burrell joined the Royal Australian Navy as one of the 1918 Entry of Cadet Midshipmen at the R.A.N. College at Jervis Bay.

His first seagoing appointment as Midshipman came in 1922 in H.M.A.S. "Sydney," followed by a period in the Royal Navy in H.M. Ships "Caledon," "Malaya," "Victory" and "President." Taking his courses in the United Kingdom for the rank of Lieutenant in 1925, he secured four Firsts and one Second. After a period back in Australia, during which he served in H.M.A. Ships "Melbourne," "Tasmania," and "Sydney," he was appointed to H.M.A.S. "Canberra" on her first commissioning in England in 1928, remaining in her until he proceeded to the United Kingdom for the Specialist Course in Navigation and for service with the Royal Navy. He was overseas for two years, during which period he was Navigator of H.M.I.S. "Hindustan," returning to Australia in 1932 to become Executive Officer of H.M.A.S. "Tattoo."

During the period between wars, Captain Burrell had considerable overseas experience. In 1933 he proceeded to the United Kingdom as Flotilla Navigating Officer, H.M.A.S. "Stuart," and in 1935—subsequent to his promotion to Lieutenant-Commander the previous year—he was Navigator of H.M.A.S. "Brisbane" on her passage to the United Kingdom for breaking up, taking the First Class Ship course at the Navigation School. There followed a period of over three years with the Royal Navy during a time of successive crises which had considerable Naval repercussions. Cap-

tain Burrell was Navigator of H.M.S. "Coventry"—one of the earliest conversions as an anti-aircraft cruiser—during the Abyssinian crisis of 1936, and of H.M.S. "Devonshire" the following year during the civil war in Spain. He was taking the Staff Course at the Royal Naval College, Greenwich, when an interruption came with the mobilization of the Fleet at the time of the Munich crisis, when he was appointed to H.M.S. "Emerald."

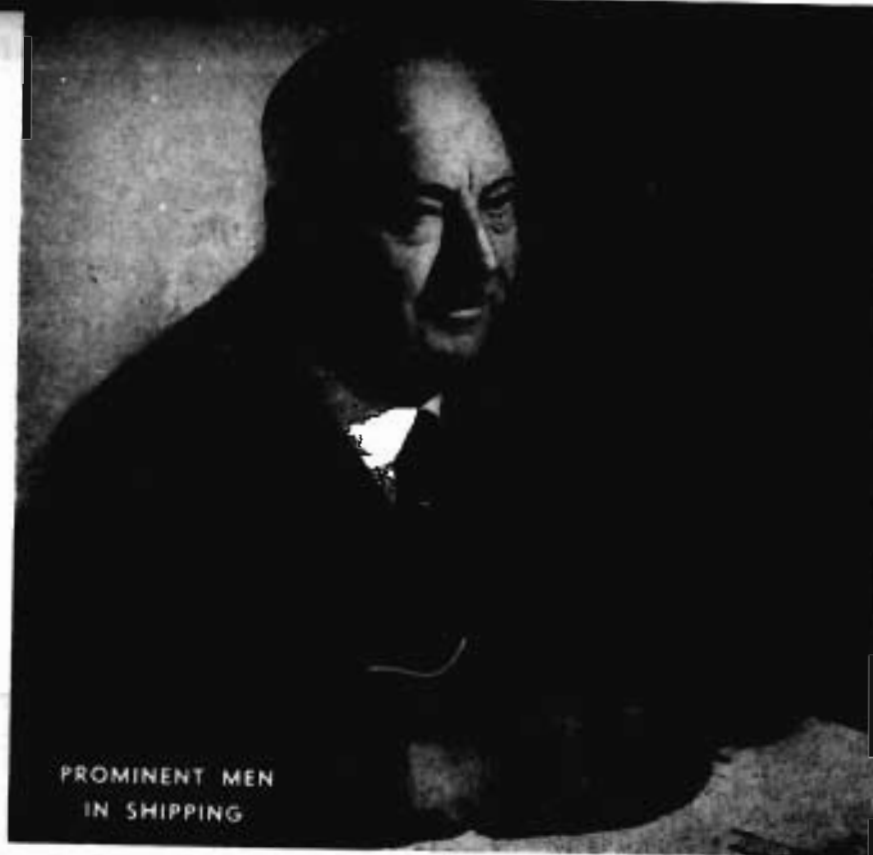
Returning to Australia in December, 1938, there followed shore duties at Navy Office, Melbourne, in the Operations and Plans Division of Naval Staff, and promotion to Commander in 1940, with, the following year, appointment to Washington, U.S.A., as the first Naval Attaché to the Australian Minister at the Legation there. The "N" Class destroyers made available by Admiralty to the R.A.N. were now coming forward, and in September, 1941, Captain Burrell commissioned H.M.A.S. "Norman" in command. In this ship he took Sir Walter Citrine and the British Delegation to Russia, and saw service in the Atlantic, the Mediterranean and with the Eastern Fleet, being awarded a Mention in Despatches for his services during the Madagascar operations in 1942.

During 1943 and 1944 Captain Burrell had a further period of service at Navy Office, Melbourne, as Director of Plans, and in 1945 was appointed to the new Australian-built Tribal Class destroyer, H.M.A.S. "Bataan" in command, the ship being present in Tokyo Bay for the Japanese surrender, and recovering Allied prisoners of war.

Promotion to Captain—and as Captain (D) 10th. Destroyer Flotilla—came in June, 1946, and, later in the year, the present appointment as Deputy Chief of Naval Staff at Navy Office. Captain Burrell married, in April, 1944, Ada T. Coggan (Weller) and is the father of two small children, one daughter and one son.



Captain H. M. Burrell, R.A.N.



Mr. Reginald Havill Norman

Orient Steam Navigation Company Ltd.

ONE of the more prominent of the shipping men in Australia to-day is Mr. Reginald Havill Norman, D.S.O., M.C., V.D., C. de G. (Belgium), the popular Branch Manager in Melbourne of the Orient Steam Navigation Company Ltd. The son of the late Frederick J. H. Norman, Mr. Norman was born at Kent Town, South Australia, on 10th October, 1893.

He started his shipping career at the age of fifteen years, joining the staff of M. G. Anderson, of Adelaide, in November, 1908, that

firm then holding the appointment as Agent for the Orient Line in the South Australian capital. His interest in military matters also awoke at an early age. He was a member of the Militia in his youth, and when war broke out in August, 1914—two months after his transfer from Adelaide to the Sydney office of the Orient Line—he at once enlisted for service overseas with the first A.I.F., and a fortnight after the declaration of war was on his way as a member of the force that occupied Rabaul. Subsequently he saw active service

on Gallipoli and in France, being awarded the M.C. in 1916 and the D.S.O. in 1918, receiving also a Mention in Despatches in addition to the Belgian Croix de Guerre.

On his return to civil life and his resumption with the Orient Line in Australia after the war, Mr. Norman held various appointments at the Melbourne, Sydney and Perth branches of the Orient Line until, in 1938, he was appointed to his present position as Branch Manager of the Company in Melbourne. *Continued on page 24.*

BUCK UP, THE MERCHANT NAVY!

IN THIS THOUGHTFUL AND PROVOCATIVE ARTICLE, WRITTEN ESPECIALLY FOR "THE NAVY", A MERCHANT NAVY OFFICER IN THE AUSTRALIAN COASTAL TRADE FINDS FAULTS IN THE SERVICE AND PROPOSES REMEDIES.

BY "MERCHANT JACK"

IN a current journal devoted to things nautical, there appeared an article containing the statement, "Now that the great struggle for survival is over..." It is by no means over, nor is it yet to come, as some people would lead us to believe. One phase of an ever-present struggle may have passed, but the battle for existence is continuous, and right now we are plunged into the middle of a different phase of that struggle. The fighting is being done with weapons more deadly than any used during the recent period of declared hostilities, and more ruthless because they are not so immediately obvious.

One of the most important factors in this recrudescence of conflict is the Merchant Navy, whose vital importance to Australia cannot be over-emphasised. If a close scrutiny, or, indeed, any kind of glance, no matter how casual, be taken into the affairs of the Australian Merchant Navy, the observer will be given furiously and seriously to think.

Most of our merchant ships at present in service are over age and obsolete in design. If the Government's edict, issued towards the end of the war, that ships over twenty-five years of age are to be pensioned off were to be enforced, then at least half our merchant fleet would disappear from the face of the waters. Yet, at the present time, not even the many ships under charter to the Commonwealth Government from England can furnish the bottoms needed to keep the States supplied with an adequate quantity of coal, much less to cope with the thousands of tons of general

merchandise waiting on interstate wharves for transport. Any thought of a considerable overseas trade in Australian ships is beyond possibility for many years to come.

Regulations passed by the Commonwealth Government prevent coastal shipping companies from placing orders for new construction with shipbuilding firms overseas, and our own shipbuilding industry is as yet in its infancy and inadequate to meet the demand, even if it were free from current industrial troubles and unrest. That most other countries of the world are finding themselves in shipbuilding difficulties is cold comfort, and does nothing to alleviate our own troubles.

The shortage of shipping space is only half the problem, and a minor half at that. In the unlikely event of sufficient new ships being found to meet the demand for additional Australian coastal tonnage, the situation will be little further advanced, as there is an acute shortage of officers and men to man these extra ships. Ships are dependent on personnel to man them, and it takes longer to train an officer than it does to build a ship. England has her "Pangborne," "Conway" and "Worcester" establishments for training of Merchant Service personnel. But this country can boast no Merchant Navy training scheme at all, and boys who wish to adopt the Merchant Navy as a profession have no organisation to which they can turn for help and guidance. They must depend solely on their own initiative to get a footing on even the lowest rung on the ladder. And to climb, the aspirant needs stern tenacity

of purpose, as the all-embracing syllabus of examination for Certificates of Competency has been so advanced that he must of necessity resign himself to a good long period of steady study at the expense of midnight oil and sacrifice of spare time, a prospect which is far from the fancy of many of the post-war generation.

A statement that future officers must be drawn from the ranks of present able seamen requires only slight qualification. It is true that a few would-be officers are recruited per media of the apprentice avenue, but as, apart from the thirteen Government-owned "River" ships, the vessels of only two of the Australian shipping companies carry apprentices, this avenue may be regarded as being open only to the privileged few whose parents are sufficiently persona grata with the powers that be to pull the necessary strings.

There is no doubt that there exists an adequate supply of boys waiting to adopt the sea as their calling, and in the absence of any better scheme it would probably be advantageous and sufficient for present needs to expand the apprentice scheme. Some small efforts have been made to speed up matters and bring a number of new officers on to the bridge in as short a time as possible by reducing the qualifying time from four to three years, thus enabling candidates to sit for their first certificates earlier than previously permitted. But this is starting in the middle of the problem, not at the beginning, and is a most dubious experiment since it results in bringing inexperienced men into a position of authority where practical

experience is the only quality that counts. Passing examinations in a shorter period by intensive culture is one thing. But proficiency in an examination room on paper is entirely divorced from the stern reality of the practice of a profession that allows no mistakes and gives no second chances.

If little has been done toward the training of personnel in this country, then absolutely no thought at all has been devoted toward the far more praiseworthy task of elevating the standard of officers of the Australian Merchant Navy. Such elevation of standard as is visualised does not mean an extra issue of tobacco or toast with morning and afternoon tea, but the more personal and estimable objective of raising an officer's self-esteem and pride in his profession. What is needed is the creation of an esprit de corps that will eliminate some of the small but significant indications, all too frequently obvious, of the lack of such a spirit. It is by no means uncommon to see Merchant Navy officers going ashore in blue uniform with tan shoes, or in dirty or badly kept clothes. This not only decreases the public respect for the seaman, but induces a hostile attitude in the man himself. When these little and apparently inconsequential details are righted, other more important items will follow almost as a matter of course, and once again we will have men in the Merchant Navy who are not only fine seamen, but are also a credit to any society.

To a large extent this must come from within, from an effort on the part of the officers and men themselves, with an example being set by the more elderly and senior members of the profession. But encouragement should come from the shipping companies, to whom the standard of their officers, and the inducement to suitable boys to

take up the sea as a profession, is a matter of highest importance. It would only require a very small incentive to start the ball rolling, and in no time at all the general public would be taking notice of the Merchant Navy and bracketing it in esteem with the King's Navy; and no longer would there be the slighting anomaly of privileges for the one and reluctant tolerance for the other.

At the present moment considerable publicity is being given to the movements of ships, cargoes and coal, and the general public are becoming aware of the importance of sea-borne trade in their daily lives. But nothing is being said about the seamen who man the ships and take them from port to port. The Merchant Navy does not want praise, but it would appreciate a little recognition. Quite recently the city of Adelaide was down to its last reserve of coal when a ship carrying 9000 tons arrived. The State Premier thereupon went down to the gasworks and personally thanked the assembled workmen for effecting a quick discharge, but no word was said in recognition of the seamen whose ship had brought the badly wanted coal and was at that moment alongside the wharf. The general discomforts in a collier at sea, and the very considerable inconveniences that a seaman must tolerate when loading and discharging a coal cargo in port are either unknown or ignored by those ashore.

Government and private enterprise between them can remedy the scarcity of ships, and can solve the problems of training more and better seamen. The rest is up to the sailors themselves. Given a fair go by their employers and a little sympathetic thought by the public, they could in no time show as brave a front as anyone. When that has been achieved the saying

of "All is for the best in the best of all services" will apply to both the fighting and trading navies.

Mr. R. H. Norman
(continued from page 22).

Shortly after the outbreak of World War II, in 1939, Mr. Norman rejoined the Australian Army, and for the major part of the war served at Land Force Headquarters as Deputy Quartermaster-General in charge of Movements and Transportation, a position for which, with his wide knowledge of shipping, he was peculiarly well suited. He held the rank of brigadier until his demobilisation in 1945.

Soon after resuming charge of the affairs of the Orient Line in Melbourne, Mr. Norman was elected as Chairman of the Overseas Shipping Representatives' Association in Melbourne, and still presides over that body. Among other interests, apart from his immediate shipping preoccupations, he is a Trustee of the Melbourne Sailors' Home and a member of the Council of St. Catherine's School.

A married man, Mr. Norman is the father of one daughter. His principal recreation in his leisure hours is golf, and he is a member of the Royal Melbourne Golf Club. Of an alert and energetic personality and a brisk demeanour, he is widely known and respected in shipping, military and social circles both in Victoria and other States of the Commonwealth.

Navy League Annual Conference.

Commander (S.) J. D. Bates, R.A.N.V.R., was elected President at the annual conference of representatives of the Navy League branches of New South Wales, South Australia and Victoria, which was held in Melbourne. Other office-bearers elected were: Vice-President: Captain L. A. W. Spooner, R.N. (Retd.); Secretary: Lt. (S.) J. H. H. Paterson, R.A.N.R.



From our Correspondents in LONDON and NEW YORK.

Britain's Coal Imports.

Immediately previous to 1914, British mines produced 23 per cent. of the world's coal output and shipped abroad 55 per cent. of world shipments. In 1938 British mines still produced 18 per cent. of world coal production and exported 37 per cent. of world shipments. In 1947 American ships are arriving in the Bristol Channel—not to fetch coal, but to bring it.

Launching by Wireless.

Britain's largest merchant ship to be launched since before the war, the Union Castle liner "Pretoria Castle," was launched recently at Harland & Wolff's yard by Mrs. Smuts, wife of the South African Prime Minister. Harland & Wolff's yard is in Belfast, Northern Ireland. Mrs. Smuts was in Pretoria, South Africa. And the ship was launched by wireless.

Jet Dredging.

In an effort to lower the prohibitive cost of dredging Thames mud, experiments in the use of jet aircraft engines are being carried out by the Port of London Auth-

ority. Forty pounds of air a second blown at the river bed in eight feet of water threw spray twenty feet up but did not shift any mud. In three feet of water, spray and mud were flung up and two holes eight and ten feet in diameter were made in the mud bank. The experiments will continue.

Sea Travel Returning.

Mr. John M. Diggs, General Passenger Traffic Manager of the Cunard White Star Line, says that normal peace-time transatlantic travel conditions are apparent now for the first time since 1939, according to "The New York Times." Prospective travellers may now plan a voyage without the necessity of making reservations months in advance. Four Cunarders, including the "Queen Mary" and the "Queen Elizabeth," are now in regular service between Britain and the United States.

New Ship Well Equipped.

The 11,300-ton motor ship "Huntingdon," recently launched for the United Kingdom-Austral-

asian trade for the Federal Steam Navigation Company, is to be the latest thing in cargo vessels. A twin-screw motor ship, she will have large refrigerated cargo space, radar, electric log, gyro compass, stability indicator, electric sounding meter, echometer and automatic fire alarms among her navigation aids and safety fittings. Big Chartering Money.

"A staggering figure was quoted recently in private conversation by a member of a firm of shipbrokers in London, to whom we are indebted for permission to use it," says the Navy League's "Digest of Current Opinion on Maritime Affairs." "The firm has done considerable business on behalf of the Ministries of Food and Supply in the chartering of tonnage; they estimate that, in the past twelve months, they have fixed some 200 ships; each has involved an expenditure of approximately 200,000 dollars, giving a total expenditure of approximately 40,000,000 dollars. They estimate further that fixtures by other firms, on behalf of the same Ministries, have prob-





The biggest ship ever to navigate the Thames above London Bridge, the 1780-ton coasting collier "Miltchem," has just been put into service by the Wandsworth Gas Co. She is the first diesel collier on the river, and when she turns round at Wandsworth there is only a few feet to spare on either side of the river. With a crew of 19, the "Miltchem" is the last word in "flat-irons"—ships that must have flat tops to get under bridges.

ably involved an expenditure of another 60,000,000, making a grand total of 100,000,000 dollars.

Sea-and-Air Trips Offered

The "New York Times" says that a co-operative arrangement by which a traveller may use aircraft and ship facilities to control the speed of his voyaging has been announced by American President Lines and Northwest Airlines. The agreement covers the Northwest Airline's network extending from New York to Manila, and the steamship company's world-wide service. By it, travellers will be enabled to make their schedules flexible to serve their business purposes or travel preferences. A traveller will be able to call into any ticket office of the companies or their representatives to buy a combination ticket, and send excess luggage ahead by ship if he travels by aircraft. The new scheme provides cooperation rather than competition, and offers travellers a choice of transport to suit their convenience, needs and desires.

Falling Freight Rates Affect Charters

That falling freight rates on certain trade routes are having an effect on American operating is commented on in the "Shipbuilding and Shipping Record" of recent date, when it was stated that: "The Maritime Commission has decided that no addition-

with the amount of freight offerings, and there has been some cutting back of freight rates. Some few ships have already been turned back to the Commission by charterers.

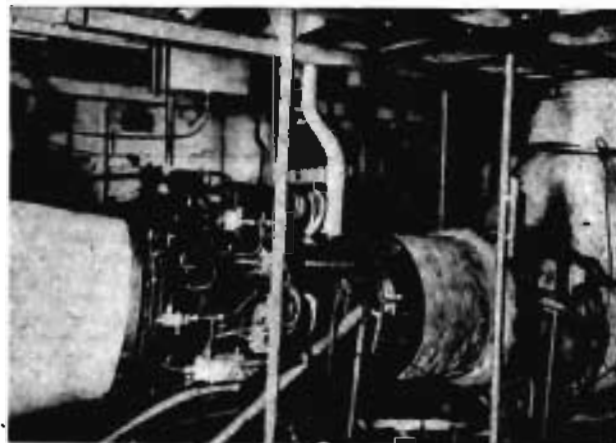
U.S. Ships For Turkey

During August the United States turned over ten surplus merchant vessels to the Turkish Government in line with the American aid programme for Turkey, says the "New York Times." The ships, which comprise eight cargo vessels and two tankers, are costing Turkey 7,400,000 dollars, plus approximately 6,000,000 dollars for repair work which will be carried out in American yards before they go into service.

U.S. Merchant Training Ship

The New York State Maritime Academy's training ship "Empire State" recently returned to the United States after a three months' training cruise to European waters. Carrying a complement of 350 cadet midshipmen and a crew of forty officers and

Continued on page 64.



Marine gas turbine installed for trials in "M.G.B. 2008" on the Solent. This is the first marine gas turbine fitted in any ship. It consists of an aircraft type jet engine in which the jet is being used to drive a power turbine and propeller, as this is more efficient at the speeds at which surface craft operate. One of the original three patrol engines has been removed from the "M.G.B." and the gas turbine has been fitted in its place on the centre shaft. This results in a saving of weight and increase in power as compared with the former installation.

FICTION

MONKEY BUSINESS

By GEORGE HERMON

CAPTAIN INGRAM had returned from the convoy conference in a bad temper. Three weeks lying at anchor in the river at Freetown, Sierra Leone, may have had something to do with it. The fact that, as he walked along the boatdeck to his room, an impulsive monkey had leaped from the open scuttle of the Second Mate's room on to his head, clawing desperately and knocking his cap off and scaring seven bells out of him, may have had added fuel to the flames. But in reality the fire had been smouldering for some time. Ever since he had met Cap-

tain Yates of the "Wharfedale" ten weeks earlier in the Naval Control Office in Melbourne, as a matter of fact.

There was something about Captain Yates that irritated him beyond measure. "A silly little, pompous, so-and-so fool," was how he described him. And fate would have it that their paths were running parallel, so that his temper scarcely had time to cool before Captain Yates would be rubbing him up the wrong way again. The "Wharfedale" and Ingram's own ship, the "Centurion," both carrying Australian troops, had met at



Snatching his cap from the desk, he hurled it through the open scuttle.

all ports enroute. They had sailed from Melbourne on the same day, been together in Fremantle, reached Durban within twenty-four hours of each other, lain opposite to each other at the same pier in Cape Town dock. And now, after having a close view of each other for three weeks as they lay at anchor in the river at Freetown, Captain Ingram was to have the pleasure of the sight of the "Wharfedale's" stern as his next ahead in the convoy all the way home to England.

It was distinctly annoying. Worse than that, it was positively dangerous having a damn fool like that two or three cables ahead of you in convoy. He'd have to warn his officers to keep a sharp eye on the "Wharfedale" with a man like that in command of her. Especially at night with the ships blacked out. There'd a collision or something as sure as God made little apples.

A knock at his door interrupted his thoughts, and he turned round from his desk, where he had been taking his convoy instructions out of their envelope. "Ah! come in, Williams. What the devil's the matter with this ship? It's like a blasted menagerie. It's running with damn monkeys." He sketched, briefly and picturesquely, his recent experience outside the Second Mate's room.

Williams, the Mate, was apologetic. "It's these Australian troops, sir," he said. "The niggers are bringing the monkeys off in their canoes, and the troops are buying them for cigarettes and tins of jam and condensed milk. There must be hundreds on board. The Second Engineer was along aft to have a look at the steering engine this afternoon, and he says there's a gorilla or a baboon or something tied up in there, and it nearly had a piece of him." From his tone, his sympathies were with the monkey.

"Well," said his captain, "get rid of them somehow."

"You can't keep them off, the way the troops have taken a fancy

to them," said Williams. "We've tried all ways, and the Colonel's given orders all round the place. But," he added darkly, "they won't last long once we get to sea." He paused for a moment. "Any orders yet, sir?"

"Yes, thank heavens! We sail to-morrow morning. Tell the Chief we want steam for six o'clock. Ships are to start to weigh at first lights. It's all here," he indicated the convoy orders. "There'll be seventeen ships in the convoy, in three columns. We've got that old fool Yates ahead of us."

The Mate grinned. He knew the Old Man's opinion of the captain of the "Wharfedale," as did all his brother officers. Captain Ingram discussed them in and out of season. He was at it again now.

"All the damn fool questions that man asked at the conference in the cruiser this afternoon. God knows what that R.N. captain must have thought of him. He must have a fine opinion of Merchant Service officers after hearing that pompous little ass talking rot. How the devil he ever got to be Master of a ship I'm damned if I know. If he can do the wrong thing at any time, he does it. We'll have to keep a sharp eye on him, Mister, or he'll have us in a collision or something."

Captain Ingram left the subject of his bete noir for a moment. "Oh! We'll all be formed up outside before eight o'clock to-morrow morning, and at eight bells we start on a practice zig-zag. Here it is." He turned over the pages of the convoy orders. "Zig-zag Number Eight. You'd better tell the Second Mate to get the zig-zag clock set for that. And don't forget, tell the Chief steam for six o'clock. It will be slack water at three, so you can get your starboard anchor up then, and heave short on your port cable before six."

"Aye, aye, sir," and, as his Captain turned again to the convoy orders, Mr. Williams drifted away.

It was still dark in the four to eight watch next morning when Mr. Williams, in accordance with his instructions of the previous afternoon, was heaving short on his port cable. There were evidences of activity in the other ships near them, and the grunt of windlasses and the clank of cables drifted across the still water. Mr. Williams was sipping a cup of tea as he leaned over the bridge rail listening to the hiss of windlass steam on his own fo'c'sle head, and the voice of the carpenter shouting down the spurling pipe to the hands in the chain locker to know if they were all ready. Then there was a creak and a grunt and the familiar wheezing, straining grind as the windlass started to heave in.

The voice of the quartermaster at his elbow interrupted him. "Cruiser's calling up on the morse lamp, sir."

"Where's the Fourth Mate?"

"He's on the fo'c'sle head, sir."

"Well! Get the lamp and answer the cruiser, and send for the apprentice."

The Morse code was not Mr. Williams' strong point, and he quickly realised that he had made a tactical error in answering the cruiser's lamp before mustering his reading forces. The "Centurion" was apparently the last ship to acknowledge the call, and the flash of her lamp was the signal for the cruiser to break into a rapid, stuttering series of dots and dashes that left Mr. Williams floundering behind with half a letter here or there, until the apprentice arrived on the scene to take over the lamp from the quartermaster.

"What does he want?" asked Mr. Williams, when the cruiser eventually finished.

"I didn't get the beginning, sir," answered the boy. "The bit I read is 'Zig-zag Number Eight. Flagged international code hoisted at yardarm will be signal to start zig-zag. The hauling down of the flag will indicate the executive.'"

Mr. Williams grunted. "All right. Give him 'Received.' There was no need for him to waste our

time sending that! It was all in the convoy orders." He turned back to his now half-cold cup of tea and to the hail of the Fourth Mate from the fo'c'sle head, "One shackle on the windlass, sir."

THE two monkeys on the table in the starboard wing of the bridge caused the first burst of excitement in an exciting morning, as the "Centurion" was weighing anchor while "the dawn came up like thunder" to the tune of four bells. With the courage born of desperation they bared their teeth and chattered menacingly at all who tried to approach the binocular box for the glasses which Captain Ingram was demanding, and he was justly incensed. Eventually, with the encouragement of a broom wielded by Mahoney, the heavy, unimaginative Irish quartermaster, they departed via a foremast backstay, to the evident interest of those on the bridge of the "Wharfedale," which, having weighed, was moving slowly past on her way down river.

Captain Ingram's attention was directed by his Mate to the fact that Captain Yates of the "Wharfedale" was getting ready to hail him through a megaphone, and the Master of the "Centurion" turned a brick red as a stentorian "What's all the monkey business, Captain?" drifted across the narrow strip of water separating them. Captain Yates was gesticulating towards the "Centurion's" funnel and grinning widely, the reason for his mirth being two monkeys which were sitting embracing each other on the "Centurion's" steam whistle, while the Australian troops on the "Wharfedale" cheered encouragingly.

Mahoney was sent up the funnel ladder to remove them, but hadn't much luck. He'd reach up and grab one by the scruff of its neck and bend down and hang it on the ladder beneath him, but as he reached up for the second one the first climbed over him to its perch again. He did this six times while the "Wharfedale's" troops shouted advice and encour-

Continued on page 89.

SEAS, SHIPS AND SAILORS - By NORJON

THEY DISAPPEARED
N°1 YONGALA

THE FINDING OF A SUNKEN WRECK OFF THE QUEENSLAND COAST RECENTLY REVIVES THE DISAPPEARANCE OF S.S. YONGALA ON MARCH 29 1911, WITH A LOSS OF 140 LIVES DRIVEN BY THE ADELAIDE S.S. CO. YONGALA WAS ON PASSAGE TO QUEENSLAND PORTS WHEN SHE ENCOUNTERED A TERRIFIC CYCLONE AFTER WHICH SHE VANISHED. A PROLONGED SEARCH ALONG THE COAST FAILED TO REVEAL ANY TRACE OF BODIES OR WRECKAGE.

SHIP OF GREEN AND VGRAM MANY YEARS AGO PROUDLY HOISTED THEIR NEW FLAG AT SEVENTHEAD. UNFORTUNATELY IT EXACTLY RESEMBLED THE FLAG OF A BRITISH ADMIRAL, AND THE SCANDALIZED AUTHORITIES ORDERED IT TO BE LOWERED IMMEDIATELY. IT WAS PROMPTLY REHOISTED WITH A BLUE PATCH; IT'S THE RED STEAM NAVY FLAG TODAY.

THE COLD WALL

ECHO SOUNDING APPARATUS OF H.M.S. LACLAN SHOW A WRECK 11 MILES EAST OF CAPE BOWLING GREEN, Q.L.D.

IN 1922 THE U.S. COASTGUARD CUTTER "TAMM", ON ICE PATROL DUTY, WAS PLACED DIRECTLY AGAINST THE SHAGGY, DEFINED EDGE OF THE GULF STREAM. SHIP IS 240 FEET LONG. THE TEMPERATURE OF THE WATER AT THE BOW WAS THIRTYFOUR DEGREES, AT THE STERN, FIFTY SIX DEGREES - A DIFFERENCE OF 22° IN 200 FEET.

WHALE'S LUCK

CRUISING IN THE WESTERN PACIFIC ON 124 OCT. 1887, THE SWEDEN-OWNED WHALER "COSTA RICA PACKET" HARPOONED A WHALE WHICH SMASHED ONE BOAT, DAMAGED A SECOND, AND ESCAPED FROM THE THIRD. EXACTLY 2 YEARS LATER A WHALE WAS CHASED NORTH OF NEW GUINEA. IT CRUSHED THE FIRST BOAT, BUT THE BOWS OF THE SECOND WAS CAPTURED BY THE THIRD. IT WAS PROVED TO BE THE SAME WHALE.

THE LIGHT THAT FAILED!

WHEN BEN BOYD IN 1843 BUILT HIS MODEL TOWNSHIP AT TWOFOOD BAY, N.S.W., HE INCLUDED A LIGHTHOUSE TOWER, 75 FEET HIGH, WHICH FOR MANY YEARS WAS THE FINEST ON THE AUSTRALIAN COAST. NEITHER BOYD, NOR THE GOVERNMENT, HOWEVER, WOULD PROVIDE OR MAINTAIN A LIGHT - AND, TO THIS DAY, IT HAS NEVER HAD ONE.



H.M.A.S. "SWAN."

Sloops of the R.A.N.

From Tobruk To The Persian Gulf, From
Malaya To The Philippines, They Established
A Great Record That Will Live In Australia's
Naval Annals.

By SIDNEY JAMES

IN a message to the Mediterranean Fleet referring to the Navy's task of maintaining the garrison at Tobruk during the Libyan campaign, the Commander-in-Chief, then Admiral Sir Andrew Cunningham, eulogised the work of the small ships. "I have watched with admiration," he said, "the work of the little ships. They have borne the burden of the day, but neither fatigue nor assaults of the enemy have deterred them. Their achievement is one of which all may well be proud."

In his book "Britain's Glorious Navy," Admiral Lord Mountbatten says: "Largest of these 'little ships' are the sloops, of which, when war began, there were thirty-one belonging to the Royal Navy, with four more building; two in the Royal Australian Navy, with a couple more building; and five in the Royal Indian Navy, four others to be built as rapidly as possible." Two of those in the Royal Australian Navy, H.M.A. Ships "Parramatta" and "Yarra," were among

the ships which took part in the "Tobruk Ferry Service," H.M.A.S. "Parramatta" being lost in that service in November, 1941; while H.M.A.S. "Yarra," surviving her experiences off the Libyan coast, was lost in March, 1942, in an action against an overwhelming force of Japanese cruisers and destroyers south of Java. All of the four Australian sloops mentioned by Admiral Lord Mountbatten saw long and arduous service in the war, in which their records are of valuable work well done.

Of the four, H.M.A. Ships "Swan" and "Yarra" were in commission when war broke out in 1939, having been built at Cockatoo Island dockyard—as were also the later comers, "Parramatta" and "Warrego"—and completed some time previously. The other two completed early in the war, H.M.A.S. "Parramatta" commissioning at Sydney in April, 1940, while "Warrego" commissioned, also at Sydney, in August of that year.

With the exception of "Parramatta", they were employed in

the early period of the war patrolling and minesweeping off the Australian coast. She, however, within a few weeks of commissioning and after shaking down exercises, proceeded overseas, and by August, 1940, was experiencing enemy activity in the shape of bombing whilst operating in the Gulf of Aden area. It was just at this time that "Yarra," after a period of mine-sweeping off the New South Wales, Victorian, and West Australian coasts, left Australia also, to have her first meeting with Italian bombing aircraft while on the Perim Patrol the following month. It is most regrettable that neither of these ships was again to reach Australian waters.

For some time both ships were engaged on convoy escort duties in the Red Sea and Gulf of Aden, and it was while one of the escorts of a Red Sea convoy in October, 1940, that H.M.A.S. "Yarra" had her first contact with enemy surface forces, when the convoy was subjected to a night attack by two Italian destroyers. One of the enemy vessels, the "Francisco Nullo," was damaged by gunfire from H.M.A.S. "Yarra" and H.M.S. "Auckland," and subsequently ran ashore, to be destroyed by the British destroyer H.M.S. "Kimberley."

In April, 1941, "Parramatta" took part in the combined operations on the coast of Italian Eritrea which resulted in the

capture of Massawa. "Yarra," meanwhile, had proceeded to the Persian Gulf, and during the following month was engaged in the operations in Iraq consequent on the German infiltration into that country and the resulting tense situation that arose. During this period she gave protection to the British consulate at Ashar, covered troop landings, and gave fire support.

In August, 1941, she took part in the operation in the Karun River, when Abadan was occupied by the British, Iranian naval vessels were immobilised, and German and Italian merchant vessels captured. The operation opened at 4 a.m. on 25th. August, and within an hour "Yarra" had silenced opposition from Iranian gunboats, and her boarding parties had secured the decks of the vessels and taken their crews prisoner. By early forenoon the situation was under control, and "Yarra" was despatched from the force to proceed down the Gulf to Bandar Abbas, where she carried out a fine salvage job on the Italian ship "Hilda," which had been scuttled and set on fire by her crew. Altogether, seven Axis ships were salvaged successfully in this operation, and in a congratulatory signal to the ships which took part, the Commander-in-Chief, East Indies, said: "The safe arrival in India of four prizes in tow and three



H.M.A.S. "WARREGO."

under their own steam represents an achievement of which those taking part may be justly proud."

In June, 1941, "Parramatta" had proceeded to the Mediterranean, where she was employed on the Tobruk run. Shortly after her arrival she was one escort of a convoy which underwent a fierce and sustained air attack by a large force of enemy dive-bombers. Forty-eight enemy aircraft took part in the attack, and as "Parramatta" reported: "There was always one formation overhead falling about like leaves and diving in succession, another formation moving forward into position, and a third splitting up and approaching at an angle of 45 degrees. For the best part of an hour and a half attacks continued, until at length, as the sun touched the horizon, the enemy drew off. Shortly after, to the great relief of everyone in the

"Parramatta", we sighted the destroyers 'Waterhen' and 'Vendetta.' We had begun to feel lonely, and the arrival of these destroyers was much appreciated."

In this action, the other escorting vessel, H.M.S. "Auckland," was sunk as the result of a number of direct hits by bombs. "Parramatta" picked up a number of her survivors, carrying 162 to Alexandria. It was while escorting a convoy to Tobruk that "Parramatta" was herself lost five months later. During the night of November 26th./27th., 1941, she was, without previous warning, struck almost simultaneously by two torpedoes, sinking within a very short time. Of her complement of 161 officers and men, 23 were saved. There were no survivors among her officers.

Continued on page 60.



H.M.A.S. "TARRA."



— news of the World's Navies

England

IN the third week of August the last sweep for moored mines in home waters, carried out off the Outer Hebrides, was completed. It might have been finished a trifle sooner but for bad weather delaying operations. Traffic channels around the British Isles may now be considered reasonably safe so far as moored mines are concerned, but in the shallow waters of the Thames estuary, outside the buoyed channels, there are still quite a number of mines of the magnetic type. These are being dealt with methodically by the 32nd Minesweeping Flotilla based on Sheerness. It is composed of specially equipped motor launches whose light draught enables them to operate in shallows. It may take as long as three years to dispose of the last of these magnetic mines.

Names of 90 British warships to be "expended" as targets or for experiments were published recently. In addition to such well-known ships as the fleet aircraft carrier "Furious" and the cruisers "Haw-

kins" and "Emerald," there are three new destroyers of the "Battle" class launched but never completed, the "Albuera," "Namur" and "Oudenarde," and two submarines of the latest ocean-going design, the "Ace" and "Achates." Other modern submarines which are to undergo tests to ascertain the effect on their structures of stresses of various kinds are the "Seadog," "Sealymph," "Shalimar," "Sibyl," "Spark," "Stoic," "Stygian" and "Supreme" of the "S" class, and the "Upshot," "Urtica," "Vagabond," "Varne," "Vigorous" and "Visigoth" of the "U" and "V" types. Many of these experiments are to be carried out in the waters of Loch Striven and in the Firth of Forth. Three pre-war sloops and 16 war-built corvettes are also included in the total, together with H.M.S. "Pathfinder" and four other destroyers of earlier date.

A list of 154 ships handed over to the British Iron and Steel Corporation, to arrange for their scrapping, between 1st September,

1945, and 30th July, 1947, was released last month. It includes H.M.S. "Warspite," "Iron Duke," "Enterprise," "Dauntless," "Despatch," "Diomedes," "Capetown," "Caradoc," "Cardiff," "Ceres," "Vindictive," "Erebus," "Marshal Soult," "Adventure," "Argus," 73 destroyers, including the newly launched "Belkisle," "Navarino," "Poitiers," "Talavera," "Trincomelee," "Carronade," "Culverin" and "Cutlass"; 30 submarines, five sloops, two frigates, 17 corvettes, seven fleet minesweepers, and five miscellaneous vessels. An interesting item of information is that before she was condemned the old destroyer "Worcester" had been renamed "Yeoman." At least three of the 154 were either lost in tow or ran ashore on passage, these being the "Warspite," "Safari" and "Truant."

H.M.S. "Carrick" arrived at Messrs. Ward's shipbreaking yard at Preston on 24th January last to be scrapped. Many reading this news imagined it to refer to the ex-sailing vessel "City of Adelaide,"

which became the R.N.V.R. drillship "Carrick" at Greenock in 1923, and continued to discharge that function up to 1939. It appears that about five years ago she was replaced by the vessel which has now been sent to the shipbreakers. Through the courtesy of Mr. R. H. Gibson, who has been delving into the matter, I am enabled to summarise her history here.

The ship with which we are concerned began as H.M.S. "Phaeton," a corvette (afterwards altered to cruiser) of 3750 tons, launched on the Clyde in 1883. She had a speed of 17 knots and a main armament of ten 6-inch guns. For some months after commissioning she was employed on special service. Thenceforward she served for a couple of commissions in the Mediterranean and did another in the Pacific, spending intervening periods at Devonport. She was the stokers' training ship at that port from 1907 to 1911, and a year later was acquired by Mr. Bibby, the Liverpool shipowner, to replace the old wooden frigate "Indefatigable" (built in 1848) as a training ship for boys at Rock Ferry.

When it was decided to remove all training ships from exposed waters owing to enemy air raids, the hulk was sold to Messrs. Ward. She was taken to Preston by that firm in July, 1941, but was soon afterwards reprieved for further duty as a harbour service ship, being renamed "Carrick."

Argentina
Captain Teodoro E. Hartung, who has been Naval Attaché to the Argentine Embassy in London, and Chief of the Argentine Naval Commission in Europe since April, 1945, is returning to Buenos Aires on being relieved in these posts by Rear-Admiral Luis S. Malerba.

China

Out of the 92 destroyers and smaller vessels of the Japanese Navy remaining afloat and in seaworthy condition, China has been allotted 23, at least three of which

are reported to be destroyers. The Royal Navy, United States Navy and Soviet Navy have each taken a similar share.

It is reported that H.M.S. "Mendip," a 1000-ton destroyer of the earliest "Hunt" design, launched by Messrs. Swan, Hunter & Wigham Richardson Ltd., at Wallsend-on-Tyne in 1940, is to be taken over by the Chinese Navy. Her new name has not so far been announced.

Colombia

A frigate has been purchased in the United States for the sum of \$164,675, and is understood to have been named "Almirante Padilla." This name was recently borne by a shore establishment. So far the former name of this frigate has not been reported, and it is not known whether she belongs to the "River" or the "Crown Colony" type.

Denmark

On 14th August a small minesweeper described as the "KFK 260," was lost through striking a mine off Frederikshaven. Her German crew appears to have been saved. Presumably she was an ex-German vessel, but it would be interesting if her identification could be supplied. Though 22 ex-German minesweepers of the "raumboot" type have been working under Danish naval control for some time past, none of them has the number 260, and the prefix borne by each is "MR," not "KFK."

France

In spite of financial stringency, the construction was authorised on 6th August of a 32-knot fleet aircraft carrier with a displacement of over 15,000 tons. In introducing this vote, it was pointed out that the light fleet carrier "Arromanches" (ex-H.M.S. "Colossus") and the escort carrier "Dixmude" (ex-H.M.S. "Biter") are only on loan from the British and United States Governments, respectively, and in the event of their return being demanded, France would be without a single ship of this most important category.

Italy

A report that a corvette of the Italian Navy has been destroyed by internal explosion proves to be unfounded. It arose through the 24-year-old munitions transport "panigaglia," of 915 tons, having blown up while discharging a cargo of high explosives removed from Pantellaria, at Porto San Stefano, near Civita Vecchia. This little ship was one of the group earmarked for division between the British, United States, French and Soviet Navies, when the Italian Peace Treaty has been formally ratified.

Netherlands

Next year, when the escort carrier "Karel Doorman" (ex-H.M.S. "Nairana") is due to be returned after being lent to the Royal Netherlands Navy for a couple of years, her place will be taken by H.M.S. "Venerable," a light fleet carrier of the "Colossus" type.

The new cruiser "Eendracht," laid down by the Rotterdam Dry Dock Co. in 1939, and to be launched shortly, has had her name changed to "De Ruyter," after the greatest of Dutch admirals. This is the second alteration, as it had originally been proposed to call the ship "Kijkduin."

Siam

The corvettes "Burner" and "Betony," of the modified "Flower" type, and the fleet minesweeper "Minaret," of the "Algerine" class, have been bought by the Siamese Navy. The two former served for a time in the Royal Indian Navy as the "Gondwana" and "Sind" respectively. The "Minaret" was built in Canada. So far no fresh names have been assigned to these ships, which have been given numbers provisionally.

U.S.A.

The new construction programme for 1947-48 includes a new type of experimental anti-submarine vessel, apparently a more expensive unit than a destroyer, but not so costly as a cruiser: four destroyers of a new design, and five submarines, of which two will be designed to

Continued on page 34.

M.V. "DUNROON"—10,500 tons

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DECORATED

Commander O. H. Becher, D.S.C. and Bar.

Commander O. H. Becher, D.S.C. and Bar, R.A.N., entered the Royal Australian Naval College as a Cadet Midshipman in 1922. Passing out as a Midshipman in 1926, he was promoted Sub-Lieutenant in 1929, Lieutenant (G) in 1930, Lieutenant-Commander (G) in 1938, and Commander in December, 1944.

On the outbreak of war in 1939, Commander Becher was serving on exchange duty with the Royal Navy, being in H.M.S. "Devonshire" as Squadron Gunner Officer. H.M.S. "Devonshire" was one of Admiral Cunningham's force which evacuated the Allied troops from Namsos during the Norwegian campaign in 1940. The evacuation took place on the night of the 2nd. May, the squadron being attacked by German aircraft for nearly seven hours, during which attacks two destroyers were lost. Commander Becher was awarded the Distinguished Service Cross for his part in this operation, the award being made on the 19th. July, 1940, "For good service in the withdrawal of troops from the Namsos area."

On the commissioning as H.M.A. Ship of the first of the "N" Class destroyers assigned to the R.A.N.—H.M.A.S. "Napier"—Commander Becher was appointed to her. Subsequently, following a period as Officer in Charge of the Gunner School at Flinders Naval Depot, he was appointed to the destroyer H.M.A.S. "Quickmatch" in command, serving with the Eastern Fleet. It was while in command of this ship that Commander Becher was awarded the Bar to his Distinguished Service Cross, "For outstanding courage, skill and determination in pressing home a successful attack on the Japanese Naval Base at Sabang."

Later, while with the British Pacific Fleet, he was awarded a Mention in Despatches "For distinguished service during the war in the Far East."

SEA AFFAIRS.

Continued from page 13.

Four cruisers launched during 1936-38 have been earmarked for transfer to Latin-American republics. The "St. Louis" will go to Peru, the "Boise" to Chile and the "Nashville" and "Phoenix" to Brazil. All saw service during the war, and, with the exception of the "Phoenix," received more or less severe damage in action.



NOTABLE NAMES IN AUSTRALIA'S NAVAL HISTORY

"ENCOUNTER"

The second-class protected cruiser "ENCOUNTER" was launched for the Royal Navy at Devonport, England in 1902. With a displacement of 5,800 tons and a speed of 21 knots, she carried 11-6" and 8-12 pounder guns, and 2-18" submerged torpedo tubes.

She was serving on the Australian Station when the R.A.N. was first formed, and in 1912 was acquired by the Australian Govt. after which she spent the remainder of her days as a unit of the R.A.N. On the outbreak of the Great War, 1914, while on her way to New Guinea waters, she captured the R.A.N.'s first prize—the "Zambesi"—a British steamer which had been taken over by the Germans.

On 14/9/14, "ENCOUNTER" fired the R.A.N.'s first shot of the Great War while bombarding a ridge near Tora, New Britain. She performed much useful work in the Pacific, and for a time was the only cruiser defending the Australian Coast.

After the War, she was employed as a sea-going training ship with the R.A.N. Later, with coast of her armament removed she was renamed "REUNION" and served as accommodation ship at Garden Island naval depot. Reductions in the Defence Estimates, however, necessitated her destruction, and in 1923 she was stricken at Cockatoo Island. She was towed out and sunk some five miles off Sydney Heads on 14/9/32—18 years to the day after she had fired the first shot of the Great War for the R.A.N. So passed the old "ENCOUNTER", a well-beloved unit of Australia's Navy.

The freighter shown here on the launching ways at the B.H.P. Whyalla Shipyard is one of several built there for the Australian Shipbuilding Board.

DURING the war The Broken Hill Proprietary Co. Ltd. was associated in the earliest action taken to meet the shortage of ships. In 1940, a shipbuilding yard was established at Whyalla, South Australia, and, since the first vessel was launched in May, 1941, the yard has completed eleven ships, including four naval patrol vessels and seven freighters, the largest being of 9,000 tons.

At present, several vessels are in course of construction, including 12,500-ton freighters especially designed for the Company's own service, which includes the transport of iron ore to the steel works at Newcastle and Port Kemble, N.S.W. The B.H.P. fleet at present engaged in this work comprises eight vessels."

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WHAT THE R.A.N. IS DOING

... at Sea and Ashore

Since the October series of these notes were written there have been varying happenings of importance in the Royal Australian Navy. The period was shadowed by the regrettable loss of the corvette H.M.A.S. Warrambool, which blew up and sank on Saturday, 13th September, as the result of striking a mine whilst engaged in sweeping operations with the 20th Minesweeping Flotilla in the Barrier Reef area near Cape Grenville, 300 miles north of Cairns. Thirty-two casualties, of which three were fatal, were suffered, while one man is missing, as a re-

sult of this happening. During September the Royal Australian Navy launched its recruiting drive for personnel for the Naval Aviation Branch, and there was an immediate response by personnel anxious to enter this new arm of the Service. During September, also, the Royal Australian Navy acquired its fifth Rear-Admiral with the promotion to that rank of Engineer Captain J. W. Wishart, O.B.E., R.A.N. So far as ships are concerned, the immediately past activities and the general programme arranged for the near future are as follows:—

1st Frigate Flotilla

H.M.A.S. Shoalhaven, Senior Officer (Commander J. K. Walton, R.A.N.), is in the New Guinea area. Among her other duties, she carried fresh and dry provisions to the two stranded vessels Cyrena (which grounded on the southern coast of Kitava Island, in the Trobriands) and Reynella (which went aground in the Jomard Straits, 140 miles east of Milne Bay, during August). Several efforts were made to re-float Reynella, both by towage and by attempted demolition of part of the reef by the use of explosives, but she remained ashore for almost four weeks (from 18th August to 12th September), when she got clear and proceeded to Deboyne Lagoon for temporary repairs. H.M.A.S. Shoalhaven is expected to remain in New Guinea waters until relieved by H.M.A.S. Condamine in January of next year.

DISPOSITIONS

The Cruisers

H.M.A.S. Hobart (Captain D. H. Harries, R.A.N.) is present Flagship of the Royal Australian Navy. H.M.A.S. Hobart arrived back in Sydney from duty with the British Commonwealth Occupation Forces in Japan on 19th August, and the Flag of Rear-Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., Flag Officer Commanding the Royal Australian Naval Squadron, was broken in her at 8 a.m. on 28th August, in Sydney.

H.M.A.S. Australia (Captain H. J. Buchanan, D.S.O., R.A.N.) is with the British Commonwealth Occupation Forces in Japan.

H.M.A.S. Shropshire (Commander G. L. Cant, R.A.N., and special refit complement) is undergoing long refit at Sydney, to pay off into Reserve.

H.M.A.S. Arunta (Commander P. N. Cook, D.S.C., R.A.N.) is in Sydney. She departs this month for Japan, to relieve H.M.A.S. Culgoa on duty with the British Commonwealth Occupation Forces.

H.M.A.S. Quiberon (Commander J. L. Bath, R.A.N.) arrived in Melbourne on 27th September for one week's gunnery and torpedo firings in Port Phillip Bay, on the conclusion of which she returned to Sydney.

H.M.A.S. Quickmatch (Lieut.-Commander C. J. Stephenson, R.A.N.) is in Sydney for refit and to grant leave after her period of service in Japanese waters.

H.M.A.S. Warramunga (Commander G. C. Oldham, D.S.C., R.A.N.) is in Sydney, where she has been refitting and granting leave. She arrives in Japanese waters late this month to relieve H.M.A.S. Bataan.

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

10th Destroyer Flotilla

H.M.A.S. Bataan, Captain D10 (Captain J. C. Morrow, D.S.O., D.S.C., R.A.N.), is in Japanese waters. She is relieved late this month by H.M.A.S. Warramunga.

H.M.A.S. Condamine (Lieut.-Commander J. H. Dawson, R.A.N.). Condamine's proposed programme as given in the October issue of "The Navy," was interfered with by the marine casualties in the north, she being despatched to endeavour to re-float Cyrena and Reynella. Her first attempt was with Cyrena, which went ashore on 13th August, Condamine arriving at Kitava Island on 15th August. Five days later she arrived at Jomard Straits to assist Reynella. In neither case was Condamine successful in towing the stranded ship off, and eventually, seeing that she was unable to give further assistance, she was ordered south. With H.M.A.S. Murchison she participated in the 150th Anniversary Celebrations at Newcastle.

N.S.W., during September. She will remain in the Sydney-Jervis Bay area until going to New Guinea to relieve H.M.A.S. Shoalhaven in January next.

H.M.A.S. Culgita (Lt.-Commander H. L. Gunn, D.S.C., R.A.N.) is in Japanese waters, where she will be relieved late this month by H.M.A.S. Arunta.

H.M.A.S. Murchison (Lieut.-Commander J. McL. Adams, O.B.E., R.A.N.) is in Sydney.

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

20th Minesweeping Flotilla

The 20th Minesweeping Flotilla remains in the Barrier Reef area carrying out minesweeping operations. Some 10,000 defensive mines were laid in a number of fields during the war, and the work of clearing these has been proceeding with expedition, and is now well on the way to completion. In one week recently 65 mines were swept. The work in the Barrier Reef area was commenced early in 1947, and continued throughout the year except for a break for refit and leave during June and July. It is hoped that the operation will be completed by the end of 1947.

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. Kutoomba (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.D.M.L.s 1326, 1323, 1328 and 1329, and M.S.L. 706.

H.M.A.S. Warrnambool (A/Commander A. J. Travis, R.A.N.). As mentioned earlier, H.M.A.S. Warrnambool was unfortunately lost during sweeping operations on 13th September. In a statement issued by the Minister for the Navy (Mr. W. F. J.

Riordan) the loss of Warrnambool was thus described:

"When H.M.A.S. Warrnambool struck a mine on Saturday, 13th September, in the Barrier Reef, the ship was engaged in sweeping a defensive minefield laid by H.M.A.S. Bungaree during the second world war. At the time of the accident the Flotilla was in echelon sweeping formation, Warrnambool following Swan, the leader. Swan's sweep fouled an obstruction on the sea bottom, which meant that Warrnambool was no longer protected by Swan's sweep wire. Warrnambool consequently altered course to move over into safe water and take over Swan's position as leader. While doing so Warrnambool struck a submerged moored mine at four minutes to four p.m. Efforts were immediately made to tow her clear, but, owing to a strong tidal stream, Warrnambool drifted back towards the line of mines. In order to avoid any risk of further casualties, the ship was abandoned at six minutes to five p.m. In a sinking condition, she then drifted across the line of mines, finally turning over and sinking at a quarter to six p.m."

Warrnambool's casualties were: Died of Injuries: Stoker R. J. Garrett, Ord. Seaman J. H. Hyland, Able Seaman D. B. Sigg.

Missing: Signalman N. L. Lott.

Injured: A/Commander A. J. Travis, R.A.N.; Lieutenant R. Brokenshire, R.A.N.; Lieutenant J. B. Sinclair, R.A.N.; Ordinary Seaman N. T. Abson; Leading Seaman J. H. Harrison; Stoker 11 E. J. Hodges; Steward R. W. Johnson; Able Seaman J. Morton; A/Leading Signalman H. J. Carmichael; Ordinary Seaman R. G. Connelly; Able Seaman A. L. Spedding; Stoker 11 J. M. Kilmurray; Able Seaman W. R. Overson; Able Seaman P. H. Bizley; Stoker B. W. Evans; Ordinary Signalman 11 M. L. Fuller; Assistant Steward C. E. Keen; Able Seaman P. T. Kelly; Stores Assistant K. C. Kneipp; Sick Berth Attendant A. T.

Knight; Able Seaman K. S. McKellar; Leading Telegraphist W. L. Orchard; Stores Assistant L. G. Phillips; Leading Radio Mechanic W. F. Taylor; Ordinary Seaman D. J. Young; Stoker M. A. Danks; Ordinary Seaman 11 C. G. Keam; Ordinary Seaman F. J. McCormick; Able Seaman N. Smith.

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.) is in Fremantle.

L.S.T. 3022 is in Sydney, paid off into reserve.

L.S.T. 3501 is in Sydney, refitting for cruise to the Antarctic with supplies and equipment for the Australian Antarctic Expedition.

L.S.T. 3035 is in Sydney, paid off into reserve.

Loading 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)), departed for Japan during September, with troops and stores for the British Commonwealth Occupation Forces. This voyage to Japan is the final one she will undertake for the Navy. Upon her return to Australia she will complete her naval duties and will enter Cockatoo Island Dockyard for reconversion as a merchant ship.

H.M.A.S. Kanimbla (Commander S. H. Crawford, M.B.E., R.A.N.R.(S)) sailed from Kure during September and proceeded to Auckland and Sydney, arriving at this latter port on 4th October.

Australian Minesweepers

These two vessels are at Flinders Naval Depot for training Depot personnel.

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

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

Survey Ships

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

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

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. Broilga, attached to H.M.A.S. Lachlan as tender.

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

H.M.A.S. Tallarook, engaged in surveying duties, Yampi Sound.

General

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

H.M.A. Tug Reserve (Lieutenant J. R. Neville, R.A.N.R.(S)) was one of the vessels of the Royal Australian Navy assisting in salvage operations with M.V. Reynella in Jomard Straits.

H.M.A.S. Kangaroo proceeded from Sydney to Melbourne to examine reserve ship moorings at Geelong.

H.M.A.S. Karangi is at Fremantle, boom defence vessel.

H.M.A.S. Woomera (Lieutenant A. R. Pearson, R.A.N.V.R.) is in Sydney.

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

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

GENERAL

Air Support School

Commodore H. A. Showers, C.B.E., R.A.N., Commander M. J. Clark, D.S.C., R.A.N., and Commander N. A. Mackinnon, R.A.N. were the naval representatives among the eighteen senior officers of the Navy, Army and Air Force who attended the first Senior Officer Course at the R.A.A.F. School of Air Support at Laverton (Vic.) this year. The school is commanded by Air Commodore A. M. Charterworth, C.B.E., A.F.C., and the syllabus, based on the course given by the

R.A.F. School of Air Support in the United Kingdom, includes lectures and demonstrations of equipment and tactical flying exhibitions, using several types of aircraft. Officers taking the course witness displays of close support tactics, including rocket, gunnery, dive bombing and firebombing attacks, the laying of smoke curtains, the dropping of paratroops, and the dropping of supplies and heavy equipment from Dakotas.

Surveying Australia

The surveys at present being carried out in Yampi and King Sounds in North-western Australia are a small part of the Royal Australian Navy's 25-year plan thoroughly to chart the whole coastline of the Commonwealth. By the middle of September, H.M.A.S. "Barcoo," which had been working in the area since June of this year, had surveyed 450 square miles of Yampi Sound. Surveying is dependent on the weather, and in October "Barcoo" left the north-west for Bass Straits, to take advantage of the summer weather there in carrying out surveys in that area. The "Barcoo's" operations in Yampi Sound were enlivened by the presence of whales, whose movements frequently necessitated avoided action being taken by the ship and her boats while taking soundings.

Minesweeping Risk Money

The Minister for the Navy (Mr. Riordan) announced recently that special danger pay, ranging from 1/- to 3/- according to rank, would be restored to minesweeping personnel, and made retrospective to July 1st. Pay for personnel in minesweeping vessels is thus now:—

Able Seaman 13/6 a day, plus 1/- a day danger money.

Leading Seaman, 15/9 a day, plus 1/-.

Petty Officer, 18/3 a day, plus 1/3.

Chief Petty Officer, 20/6 a day, plus 1/3.

Sub-Lieutenant, 18/- a day, plus 2/-.

Lieutenant, 24/- a day, plus 3/-.

Lt.-Commander, 38/- a day, plus 3/-.

R.A.N. College Applications

Applications by boys for entry into the Royal Australian Naval College this year show a marked increase over 1946. Last year a total of 320 applications was received. In September of this year 381 boys sat for the educational examination. Applications were widespread throughout Australia, and the examinations were held in 73 city and country centres. Victoria had the largest number of entrants, with 123 sitting at 23 centres; New South Wales came next with 121 at 20 centres, followed by West Australia with 43 at 6 centres, Queensland with 42 at 15 centres, South Australia with 36 at 7 centres, and Tasmania with 16 divided between Burnie, Hobart and Launceston. Actual admissions to the College will be, of course, much less than the number sitting for the examinations. In 1946 twenty-four boys were admitted as Cadet Midshipmen. This was the largest entry since 1920.

Naval Aviation Applicants

Recruiting for the Naval Aviation Branch of the Royal Australian Navy opened on 17th September, and the immediate response was most gratifying to the naval authorities. Recruiting centres were kept busy answering personal enquiries and replying to telephone applications. Of 1789 enquiries and applications made in the first three days of recruiting in Melbourne, 40 per cent. were for Rating Pilots, 30 per cent. were ex-R.A.A.F. personnel seeking commissions as Officer Pilots, and 30 per cent. for Air Artificers, Air Mechanics and Naval Airmen, Naval Aviation Branch.

The Royal Australian Navy's Naval Aviation Branch will be a purely naval organisation, manned by purely naval personnel. The carriers, when they arrive, will come under the operational control of the Flag Officer Commanding the Royal Australian Naval Squadron and will be administered by him. The air groups in the



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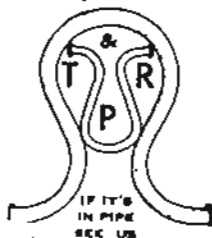
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carriers, each of which will consist of a fighter force and a strike force, will be highly mobile, able to work with the Fleet—which will be their major role—or to disembark and operate as a force ashore if necessary. The carriers, which will be of the "Majestic" class of about 18,000 tons, will cost approximately £3,000,000 each. Each will carry 36 aircraft. The first is expected to arrive in Australia in the latter half of 1948, and the second the following year.

Carrier Aircraft.

It is expected that the aircraft in the new carriers will be "Sea Fury" fighter type and "Firefly" strike types. The Sea Furies have a speed of 380 knots and the Fireflies a speed of 300 knots over a range of 500 miles carrying a bombload of 2000 lb. The life of an aircraft type is estimated at approximately five years.

Naval Aviation Personnel.

From the start, the general service personnel manning the new carriers will be Australian, but for a while, until sufficient men are trained, Naval Aviation specialists will be partly Australian and partly Royal Navy personnel. It is hoped that within 10 years the personnel will be entirely Australian. The Naval Airman Branch has been established because, although members of this branch will be dressed as seamen and paid the same scale, it will not be necessary for them to possess the same degree of purely naval knowledge, since they will be more specialised in the handling of, and dealing with, aircraft. They will wear a distinguishing badge on the right arm. All naval airmen will have the opportunity of reaching officer's rank.

Fourth Naval Member for
Australian Naval Board.

It was announced last night (Thursday, 2nd October, 1947) by the Minister for the Navy (The Hon. W. J. P. Riordan, M.P.) that Captain Edmund Walter Anstice, R.N., has received the appointment of Fourth Naval Member to the Australian Commonwealth Naval Board.

Whilst Captain Anstice is Fourth Naval Member he will hold the rank of Commodore (2nd Class).

PERSONAL

Biographical Sketch of
Captain E. W. Anstice.

Captain Edmund Walter Anstice, R.N., who has been appointed to the newly created post of Fourth Member of the Australian Commonwealth Naval Board, has, since November of last year (1946) been Director of Naval Aviation Planning for the Royal Australian Navy, with headquarters in Melbourne. His principal responsibility has been to draft a programme of developments following the decision of the Federal Government to acquire two light fleet aircraft carriers as the main striking force of the R.A.N. The first of these carriers will arrive in Australian waters towards the end of next year.



Captain E. W. Anstice.

As Fourth Member of the Naval Board Captain Anstice will advise it upon all matters related to naval aviation, with which he has been closely associated since 1924, when he joined what was then known as the Fleet Air Arm of the Royal Navy and the naval rank of Lieutenant and the Royal Air Force rank of Flying Officer. He was

one of fifty officers of the Royal Navy chosen to do the first course arranged for naval pilots under the new scheme. For some years pilots in aircraft carriers held two ranks. While they were doing ships' duties they were naval officers, but when they were flying they were officers of the R.A.F. and were subject to R.A.F. command. It was not until the dual control over the Fleet Air Arm had proved a costly failure that it was abandoned and aircraft carriers and the whole of their complements, including pilots, mechanics and other specialists, were placed under the direct orders of the Admiralty. The term "Fleet Air Arm" was dispensed with and the new branch of the service was designated "Naval Aviation."

After Captain Anstice had completed his land training as a naval pilot in 1925 he was posted to the aircraft carrier "Furious," in which he served for three years. Then, in 1928, with the naval rank of Lieutenant-Commander and the R.A.F. rank of Flight Lieutenant, he was transferred to H.M.S. "Courageous" and given command of a flight. Twelve months later he was posted to the battle cruiser "Renown" for general duty for a year. At the end of that period he returned to "Courageous" as a Squadron Commander with the R.A.F. rank of Squadron Leader.

In 1932 he was promoted to the naval rank of Commander and, as a naval Commander and an R.A.F. Squadron Leader, was engaged in training naval pilots and in administrative duties at the Air Ministry. In 1936 he was promoted to the rank of R.A.F. Wing Commander and was appointed Commander (flying) in "Courageous."

The following year he left flying duties and was transferred to the cruiser "Shropshire" as an executive officer. He was promoted Captain in 1939.

In the early part of the recent war he was Deputy Director of the Naval Air Division at the Admiralty and afterwards command-

ed the escort carrier "Fencer" on operations against the Germans in the Atlantic. Later he became Chief of Staff to the Flag Officer in charge of Carrier Training. Next, he was appointed Commodore in charge of the training of naval flying personnel.

At the end of the war he was appointed Commodore of the Naval Air Depot at Lee-on-Solent, and it was while he was holding that post that he was sent to Australia as Director of Naval Aviation Planning for the R.A.N.

Before Captain Anstice joined the Fleet Air Arm in 1924, he had already had a wide and varied experience in other naval duties. He joined the Royal Navy in 1912, when he entered Osborne as a cadet. He went to Dartmouth in 1914, and on the outbreak of war in August of that year went to sea as a cadet in the battleship "London." While in the "London" he saw service at the Dardanelles. In 1915 he became a midshipman. He left the "London" in 1916 and joined "Renown" in the battle cruiser squadron in the North Sea. He was promoted Sub-Lieutenant in 1917 and transferred to the destroyer "Achates," which was on convoy duty in the Atlantic.

At the conclusion of hostilities he was transferred to the destroyer "Valorous" and served in the Baltic. In 1920, he was promoted Lieutenant and posted to the

cruiser "Concord" in the Mediterranean.

Later he served in "Viscount" and was serving in that ship when he was selected to undergo a naval pilot's course.

The Royal Australian Navy has acquired its fifth Rear-Admiral with the promotion of Engineer Captain John Webster Wishart, O.B.E., R.A.N., to that rank. Born at Cowra, New South Wales, on 15th September, 1892, Rear-Admiral Wishart entered the Royal Australian Navy as a Sub-Lieutenant in 1915, being promoted to Engineer Commander in 1927 and Engineer Captain in 1942. He is now Engineer Man-



Acting Captain A. D. Cairns.

ager, Garden Island, and Engineer Officer on the staff of the Flag Officer-in-Charge, Sydney, and General Overseer, New South Wales, an appointment he has held since November, 1945.

After nearly 30 years in the Royal Australian Navy, Engineer Captain G. I. D. Hutchison, R.A.N., who was Director of Engineering (Naval), Navy Office, Melbourne, retired recently from the Service. A former Coleraine boy, and a graduate in Engineering at Adelaide University, Captain Hutchison is taking up an important appointment as chief representative of Messrs. Vickers in Australia. Having bought a sub-



Captain (L.) A. M. Newcombe.

stantial interest in the Cockatoo Dock and Engineering Works, Messrs. Vickers' activity represents one of the early stages of the spread of Empire industrial defence potential.

Acting Captain (E.) A. D. Cairns, R.A.N., has succeeded Captain Hutchison as Director of Engineering (Naval) at Navy Office. Entering the Royal Australian Naval College at Jervis Bay in January, 1915, Captain Cairns has served in many ships of the Royal Australian Navy and the Royal Navy. At the outbreak of the recent war he was in H.M.A.S. "Hobart," and in her saw service in the Indian Ocean, Red Sea, Mediterranean, South China and Java Seas, the Coral Sea and at the Guadalcanal landing. He received a Mention in Despatches for his work when the ship was under constant air attack in the Java Sea. Immediately previous to taking up his present appointment, Captain Cairns was Assistant to the Director of Engineering.

Captain (L.) H. M. Newcomb has taken up his appointment at Navy Office as Director of the new Naval Electrical Branch of the Royal Australian Navy.

Continued on page 44.

EX-NAVAL MEN'S Association of Australia



Patron-in-Chief

His Majesty The King

Following is the opening address given by Captain Howden at the Federal Conference held in Perth this year:—

"Mr. Federal President, Interstate and State Delegates of the Eighth Federal Conference of the Ex-Naval Men's Association,—

"It is with pleasure and, indeed, with great pride that I accede to the request made to open this Conference. You, the delegates from other States, have travelled far for the purpose of attending this Conference, and your mission is a very important one. It is important because you are the chosen representatives of your various State Sections, and, collectively, you represent the ex-naval men throughout the length and breadth of this land—a great honour and a great responsibility. I assert it is a great honour—a view I hold so strongly that I am confident it will not alter or diminish while there is still a shot left in the locker of my human life—for anybody to be privileged to represent naval men and ex-naval men of the R.A.N. I have seen them live, fight, and I have seen them die, and it is because of those things that those privileged to represent ex-naval men are burdened with a great but noble responsibility. So, therefore, you must exercise every endeavour as members of this Conference, and as members of the Ex-Naval Men's Association generally, to do all you can to bring into effect improved conditions for ex-naval men.

"In the Navy we are brought up on the understanding and belief that privileges are the reward of effort and good service. I think there are none—and least of all the King's enemies—who would gainsay that the men of the Royal and Royal Australian Navies have

given a good account of themselves in this last and other past wars. It therefore becomes your high and bounden duty as members of this Conference to do all you can to so conduct this Conference that from your deliberations will flow great good that will rebound to the benefit and advantage of all ex-naval men.

"But to slide down the backstairs, as it were, from the main deck to the generalities of the quarter deck of solid practical suggestion, I would commend for your consideration that you do everything you can to ensure that all good ex-naval men, when the time comes when they no longer, in the words of the Scriptures, 'go down to the sea in ships and occupy their business in great waters,' have a good job made available to them—a job that will weather the storm of boom times and bad—a job that will enable them to remain at anchor and afloat, and to ride on the storm of any depression—a job that is worthy of the great service that naval men have rendered to the Empire through years of peace and war. To ensure this happy but, I firmly believe, practical state, it becomes necessary for the Ex-Naval Men's Association to bear a certain moral responsibility to the men they recommended for positions.

"I enjoin you, therefore, the assembled delegates of this Conference, to so conduct the affairs of this Association that you will instil into the minds of those able to offer suitable employment that a man your Association recommends carries with him the stamp of your Association—a kind of guarantee that the man is not only a willing, hard worker, but that he is a man

of integrity and courtesy, and with the right ideas of good citizenship.

"It must be made known to the employing public that your Association is able to offer men of this stamp, and that requires organisation, and it also requires certain finance, and I will therefore ask your Federal President to accept from me this cheque for £100 towards this purpose.

"We of the Navy, past and present, are a proud people, jealous guardians of our honour and of the honour of our beloved Service, and of the honour of our country. It is distasteful to us, therefore, to see an old shipmate of ours working, or being employed on work which is unsuitable to his temperament and to his worth, and it is sadder still to see men not fully and continually employed, and, as I have said, it is, of course, our bounden duty to do all we possibly can to avoid this type of thing arising.

"In the deliberations of your Conference, which is about to open fire, I do counsel you to exercise something of the same spirit that has animated the ships in which we have served. Your Federal President has referred to the same thing, and we can do no harm in reiterating it. May you show, in your deliberations, that spirit of understanding of another's point of view, that tolerance and that mutual respect and confidence existing between all sections and branches. I recall the advice given me by an uncle of mine when I was a very junior officer in the Navy, and it is advice that I have imparted to many people since: 'Never let your ship go faster than your head'—sound advice, when handling a fast ship—and I say to you



Engineer Captain Hutchison.



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at this Conference. "Never let your tongue go faster than your head and heart, and, in the heat of debate, say nothing that would lessen the dignity and prestige of the Association you represent."

"Our Association, relative to other ex-fighting men's associations and leagues, is a small one, but I do counsel you to so conduct this Conference and your deliberations that the whole character of this Conference will be such that others may, with profit to themselves, imitate your example. In short, resolve that you will conduct your deliberations with cool heads and warm hearts."

"I have not made any reference up to date of the very kind and flattering terms in which your Federal President referred to me. I think they are somewhat undeserved, but I would like to say how much the work of those representing ex-naval men means. I know it means a great deal of work, but we do not expect high praise and a lot of benefits from the work we do for others, and although your work may not be known a great deal outside the Navy and ex-naval men, I can assure you that those of us who have given this matter our consideration are well aware of it, and are doubly pleased that you are giving your time to this most worthy aim. I would therefore like to thank you, Mr. President, for your kind remarks."

"Now, in declaring this Eighth Federal Interstate Conference open I do wish you to be assured of my sincere hope that great good will accrue from your deliberations, and it is also my earnest hope that your Association, or, more correctly, 'our Association,' and all its members will go forward in honour, in dignity, and in majesty."

Queensland

ENTHUSIASM displayed at the annual general meeting of the Queensland Section on August 4 augurs well for the future. There was a satisfactory attendance of 70 members.

This date was an eventful one in our history as the Brisbane Sub-section also came into existence. The formation of the Sub-section in the metropolis became essential under the association's constitution.

In reviewing the year's activities, the President (Mr. A. C. Nicholls) said the Branch had made considerable headway and could look forward with every confidence to the future. Membership had increased in a very satisfactory manner. He paid tribute to the sterling assistance of a solid Executive and Committee who had contributed no small share in our success.

Mr. Norman Pixley, who supported the President's remarks, said that Branch members owed Mr. Nicholls a debt of gratitude. He had initiated the reformation of the Association in the Queen State and placed our prestige on a high plane.

It is of great interest that Mr. Nicholls was the first Federal President. On reforming the Section early in 1946, he had the able support of Miss L. Warner-Shand as Secretary and Mr. R. A. Annabel as Treasurer. Last year the two latter officers were replaced by Miss Edna Park and Mr. J. McL. Bailey. Mr. C. Brooks afterwards assumed the treasurership on Mr. Bailey's transfer to the country. Officers Elected.

Mr. Nicholls was unanimously elected President of the State Council for 1947-48. Other officers appointed were:—Vice-President, Mr. L. H. Riddles; Secretary, Miss M. Beresford; Assistant Secretary, Miss E. Park; Treasurer, Mr. R. G. Gardiner; Councillors, Messrs. C. Lambourne and E. Hardy (Brisbane), N. George and J. P. Hills (Rockhampton), and F. Gillespie (Toowoomba).

Our representative on the Federal Council is Mr. Lambourne.

Address of the Council President is 521 Lutwyche Road, Windsor. His phone number is M 3483. The Secretary (Miss M. Beresford) can be contacted at the C.I.B., cnr. George and Elizabeth

Streets, Brisbane. Miss Beresford's phone number is B 1101.

At the September meeting our retiring Secretary (Miss Park) was voted an honorarium in recognition of her untiring efforts. As our President remarked, "She earned every penny of it."

Popular choice for the Sub-section presidency was Mr. Norman Pixley. He was elected unopposed. Mr. Pixley's address is Ryan House, Eagle Street, Brisbane, and his phone number B 3278. Hon. Secretary is Mr. R. J. Herd, who can be communicated with at 78 Somerset Street, Windsor.

Other officers appointed by the Sub-section are:—Vice-Presidents, Miss L. Warner-Shand and Messrs. C. Lambourne and R. G. Gardiner; Assistant Secretary, Miss S. Hope; Treasurer, Mr. C. Brooks; Committee, Misses S. Hayward, J. Lachlan, N. Guthrie, M. Kaye, A. M. Kent, M. Horowitz and Messrs. V. J. Kelly, R. B. Leisegang, H. Forbes and A. W. Ganley; Auditors, Miss D. Foxlee and Mr. Annabel.

Brisbane Sub-section meets at the V.A.D. Club Rooms, Albert Street, Brisbane, at 7.30 p.m. on the first Monday in each month. The rooms are centrally situated in the city. The Social Committee arranges supper after each meeting. This consists of a cup of "brew" as liquor is not permissible in the premises.

The newly elected Social Committee comprises Misses M. Beresford, S. Hope, N. Guthrie, A. M. Kent, M. Horowitz, and Messrs. H. Forbes, G. Lawrie, R. G. Gardiner, H. Giles, R. B. Leisegang, J. Walker, N. V. De Lacy, L. Webster and V. J. Kelly.

A.C.T.

THE Executive of the A.C.T. Section of the Ex-Naval Men's Association of Australia wishes to extend to the Editors and Publishers of "The Navy" its sincere appreciation of the offer to publish a resume of the Section's

activities. The Section is of the opinion that, by the wide circulation of "The Navy," many ex-naval men and serving personnel will realise that an Association, formed for their mutual benefit, is in existence and performing sterling work associated with problems of ex-service men and women. It is felt, too, that the membership of the Association will even increase, and, under these circumstances the Editors and Publishers of "The Navy" should be congratulated.

It is of interest to note that the A.C.T. Section was formed in 1944 and, by reason of the size of the Territory, possesses the smallest number of members of any State Section. It is unfortunate that Sub-Sections cannot be formed as all members attend the State meetings held each month. However, the possible creation of at least one Sub-Section within the Territory is at present being investigated, and present indications are that this will succeed.

The Section is also in the unique position that no calls have yet been made for assistance, and this is mainly due to the fact that all members are in permanent employment. Over the past nine months work in connection with ex-servicemen's problems has centred mainly on co-operating with the management of the High Council of Ex-Servicemen's Organisations which has been functioning in Canberra for some time. Other delegates to the Council comprise representatives of kindred ex-service organisations. Many difficulties had to be overcome in the inaugural stages of this Council, but it is with pride that we state that the Council is functioning smoothly and to date has achieved several important decisions from the Government relating to ex-service problems. The Council has for a number of months been pressing the authorities for an allocation of homes to ex-servicemen who are not public servants, and a recent Cabinet decision resulted in an allocation of 10 per cent. new homes to these



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persons, who, in the past, were not considered.

The Association is officially recognised throughout the A.C.T., and attends functions and meetings affecting ex-servicemen. On such important occasions as Anzac and Armistice Days, the President of the Section lays a wreath on the National War Memorial.

Meetings are conducted every third Friday of the month in the Lady Gowrie Services Club, Manuka. This is an ideal place for any ex-servicemen's meeting as, during the war years, voluntary helpers conducted this club for the benefit of serving Navy, Air Force and Army personnel in the Territory, and even at the present time there exists an unseen spirit of friendship left behind by those men and women.

The Section produces its own monthly paper, "The Scran Bag," which circulates to members in the Territory, other State Sections and a large number of members stationed overseas in the Government service. "The Scran Bag" contains news of Section's activities, naval news of interest and cartoons. The management of the publication is in the hands of the State Treasurer (Mr. R. W. Mason), Kevin Smith and Bill McCullough.

In August, along with other State Sections and Sub-Sections, the Annual Meeting was held. Approximately 100 members and serving personnel were present. Official guests included the Federal President (Mr. A. J. Martin), Honorary Federal Secretary (Mr. G. W. Scott), Commander McLaughlin (Commanding Officer, H.M.A.S. "Harman"), Messrs. Pring and Hodgson (members of New South Wales State Executive), Presidents of Legion of Ex-Servicemen and Women (Canberra Branch), R.S.L. (Canberra Branch), Air Force Association (Canberra Branch) and Legacy (Canberra Branch). The nominations of office-bearers of the Section resulted in Mr. L. J. Ivey being elected President; Mr. J. Benjamin, Senior Vice-President; Mr.

NAUTICAL QUIZ

- (1) Do you know the name of the first steamship in Australian waters, and when she first arrived?
- (2) On November 7th., 1940, the British steamer "Cambridge" was sunk by an enemy mine off Wilson's Promontory. Was she the first ship so sunk in Australian waters?
- (3) How did the great Corporation of Lloyd's originate?
- (4) Ferdinand de Lesseps built the Suez Canal. Who built that of Panama?
- (5) How did the Naval custom of payment on the cap crown originate?
- (6) The White Star liner "Suevic" used to be a regular visitor to Australia. Do you know anything unusual about her construction?
- (7) What is the difference between Particular Average and General Average?
- (8) Do you know the fastest day's run recorded for a sailing ship?
- (9) What was the last Royal Naval Flagship on the Australian Station?
- (10) The battle-cruiser H.M.A.S. "Australia" was sunk outside Sydney Heads. Do you know another "Australia" which was sunk at the Heads at Melbourne?

Answers on page 62.

C. Conway, Vice-President; Mr. R. W. Mason, Honorary Treasurer; Mr. J. Jamieson, Federal Councillor; Mr. J. Dean, Honorary Secretary, with a Committee of eight. A point of interest was created with the election of Mr. L. J. Ivey to the office of President, inasmuch as his brother, Mr. H. E. Ivey, was re-elected President of the Victorian Section, and it is considered unique in any organisation for two brothers to hold two such important positions.

At the Annual Meeting it was recommended that the Association's Certificate of Merit be awarded to Mr. N. V. Kearsley, the retiring President, in view of the magnificent work he has performed for the Section over the past three years.

L. J. IVEY,
President.

J. DEAN,
Honorary State Secretary.

WHAT THE R.A.N. IS DOING.

Continued from page 42.

Captain Newcomb was the Commanding Officer of the Anti-Submarine School at H.M.A.S. "Rushcutter," Sydney, during the second world war.

Lieutenant-Commander Richard Innes Peek, O.B.E., D.S.C., R.A.N., who went to England in 1946 as Naval Commander of the Victory Contingent in H.M.A.S. "Shropshire," has recently returned to Australia after completing the Naval Staff Course and the Joint Services Staff Course. A gunnery specialist, Lieutenant-Commander Peek joined the Royal Australian Naval College as a Cadet Midshipman in 1928, and has had an outstandingly successful career in the Service. He was awarded the O.B.E. and the D.S.C. for his service in H.M.A. Ships in the Philippine Islands operations.

The Navy

BOOK REVIEWS

By G.H.S.

"Press, Parliament and People," by Francis Williams. William Heinemann, London.

As one of London's leading newspaper editors, and war-time advisor to the British Ministry of Information on Press Relations, Mr. Francis Williams is singularly well equipped to write on a subject such as "Press, Parliament and People," and in this entertaining, thoughtful and instructive book he has done a first-class job of objective writing on what most people will agree with him is "one of the central problems of modern democracy."

The relationship between Press, Parliament and People has far-reaching effects, and in the remarks Mr. Williams has to make regarding those effects in England there will be heard an echo in Australia in the present political situation. Speaking of that relationship he says: "The whole great question of the balance between social control and individual liberty which has still to be solved by the democracies and which in Britain reached a new and momentous phase with the election, for the first time in history, of a Socialist Government with authority and power to carry through great schemes of social reconstruction, is affected by it. The problem is, in one sense, and that a very fundamental one, the most important political and social problem of our time."

In this brief comment on this important book it is not intended to go into the wider questions that Mr. Williams discusses. A great deal of the book is devoted to a most thoughtful and valuable survey of the problems of the future in the whole field of the relationship between Press, Parliament and People. It is, however, for the purposes of this review, the matter of censorship during the war which is of immediate interest.

Mr. Williams points out that the most important fact about

British press censorship during the war was that it was voluntary. There was at no time any legal compulsion upon British newspapers, authors or publishers to accept the decisions made by censorship authorities, although there was compulsory censorship of the cables of American, Dominion and other overseas correspondents. Moreover, this voluntary censorship was one of fact and not of opinion. Under the system of voluntary censorship, newspapers were invited to submit to the Press Censorship Division any reports which might contain information of value to the enemy. They were in no way legally bound to accept or follow the advice given by censorship. Yet behind this voluntary system there was a legal sanction. This sanction was contained in that section of the Defence Regulations which made it an offence for anyone to publish or convey to the enemy information likely to be of value in carrying on the war.

The system—which was very closely paralleled by that in Australia—worked well. "Yet," says Mr. Williams, "it has to be admitted that this happy co-operation between the newspapers and their natural enemies, the censors, was only achieved as a consequence of prolonged battles between those responsible for censorship and the various Service and other authorities concerned. It was a Cabinet ruling that the final decision on what was and what was not a matter of genuine military security was one for the Service authorities, who alone, it was considered, possessed the full knowledge upon which a decision could be based. Naval, military and air advisors were appointed to work with the censors so that, where necessary, stories submitted could be referred to them and their advice secured." Again the

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November, 1947.

about Aluminium in shipbuilding—No. 6

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parallel with the Australian system is close.

Mr. Williams points out that the Service Ministries suffered at times from an unwillingness to trust the judgment of their own censorship advisors. This was to an extent natural. There is, in the Service mind, an inherent fear of the release of information, and a resultant suspicion of all newspaper reporters and correspondents. In the case of a number of Service officers this was carried to extremes, especially during the early stages of the war, when, in the first place, the value of publicity was not appreciated by them, and, in the second place, their powers in regard to the restriction of publicity were over-estimated by them.

In commenting on this, Mr. Williams says: "Censorship in its early days had been plagued by a blight of admirals and other senior naval officers nominated by the Admiralty on the grounds that, as the senior—and silent—Service, it was the most capable of handling newspapers. Most of these officers were convinced that the way to deal with the Press was to treat all newspaper men as potentially mutinous naval ratings who should be warned that they would be instantly in chains if they disobeyed an order."

This atmosphere was well summarised by the New Zealand cartoonist, David Low, in the "Evening Standard," in a cartoon which depicted a group of admirals in full dress standing on the "bridge" of the Press Room at the Ministry of Information, passing judgment on a wretched journalist hauled before them by armed guards and charged with being a stowaway.

That from this unpromising beginning one admiral would remain as censor to become one of the most loved of all war-time characters by newspapermen of every nationality was surprising. He was Chief Press Censor Rear-Admiral G. P. Thomson. "He combined a rare capacity of individual judgment with a sweetness

of personality and a capacity to understand and fight for the freedom of the Press which endeared him to everyone—except some of those senior officers of the Services and civil servants of whom he fell foul when he refused to do what they wanted and who mourned him as one 'gone native' to an excessive and totally reprehensible extent."

The value of a mature judgment in getting the perspective of an item of news was exemplified when the report of the sinking of the "Prince of Wales" and "Repulse" was first received. "I remember," says Mr. Williams, "with especial affection our Chief Naval advisor (who, oddly enough, was a Lieutenant-General of Marines), General Tripp, and who was responsible for what I shall always regard as one of the classic understatements of the war. This was when the news of the sinking of the "Prince of Wales" and the "Repulse" by Japanese bombers was suddenly flashed across the world, causing dismay and consternation among the people of Britain and her allies. When the news came through, a friendly but excitable neutral correspondent rushed into General Tripp's room.

"My God!" he said. "This is terrible. It's a calamity, a horrible calamity."

"General Tripp looked up from his papers. 'Calamity?' he said. 'Calamity? Bit of a nuisance.'"

The censorship and publicity arrangements for the "D" Day landings in Normandy in June, 1944, involved a great deal of prolonged and detailed planning. Incidentally, the period immediately previous to the landings caused headaches to many newspaper correspondents. It became necessary, for the plans for "D" Day approached finality, to request all newspapers to refrain from the kind of intelligent speculation that is the stock-in-trade of military commentators lest such speculation might by accident give the Germans an idea of what was afoot.

"I shall always remember," says Mr. Williams, "the frenzy of one eminent military commentator a few weeks before 'D' Day. He had written article after article which had been objected to by Censorship for one reason or another. At last he arrived triumphantly with his latest concoction due to appear in a Sunday newspaper the following day. 'I've written something no one on earth can object to,' he said, 'although I'll be damned if I don't think my readers'll believe I've gone mad. I've done an article on the Norman Conquest in reverse.'"

"When he was told that this wouldn't do at all and could not be passed, it was feared he would have apoplexy. He could not be told then that he had by accident hit on the most dangerous topic of all. He and his editor forgave us on 'D' Day when the allied

troops landed on the very spot from which William the Conqueror set sail in 1066."

"Press, Parliament and People" is a most quotable book. It is more than that. It is a valuable, informed and thoughtful contribution to the planning of our future social state, and it is a powerful advocate for real freedom, that freedom of thought and freedom of expression which is wrapped up in the freedom of the Press which, as the London "Times" stated in its 50,000th issue in November, 1944, "is not a privilege of the newspaper, but a fundamental liberty of the subject." This is a book which will be of interest to all who have the cause of democracy at heart, and, in its pages dealing with war-time censorship, contains much of value to the naval officer.

—C.H.G.

The British Labour Minister in introducing the "1946 Assurance Companies Act," stated that "The 1946 Act"—

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The Labour President of the Board of Trade in the House of Commons also stated that it would be proper in this connection to inform the House of the attitude of the Labour Government toward the future of British Insurance business. The Government, he stated, had no intention of interfering with the transaction of Insurance business by private enterprise. It is, he stated, the desire of the Government that Insurance should be in the future, as in the past, dealt with on an international basis and as business of an international character.

The interests of the people of Australia would be best served by its Government following the sound principles so clearly enunciated by the Labour Government of Great Britain.

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DECORATED

Petty Officer L. D. McClymont, D.S.M.

Petty Officer L. D. McClymont, D.S.M., R.A.N., of Kogarah, New South Wales, is one of the older hands in the Royal Australian Navy, having seen 22 years continuous service and accumulated a wide variety of experience in different ships. His service in the recent war included action in widely dispersed theatres of operations, prominent among which were the Mediterranean and the South West Pacific Area, and in types of ships ranging from Armed Merchant Cruisers and destroyers to Frigates and Escort Vessels.

Early in the war in the Mediterranean, he was in H.M.A.S. "Nizam," one of the "N" Class destroyers which were made available to the Royal Australian Navy by Admiralty, and manned by Australian personnel. H.M.A. Ships "Napier" and "Nizam" were the first two of these ships in the Mediterranean, and both took a prominent part in the Battle of Crete and the Evacuation, and also took part in the "Tobruk Ferry Service." Petty Officer McClymont gained his first award in the "Nizam," when he was awarded a Mention in Despatches on the 8th. January, 1942, "For outstanding gallantry, fortitude and resolution during the battle of Crete."

Subsequent to this, he was appointed to the Armed Merchant Cruiser H.M.S. "Arawa," and later to H.M.A.S. "Wilcannia." His next ship was one of the new Frigates built in Australia, H.M.A.S. "Burdekin," and it was while in this ship that he earned his Distinguished Service Medal, which was awarded on 9th. October, 1945, "For courage, endurance and skill whilst serving in H.M.A. Ship in escort duties for a period of more than three years under hazardous and trying conditions between the coast of Australia and the Philippine Islands."

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Ocker: "Hi, Dusty. Did you marry that little squaric you were tracking with when we were up in Townsville in the old 'Colac,' or do you still darn your own socks and do your own cooking?"

Dutty: "Yes!"

He'd No Tak' a Chance.

The Englishman on the train from Edinburgh to London was very interested in MacGregor, who hopped out of the train at each station and bought a ticket for his wife and himself to the next one. "Where are you going?" he asked at last.

"Tae London," replied Mac.

"Then why don't you book right through?"

"Ah," said Mac. "Mistress MacGregor has a weak hairt, ye ken, and it's liable for tae gie oot at any minute."

The Handyman.

A choleric Captain of a passenger liner, just on his way down to conduct church service on Sunday morning, was approached by the purser with the news that two clerical passengers of rival denominations were arguing as to which was to officiate. "You go down, mister," he told his subordinate, "and tell them that on this ship we do our own h— preaching."

At the Hitching Post.

Ex-Matelot, officiating at wedding as usher: "All bride's friends to starboard; bridegroom's coppers to port."

Request Man.

Commander, to Able Seaman, who has just saved him from drowning: "Thank you, Jones. To-morrow I'll thank you at divisions before all the ship's company."

Jones: "Blime! Don't do that, sir. They'd half kill me."

Take Notice.

McTavish has written to the Editor of "The Navy" warning him that, if he doesn't stop printing Scottish jokes, McTavish will stop borrowing the magazine.



"Found her hiding in the Food-for-Britain Store, Sir!"

Misunderstood.

Rich Uncle: "I'm sorry that you were disappointed with my birthday gift, but I asked you if you preferred large checks or small ones."

Sub-Lieutenant Dunn: "Yes! But I didn't know you were talking about neck ties."

As Well to Know.

Fond mother, to Captain to whose ship her son has just been appointed as a first-voyage apprentice: "You'll find Claude quite easy to get on with, Captain, if you just remember two things. Don't irritate him, but don't humour him, if you see what I mean."

Hot Air.

Pincher: "Hear about the Buffer? He drank sulphuric acid by mistake."

Hooky: "Strewth! Did it have any effect?"

Pincher: "Not half! Every time he blows his call it gets red hot and burns his bloomin' fingers."

— Courtesy "The Bulletin."

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Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH. TERMINATION OF APPOINTMENTS.

His Excellency the Governor-General in Council has approved of the following appointments being terminated:—

CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL RESERVE (SEA-GOING).

Acting Temporary Lieutenant-Commander—John Symington Bell, 29th May, 1947.

Temporary Engineer Lieutenant-Commander (Acting Temporary Engineer Commander)—William Monteith, D.S.C., 17th March, 1947.

Temporary Engineer Lieutenants—Ronald Calder Gunn, 6th May, 1946; Edwin James Pearce, 13th May, 1947; and Henry Lindsay Sutton, 3rd June, 1947.

Temporary Commissioned Officers from Warrant Rank.—John Mullencax, 23rd May, 1944; and Wilfrid John Hatherley, 17th June, 1947.

Acting Temporary Commissioned Officer from Warrant Rank.—Alexander Campbell Slater, 14th December, 1945.

ROYAL AUSTRALIAN NAVAL RESERVE.

Lieutenants.—Ralph Samuel Kellett, 25th February, 1947; Robert Stanley Campbell, 24th April, 1947; William Martin Featherstone, 6th May, 1947; Colin James Nevill, 13th May, 1947; and Arthur Edward Saurta, 20th May, 1947.

Sub-Lieutenants.—Edward John Curtis, 23rd April, 1946; Kenneth William Shugg, 31st January, 1947; John Bennetto, 9th April, 1947; and Neville John Harper, 9th May, 1947.

Surgeon Lieutenants.—Ian Thorburn MacGowan, 29th April, 1947; Anthony Owen Parker, 6th May, 1947; John Joseph Herlihy, 27th May, 1947; Jack Ramsay Colbie, 30th June, 1947; and John Hamilton Seace, 30th June, 1947.

Surgeon Lieutenants (D).—Keith George Moon, 19th May, 1947; Lloyd McIlwraith Crawford, 20th May, 1947; Frederic Basil Heriot, 18th June, 1947; and Ronald Wayland Tiver, 26th June, 1947.

Lieutenants (S).—Noel Reuben Crosbie Gould, 12th May, 1947.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Acting Lieutenant-Commander.—Geoffrey Frank Bedford, 3rd December, 1945.

Lieutenant (Acting Lieutenant-Commander).—Taverner Clarke Miller, 27th February, 1946.

Lieutenants.—Norman Grieve, 18th October, 1945; Donald Crawford Reddin, 11th December, 1945; Edwin Joseph Gregg, D.S.C., 11th January, 1946; Kenneth Robert Hudspeth, D.S.C. and two Bars, 5th February, 1946; Lyle Clark Miller, 8th April, 1946; John Davis Chapman, 29th April, 1946; Kinney McCaughan, 24th May, 1946; Eric Logan Haygarth, 19th November, 1946; John Francis Irwin, 18th March, 1947; Thomas Edward Kilburn, 2nd April, 1947; and William Egerton David, 9th May, 1947.

Sub-Lieutenants.—William Thomas Pedersen, 15th January, 1946; and Neill Peter Ferguson, 23rd April, 1947.

Acting Engineer Lieutenant-Commander.—Alan Harward McConkey, 29th May, 1947.

Engineer Lieutenant.—Peter Stuart Parkin, 21st May, 1947.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE (SPECIAL BRANCH).

Lieutenants.—Kenneth Joseph Patrick, 1st June, 1944; Montague Ellerton, 1st November, 1945; Barrymore Etherington Keen, 2nd November, 1945; Colin William McIvor, 6th February, 1946; William Kenneth Harwood Gamble, 18th March, 1946; Brian Francis James, 30th April, 1947; Halwin Thomas Clarke, 6th May, 1947; Max Whitebread Coleman, 2nd June, 1947; Victor Robert Gould, 2nd June, 1947; Desmond Vincent O'Leary, 4th June, 1947; Edwin Percival Milliken, 6th June, 1947.—(Ex. Min. No. 48—Approved 17th September, 1947.)

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

NAVAL FORCES OF THE COMMONWEALTH.

His Excellency the Governor-General in Council has approved of the following changes being made:—

PERMANENT NAVAL FORCES OF THE COMMONWEALTH.

(SEA-GOING FORCES.)

Appointments.—Lieutenant John Michael Chappel is appointed on loan from the Royal Navy (Exchange Officer), with seniority in rank of 16th October, 1941; dated 28th July, 1947. Telegraphist Lieutenant Harold Kitchens is appointed on loan from the Royal Navy, with seniority in rank of 29th March, 1946; dated 10th April, 1947.

Confirmation in Rank.—Acting Lieutenant Murray Hartley Fowler is confirmed in the rank of Lieutenant, with seniority in rank of 8th June, 1945; dated 24th July, 1947. Alfred Bede Calder, Warrant Writer Officer (Acting), is confirmed in the rank of Warrant Writer Officer, with seniority in rank of 23rd September, 1946.

Extension of Appointment.—The appointment of Chaplain the Reverend William Henry Henderson, O.B.E., is extended for a period of twelve months from 28th October, 1947.

Loan to Royal Navy for Service and Training.—Lieutenants Stanley Rae Schofield and William Noel Swan are loaned to the Royal Navy for service and training; dated 1st August, 1947, and 13th August, 1947, respectively. Midshipmen Rory Ward Burnett, Richard Bradford Nunn, Ian Alexander Gregor Macgregor, Edmund John Melzer, James Maxwell Kelly, John Bampfylde Snow, Kenneth Malcolm Barnett, Alan William Simpson, Peter George Duncan and Robert Percy are loaned to the Royal Navy for service and training; dated 11th July, 1947. Midshipmen (E) Peter Wilson Coombs, Thomas Reed Fisher and Peter Robert King are loaned to the Royal Navy for service and training; dated 14th August, 1947.

Resignation.—The resignation of John Herbert Cram of his appointment as Midshipman (S) is accepted; dated 18th August, 1947.

ROYAL AUSTRALIAN NAVAL COLLEGE.

Dismissal.—Cadet Midshipman Garth Owen Wilmore is dismissed; dated 29th July, 1947.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL RESERVE.

Appointment.—Surgeon Lieutenant-Commander Archibald McLaren Millar is appointed District Naval Medical Officer, Tasmania; dated 25th October, 1946.

Termination of Appointment.—The appointment of Surgeon Lieutenant-Commander John Patrick Millar as District Naval Medical Officer, Tasmania, is terminated; dated 14th October, 1946.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Promotion.—Sub-Lieutenant (A) Justin Herbert Miller is promoted to the rank of Lieutenant (A); dated 1st April, 1947.

Confirmation in Rank.—Sub-Lieutenant (A) (on probation) Justin Herbert Miller is confirmed in the rank of Sub-Lieutenant (A), with seniority in rank of 1st April, 1945.

Resignation.—The resignation of Lieutenant John Warren Edwards is accepted; dated 1st September, 1947.—(Ex. Min. No. 45—Approved 17th September, 1947.)

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

NAVAL FORCES OF THE COMMONWEALTH.

APPOINTMENTS.

His Excellency the Governor-General in Council has approved of the following appointments being made:—

Continued on page 22.

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CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

To be Acting Lieutenant-Commanders.—Geoffrey John Cliff, O.B.E., G.M. and Bar, 19th September, 1946, seniority in rank 30th September, 1943, (seniority as Lieutenant 6th April, 1941); Victor Harley Cohen, 25th September, 1946, seniority in rank 31st March, 1946, (seniority as Lieutenant 12th May, 1941).

To be Lieutenants.—William Edward Howard, 30th April, 1946, seniority in rank 17th January, 1940; Allan Edward Charlton, 31st March, 1946, seniority in rank 2nd November, 1940; Pendarves Vyvyan Warren Trist, 5th September, 1946, seniority in rank 26th May, 1941; Peter Kerr Osborne, 23rd February, 1946, seniority in rank 15th April, 1942; William James Forrestal, 23rd January, 1946, seniority in rank 9th May, 1942; Robert William Percival Shrimpton, 13th December, 1945, seniority in rank 11th August, 1942; Norman Arthur Kingsbury Wallis, 28th June, 1946, seniority in rank 20th October, 1942; Donald Melville Jones, 12th September, 1946, seniority in rank 29th May, 1943; Ronald John Bannister Trimble, 31st May, 1946, seniority in rank 8th June, 1943; William Fraser Connell, 31st August, 1943, seniority in rank 17th July, 1943; John Joseph Pye, 15th June, 1946, seniority in rank 7th October, 1943; Peter Wardlaw Davies, 2nd April, 1946, seniority in rank 18th December, 1943; Howard Lucien Kennedy, 3rd August, 1946, seniority in rank 5th February, 1944; Gerald Matthew Maynes, 25th April, 1946, seniority in rank 14th February, 1944; Brian Stuart Hughes, 11th May, 1946, seniority in rank 1st July, 1944; Eric Sutherland Sinclair, 19th February, 1946, seniority in rank 3rd September, 1944; Dudley Robin Ross, 22nd June, 1946, seniority in rank 8th March, 1945; Morgan Huyshe Yeatman, 5th June, 1946, seniority in rank 2nd April, 1945; Howard Henry Scrivenor, 29th May, 1946, seniority in rank 13th August, 1945; John Edward Stuart North, 4th October, 1946, seniority in rank, 28th September, 1945; Charles George Graham, 25th July, 1946, seniority in rank 10th December, 1945; and Thomas Boyd Clark, 25th May, 1946, seniority in rank 5th May, 1946.

To be Sub-Lieutenants.—John Edward Bramley, 19th February, 1946, seniority in rank 7th October, 1943; John Bradmore Bourne, 28th May, 1946, seniority in rank 27th June, 1944; Brian Harold Page, 19th June, 1946, seniority in rank, 4th September, 1944; Peter Russell Turier, 4th June, 1946, seniority in rank 28th December, 1944; and Frederick Neal Kirkwood, 5th December, 1946, seniority in rank 5th August, 1945.

To be Sub-Lieutenant (A).—Joseph Philip Crothers, 13th November, 1945, seniority in rank 1st November, 1944.

To be Engineer Lieutenant.—James Moore, 6th September, 1946, seniority in rank, 15th September, 1942.

To be Surgeon Lieutenant-Commander.—Shane Andrew Clarke Watson, D.S.C., 8th July, 1946, seniority in rank 15th June, 1946.

To be Surgeon Lieutenant.—Henry Bertram Holmes.—22nd August, 1946, seniority in rank 15th March, 1941.

To be Lieutenants (S).—David Robert Don, 31st October, 1946, seniority in rank 26th June, 1944; Harold Rich, 4th October, 1946, seniority in rank 23rd May, 1946; and Frank Geoffrey Evans, 3rd January, 1947, seniority in rank 1st October, 1946.

To be Acting Lieutenant-Commander (Special Branch).—Philip Gregory Norman, 25th September, 1946, seniority in rank 31st March, 1946, (seniority as Lieutenant 8th January, 1943).

To be Lieutenants (Special Branch).—Joseph William Alfred Foster-Spinks, 4th June, 1946, seniority in rank 24th January, 1942; Arthur Drummond Thomson, 17th November, 1945, seniority in rank 20th October, 1942; Adrian Wills Nankervis, 27th June, 1946, seniority in rank 16th November, 1942; Jack Athol Crawford, 15th December, 1945, seniority in rank 3rd February, 1944; Leslie Maurice Schetter, 10th November, 1945, seniority in rank 6th February, 1944; Roy Stanley Langley, 2nd March, 1946, seniority in rank, 5th March, 1944; James Rom Elliot, 26th February, 1946, seniority in rank 6th April, 1944; and Percival Ferdinand Crabb, 3rd December, 1946, seniority in rank 3rd May, 1946.

To be Sub-Lieutenant (Special Branch).—Geoffrey Allen Palmer, 16th April, 1946, seniority in rank 28th April, 1944.—(Ei. Min. No. 47—Approved 17th September, 1947.)

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

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YACHTING NOTES FROM THE CRUISING YACHT CLUB OF AUSTRALIA

By P. M. LUKE, Vice Commodore

Since last issue the mystery of the missing yachts has been solved. Some time after the disappearance of the Alcyone during July, the Manly Police observed a man vainly endeavouring to dig out a small vessel beached at Curl Curl. On investigation she turned out to be the Staros also reported missing from Double Bay. After his arrest the man admitted an uncontrollable urge to go boating, and informed the Police that the Alcyone had become a total loss when she went ashore after he had anchored her off Whale Beach. It seems a pity to me that a lot more bona fide yacht owners fail to exhibit such keen, although misplaced, enthusiasm for sailing.

The Cruising Yacht Club of Australia opened its Summer Programme with the Founders Cup Race from Sydney, round Bird Island and back to Broken Bay on October 3rd. Akuna, owned and sailed by Reg Groat carried off first prize for the second time, followed by Saga and Asgard on corrected times, Independence being first across the line. The weather was ideal for the event, and a very pleasant week-end was spent by the competitors concluding with a barbecue at the Basin.

Over the same week-end the Royal Prince Alfred Yacht Club staged a race from Sydney round Montague Island and return, for a trophy donated by Mr. Norman Hudson. Although the weather appeared threatening during the afternoon before the start, the fleet met fairly good conditions on both sections of the course. Morna led all the way but had the misfortune to get ashore at South Reef, and as she received assistance from a Police launch in getting off, was automatically disqualified. Kyeema was first

across the line but on corrected times, Josephine was placed first with Kyeema second and Windward II, third.

News of interstate interest comes that a New South Wales representative will go to Melbourne for the Huntingfield Cup for the Jubilee Class at present held by Petrel. Elimination races will be run in Sydney shortly to select the challenger. Another series of races for the Northcote Cup will be run over Christmas and I expect to have more details next month.

It is rumoured that we may even see a revival of the Sayonara Cup also about that time. This great event has not been held for many years and has always been a great battle between the fairest of our yachts and most skilful of our yachtsmen. To my mind, the finer points of yachting seem more apparent in a match between two closely matched vessels than in the usually larger fleets engaged in handicap racing.

Regarding the Cruising Yacht Club's Hobart Race, it is still too early to give definite entries, but it seems from present indications that there will be a larger field than entries of the two previous events. Several new yachts are almost ready, including Peer Gynt, owned by the Halvorsen Brothers and Eolo, designed by David Philp for Mr. Guiffre. Trade Wind and Christina are being rigged with taller masts and the following are expected to compete:—

Kurruwa III.—Melbourne.
Sea Tang.—Mr. Drouyn—Brisbane.
Winston Churchill.—Mr. P. Coverdale—Tasmania.
Kintail.—Mr. Macrae—Tasmania.
Fortuna.—Dr. R. Wislaw—Tasmania.
Southern Maid.—Mr. C. Philp—Tas.
Wanderer.—Mr. E. Massey—Tas.

Mathew Flinders.—Mr. A. Fairfryman—Tasmania.

Colleen II.—Mr. E. Berkshire—Tas.
Active.—Mr. H. Tate—Tasmania.
Kahua.—Mr. D. MacAllister—Tas.
Westward.—Mr. G. Gibson—Tas.
Dehance.—Mr. P. Bullock—Sydney.
Josephine.—Mr. B. Panton—Sydney.
Mistral.—Mr. F. Evans—Sydney.
Morna.—Mr. C. Plowman—Sydney.
Mardi.—Mr. K. Gabler—Sydney.
Sirius.—Mr. F. Booth—Sydney.
Bernicia.—Mr. P. Harris—Sydney.
Moonbi.—Mr. H. Evans—Sydney.
Manara.—Mr. R. Goddall—Sydney.
Ranston.—Mr. W. Hobson—Sydney.
Ellida.—Mr. J. Halliday—Sydney.
Storm Bird.—Mr. P. Harford—Sydney.
Independence.—Mr. E. Messenger—Sydney.

Horizon.—Mr. S. Berg—Sydney.
Archina II.—Mr. P. Goldstein—Syd.
Volks.—Mr. W. McLaughlin—Syd.

On the subject of Ocean Racing I have also to report that the Royal Akarana Yacht Club of Auckland are holding another Trans Tasman race for the Akarana Cup. Although it was firstly announced that the race would terminate at Hobart, it has since been altered to Sydney and I shall be going across in Wayfarer to take part. This race was first held in 1931 when the Teddy, Oimara and Rangi raced to Sydney. On another occasion the Te Refunga and Ngataki raced to Melbourne and followed that up with a race to Hobart starting from the Bar of the Royal St. Kilda Yacht Club. The race was started on two more occasions but bad weather set in and the competitors retired.

A new fixture for next year will be a race to Lord Howe Island to be run by the Cruising Yacht Club. Phil Bullock and Phil Goldstein have each donated a trophy for the event and will both be taking part in it. It has not been decided yet whether the race will be one way or there and back. The final decision will be made by the wish of those competing. As one who has always had an, as yet, unfulfilled desire to visit the Island, I should be loth to pass by and not have an opportunity to spend a little time ashore in that reputedly delightful spot.

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Writers & Transmitters, Radio-telegraphists, Petroleum fitters, Engine Smiths, Messengers, Electrical Fitters, Instrument Makers, Painters, Famblers, Blacksmiths, and Dental Mechanicians.	Trademen of 5 years' experience, up to age of 30 years. (Special course up to 25 years)
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"THEMISTOCLES."

Continued from page 15.

him when he joined the "Themistocles" in 1913 as Third Mate, and many an hour have he and I spent together on the old ship's bridge, first as Third and Fifth Mate respectively, and later as Second and Fourth.

The Aberdeen Line has been part of the pattern of Australia's story. The clipper "Phoenix," Captain Sproat, landed the first Australian gold in England in 1852. Mr. L. Cope Cornford, to whose "The Sea Carriers" I am indebted for much of the information in this article, tells us how, in 1885, Captain "Sandy" Simpson in the "Australasian"—the Line's second steamship—carried 800 of the New South Wales Contingent to the Sudan War. In 1899 the "Nineveh," Captain N. Allen, carried a squadron of the New South Wales Lancers to Cape Town, that squadron being the first Colonial troops to engage in the South African war. The "Nineveh," later sold to the Eastern and Australian Line, became the "Aldenhurst," and as such traded out of Sydney for many years. The "Salamis," commanded by Captain Alec. Douglas, took the Australian Naval Brigade to the Boxer Rising in China in 1900.

On her maiden voyage, "Themistocles"—with Alec. Douglas in command—carried Home the Australian cadets to the coronation of King George V, leaving Sydney in April, 1911. The first of the Aberdeen Line steamships, the "Aberdeen," was the first ocean-going vessel to be fitted with triple-expansion engines. On her maiden voyage in 1903, the "Miltiades," commanded by Captain Spalding, made what was up to then the fastest passage from Plymouth to Melbourne. "Themistocles," in 1913, with two 4.7 guns mounted on her poop, was the first merchant vessel so armed to arrive in Australia. All of the Aberdeen Line ships then running—"Euripides," "Themis-"

tocles," "Demosthenes," "Marathon" and "Miltiades"—were well-known troopships in the 1914-18 war. They, and their predecessors of the Line and the men who manned them, are of the story of the British Empire and of Australia. They were of those "swift shuttles of an Empire's loom" which have sped the west across the warp of history. Now the last of the Greek-named ships has gone, as have so many of the men who manned them. But the work of the ships and men remains, and they themselves, to all who knew them, will remain green in memory while memory exists.

MONKEY BUSINESS.

Continued from page 22.

agement, and then gave up. By the time they were eventually shifted by a few gentle tugs on the whistle lanyard, which spouted hot water over them, the "Centurion" was on her way down river in the wake of the "Wharfedale," and Captain Ingram was slowly recovering from a near-stroke.

Fortunately for all on board, his annoyance was mainly directed against the Master of the "Wharfedale." The reference to "monkey business" had been particularly trying. He was especially critical of Yates' manoeuvring of his ship as they formed convoy cruising order, and gloomily prophetic as the "Z" flag sailed up to the cruiser's yardarm shortly before eight bells. "Hoist Z," he called to the Mate. "And watch that fool ahead when we start to zig-zag. He'll do something wrong, as sure as God made little apples. Just you see."

He was so emphatic about this that he had everyone keyed up, waiting for the executive signal. It came with the sudden dropping of the flag from the cruiser's signal yard, and Ingram called "Starboard" to the quartermaster at the wheel. Then, as the ship's head swung to starboard, he danced with excitement and grabbed his

Mate's arm as he pointed to the "Wharfedale" turning to port. "What did I tell you?" he shouted gleefully. "What did I tell you? Look at that damn fool. He's put his helm over the wrong way. He'll be into somebody yet."

"So he has," said Mr. Williams, and then, as he looked around at the other ships of the convoy, "But so they all have."

It was true! All the ships had altered to port, and the "Centurion" was doing a zig-zag on her own. There was a hasty checking up. Yes! They were right. Number Eight zig-zag started off on a starboard leg, and ran on that for seven minutes. What the devil was the matter with all the other ships? Then, before the seven minutes were up, all the other ships made another simultaneous alteration to starboard, while "Centurion" still had two minutes to go to make her next alteration to port.

By the time the rest of the convoy made its fourth alteration of course, those on the bridge of the "Centurion" were completely bamboozled. They were doing the correct zig-zag as arranged at the convoy conference and set down in the convoy orders and, as the Mate assured Ingram, confirmed by signal from the cruiser during the four-to-eight watch. The rest of the ships, including the cruiser, must have gone mad.

Ingram gave it up. "I'm going down to my room," he said to Williams. "There are enough of you here"—for the Third Mate had come up to relieve the watch, and the Second, who had come up to wind the chronometers, was also an interested party—"to work it out for yourselves."

"The cruiser's calling us up, sir," said the Third Mate. "See what he wants, and let me know," said Ingram as he went down the ladder.

The Mate was contrite when he came down to Ingram's room with the cruiser's signal. He must have missed some of the four-to-eight watch signal, he explained. The

Continued overleaf.

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big about "Substituting zig-zag number five for zig-zag number eight."

"They are all doing zig-zag number five," he told his captain. "So are we—now."

The Old Man bubbled, and muttered something about "that damn fool in the 'Wharfedale'" to break off as a shadow suddenly obscured the sunlight streaming through the open scuttle.

Then he boiled over and, snatching his cap from the desk, hurled it, with a rude expression to speed it on its way, at the onlooker.

It was a good shot! But it missed the monkey, which dropped unharmed to the deck outside, while the cap, his best one, flew on unimpeded on its joyous way to the wide, unfettered ocean beyond.

SLOOPS OF THE R.A.N.

Continued from page 31.

In the month that "Parramatta" was lost, H.M.A.S. "Yarra" arrived in the Mediterranean and was on the escort of a number of Tobruk convoys. Her stay in the Mediterranean was short, however, for on the entry of Japan into the war, she left that sea to return to Australia. On arrival in the Far East she was employed on patrol and escort work in Malayan waters. During this period she carried out a very fine piece of rescue work when the "Empress of Asia," arriving at Singapore full of troops, was bombed and set on fire during a Japanese air attack. "Yarra" went alongside the burning liner and embarked 1,334 of her personnel, disembarking them safely in harbour.

Subsequent to the fall of Singapore and the Japanese invasion of Java, "Yarra" was escorting a convoy from Java to Australia when, at dawn on the morning of March 4th, 1942, the convoy encountered a Japanese force consisting of three cruisers and four destroyers. "Yarra" attempted to screen the convoy and engaged the enemy, but the position from the outset was hopeless. Out-

ranged and outgunned, the convoy and escort were destroyed completely, all vessels being sunk. Thirteen survivors from the "Yarra," after being in the water for 105 hours on two Carley floats, were eventually picked up by a Dutch submarine and landed at Colombo. As in the case of the "Parramatta", there were no survivors among the ship's officers.

H.M.A. Ships "Swan" and "Warrego" performed all of their valuable war service in Australian and South West Pacific waters. Until December, 1941, they were mainly engaged in minesweeping operations off the Australian coast, clearing the fields laid off Victoria and New South Wales by a German raider, which fields were responsible for the loss of American, British, and Australian vessels. In December, 1941, with Japan's entry into the war, both ships proceeded to the Northern area, where they were engaged in patrol and escort duties. "Swan" was the first to experience Japanese air attacks when, in January, 1942, she was one of the targets in a heavy raid at Amboina, but was not hit. "Warrego" had her baptism of fire when one of the escort of a convoy to Timor which was fiercely attacked by Japanese

aircraft. Both ships were in Darwin during the initial heavy Japanese raid on 19th. February, 1942, "Swan" being badly damaged and suffering heavy casualties, including killed.

They continued doing useful work in the South West Pacific area, patrolling, escorting convoys and, as the Allied assaults developed, carrying out bombardments of enemy shore positions. On numerous occasions they came under heavy enemy air attack, and suffered some casualties.

With the development of the Philippines campaign in 1945, H.M.A.S. "Warrego" was assigned to that area on convoy screening duties and, later, survey work in the Manila area, at Zamboanga, Ilo Ilo and Surigao Straits. She suffered some casualties from enemy shore fire during this period. Subsequently she carried out bombardments in support of the Australian Army in New Guinea, and was with the Survey Group in the assault on Balikpapan during the Borneo campaign. H.M.A.S. "Swan" was also engaged in the operations in New Guinea and New Britain.

Both ships were in Sydney at the time of the capitulation of Japan, and in September, 1945, H.M.A.S. "Swan" embarked Lieut.-General Eather, D.S.O.,

O.B.E., G.O.C. 11th. Australian Division, and Staff, and proceeded to New Ireland for the surrender of the Japanese forces there.

Since the end of the war, "Warrego" has been engaged on survey work in the Macassar and Sandakan areas and Tasmanian waters, while "Swan" has been Senior ship of the 20th. Minesweeping Flotilla, carrying out sweeping operations off the Australian Coast.

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Answers to

- (1) The first steamer to arrive in Australia was the "Sophia Jane," which reached Sydney on 13th. May, 1831. Her arrival was recorded in the "Sydney Gazette" thus: "From London, Pernambuco and the Cape, having left the former port on the 16th. December, 1830, the steam packet "Sophia Jane," Captain Biddulph. Passengers—Mrs. Biddulph and family." The "Sophia Jane" was sold to local interests, and for many years was on the Sydney-Hunter River run. ("Australian Steamships," by Dickson Gregory.)
- (2) No! The first ship to be sunk by an enemy mine in Australian waters was the British steamer "Cumberland," which on 6th July, 1917, struck a mine in a field laid off Cape Howe on the N.S.W. coast, by the German raider "Wolf."
- (3) In the closing decades of the Seventeenth Century and the early part of the Eighteenth, a coffee house kept by Edward Lloyd in the City of London became the chief resort of those interested in shipping and Marine Insurance, and from this coffee house coterie there was gradually evolved a great society with world-wide fame, culminating in the Corporation of Lloyds under the Act of 1871. ("Lloyd's Calendar.")
- (4) The French attempted to construct a canal across the Isthmus of Panama under the auspices of Ferdinand de Lesseps, but the attempt was a failure owing to the tremendous mortality from yellow fever and malaria. In 1904, President Theodore Roosevelt of the United States, set medical

Nautical Quiz

- scientists to work to reduce tropical fever in the Isthmus, fortified by the discovery of Sir Ronald Ross that the Anopheline mosquito was responsible for malaria. This work was done successfully by an Army doctor, W. C. Gorgas. The actual executive work of constructing the Canal was carried out by the eminent engineer, George Washington Goethals. The Canal was opened for navigation on 15th August, 1914.
- (5) From the time when payment to the ship's company was made "by the head," on the basis of a stipulated amount for each man who happened to be on board at the time. The Purser would only pay a man when he presented his cap as a symbol of "one head." ("We Joined The Navy," by P. O. Writer Robert Burgess and Leading Writer Roland Blackburn.)
 - (6) Yes. On 17th. March, 1907, the "Suevic" ran ashore on the Stag Rock, on the Cornish coast. The bow was firmly ashore, so the vessel was cut through just abaft the bridge and the after portion—with main, mizzen and jigger masts, funnel, boilers and engines—steamed and was towed to Southampton. A new how portion was built in Belfast and towed to Southampton, and ultimately joined to the after part. For many years subsequent to this operation the "Suevic" was a most popular vessel on the Australian run. ("Australian Steamships," Dickson Gregory.)
 - (7) Particular Average is a partial loss due to purely accidental causes. It is borne by the owner of the property damaged, ships or cargo, as the case may be.

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General Average is a partial loss voluntarily and reasonably incurred in a time of peril for the safety of the joint venture. It is contributed to by the owners of all property saved, e.g., ship, freight, and cargo.

- (8) 436 Nautical miles, covered by the Black Ball Australian Clipper "Lightning" on 1st. March, 1854, when crossing from Boston to Liverpool on her maiden voyage. Log entry reads: "Wind, South. Strong gales; bore away for the North Channel; carried away the foretopail and lost jib; hove the log several times and found the ship going through the water at the rate of 18 or 18½ knots; lee rail under water and rigging slack." (Authority: Mr. Basil Lubbock.)
- (9) H.M.S. "Cambrian," wearing the flag of Admiral Sir George F. King-Hall, K.C.B., C.V.O.
- (10) The P. and O. liner R.M.S. "Australia" ran ashore on Point Nepean, near the Corsair Rock at the entrance to Port Phillip Bay, on 20th. June, 1904. She became a total wreck, and finally broke up and sank.

MARITIME NEWS . . .
Continued from page 25.

men, the "Empire State" has carried out the first European cruise of an American Merchant Marine training ship in the last fifteen years.

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CONTENTS

VOL. 10

DECEMBER, 1947

No. 12

EDITORIAL

Letters to the Editors	13
Editors' Notes	16

ARTICLES

Sydney to Hobart Again	Low d'Alpuget	18
The Port of London	Rowen Reaso	22
Australia's Naval Aviation	George Harmon	28
Minutemen of the R.A.N.	Sidney James	34

PERSONALITIES

Commander G. G. O. Giffers, D.S.C. and Bar, R.A.N.	21
Engineer Rear-Admiral J. W. Wishart, O.B.E., R.A.N.	26

OVERSEAS NEWS.

Maritime News of the World	36
Sea Affairs At Home and Abroad	Francis McMurtrie 42

SPECIAL FEATURES

"Carburettor"	John Bastock	33
Seas, Ships and Sailors	Norfolk	45

FICTION

How Little Tim Clocks the Bo's'n	John Clark	38
----------------------------------	------------	----

HUMOUR

Navy Mixture	41
Prandargest	41

BOOK REVIEWS

"The Place of War in History"	Cyril Falls	52
"Hands Off the Nation's Defences"	The Rt. Hon. H. V. Evatt	53

NAVAL OCCASIONS

What the R.A.N. is Doing . . . At Sea and Ashore—	
Squadron Dispositions	46
General	49
Partonal	51

GENERAL

"The Navy" for Next Month	
"The Sea"	Robert Cleland
Nautical Quiz	51
Naval Appointments	57

ASSOCIATIONS, CLUBS.

The Navy League	9
Ex-Naval Men's Association of Australia	55

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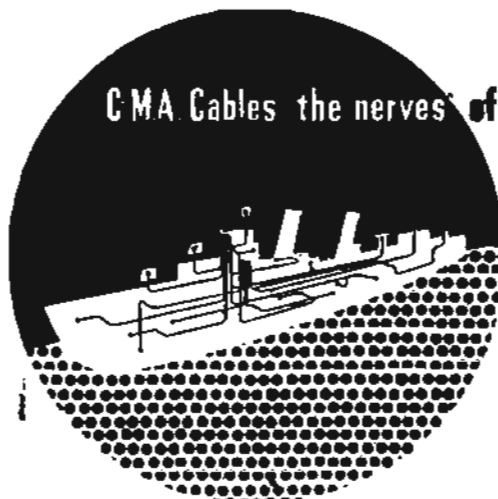


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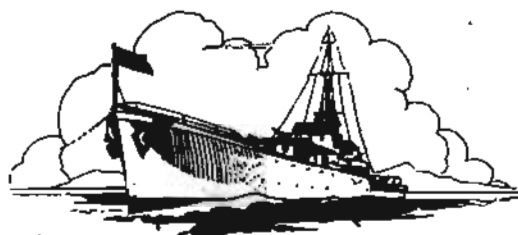


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LETTERS TO THE EDITORS

H.M.S. "Zubian"

Sir,

The letter from J. F. Brodie in the October issue of "The Navy" recalls the joining together of the fore part of "Zulu" and the after part of "Nubian," the composite ship being known as "Zubian." It may be of interest to note that "Zulu" was built by Hawthorn Leslie on the Tyne, and "Nubian" by Thornycroft at Southampton. The composite ship "Zubian" was recorded as built by Hawthornycroft.

The reference, in the "What the R.A.N. is Doing" feature (page 39) of that same issue of the magazine, to H.M.S. "Calliope" leaving Samoa, reminds me that she is lying at this moment at Dunston on Tyne. For many years she was drill ship of the R.N.V.R. on the Tyne, and surrendered her name to a light cruiser in 1915. On the scrapping of this latter vessel, she resumed her old name which in 1939 was applied to the Tyne Naval District shore establishment.

Yours faithfully,
Capt. R. C. C. Dunn,
Assoc. Institute of Naval
Architects, London.

Thank you, Captain Dunn. I am sure that readers of "The Navy" will be most interested in the information you have so kindly forwarded.—Ed.

Frigates and Corvettes

Sir,

Apart from reading articles every now and then in the newspapers, one does not see pictures of Frigates and Corvettes. Being somewhat interested in these classes of vessels, as undoubtedly many other people are, I wish to ask whether you could incorpo-

ate in your magazine one or two pictures of these types of vessels. Those which I have seen published have been, in the majority of cases, blurred and hardly discernible. Hoping that this request meets with your fullest consideration.

Yours faithfully,
A. Dickman,
33 Quarry Street,
Fremantle, W.A.

Your suggestion will certainly be given every consideration, and if it is possible in the space at our disposal to publish a series of pictures of typical vessels of the Frigate and Corvette, and other types, this will be done. In every issue of "The Navy" illustrations of naval vessels of various types are published—as for example those of corvettes on pages 24 and 25 of the October issue, and of sloops on pages 30 and 31 of the November issue. Consideration is being given, however, to the possibility of the production of a special series solely for their value in illustrating classes of vessels.—Ed.

H.M.S. "Audacious"

Sir,

With reference to the review of the book "Press, Parliament and People" in the November issue of "The Navy," the references in the book to naval censorship remind me of a story I read somewhere of the very strict censorship surrounding the loss of the battleship "Audacious" during the first World War. The "Audacious" struck a mine, and later blew up and sank off the west coast of England. After she had been damaged by the mine, but before she sank, the Atlantic liner "Olympic," on passage from the United States to Liverpool, came on the scene and, at the re-

Continued on page 15.

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LETTERS TO THE EDITORS

Continued from page 13.

quest of the Commanding Officer of the "Audacious," attempted to take the battleship in tow. The efforts were, however, defeated by the weather and the weight of "Audacious," whose stern was almost awash, and had to be abandoned. Later, as previously mentioned, the "Audacious" blew up and sank. The "Olympic" had a great number of passengers on board, including many Americans—at that stage of the war neutral—who had a fine view of the proceedings, and obtained many photographs. In spite of that fact, the Admiralty decided, on the suggestion of Lord Jellicoe, then Commander-in-Chief of the Grand Fleet, that the loss of the battleship should be kept secret, and no publication of the story was permitted. Indeed, I understand that right throughout the war, long after the "Audacious" had ceased to exist, her name continued to appear in the Navy List. Mention of the story, although not in the detail regarding censorship which I have given above, and of which I cannot at the moment recall the source, is made by Lord Jellicoe in his book "The Grand Fleet, 1914-16."

Yours, etc.,

J. Penberthy,
Upper Fern Tree Gully,
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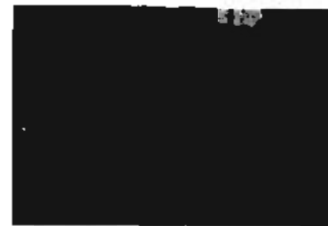


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BRITAIN'S NAVAL REDUCTIONS

FIRST reactions—of apprehension, and even of alarm—to the announcements of severe cuts in the strength of the Royal Navy, and especially of the British Home Fleet, were natural. However, with further information becoming available, and with the assurance from the British Government that the reduction is only temporary, the situation appears to be less serious than could have first been imagined. For one thing, the battleship training squadron is not affected by the reductions: for another, ships which are immobilised by the reductions remain in existence, and ships in being have a very real potential value, and one that, very quickly, if needs be, can be translated into active service.

The immediate need of Britain is for manpower in industry. The Battle of Britain has become one for production and exports. An Army is necessary to fight that battle, and that army must fight in factories and workshops. The urgency of that need has meant that the programme of demobilisation of Hostilities Only personnel from the Services has had to be accelerated, and this acceleration has caused a speeding up in the Navy's demobilisation programme.

This has had its effect on the manning of the Home Fleet. Since numbers of those due for demobilisation are serving with ships on overseas stations, it has become necessary to provide reliefs for them from ships in Home waters. In a statement to the House of Commons during October, the British Minister for Defence (Mr. A. V. Alexander) said that the Home Fleet would not go out of commission. It would be immobilised in part, and the ships would be sent back to service as soon as a particular ship could be manned.

In connection with the manning of individual ships, it must be borne in mind that, under the

present-day conditions of specialisation among ratings, it is possible for a very small shortage of certain specialist ratings temporarily to immobilise quite a number of ships. Such shortages have arisen as a result of the accelerated demobilisation, and until they are adjusted the temporary immobilisation of some ships is unavoidable. That such adjustments are made with the expedition that any exigency demands, we may rest assured.

At present, the exigencies of Britain's economic situation demand that drastic steps be taken to meet that situation. The existing world naval position—the other great naval power being one that can be expected, at all times, to work in concert with the navies of the British Empire—enables Britain to meet current exigencies by a temporary reshuffle of her internal forces. Once the exigencies have been met, a return to normal has been assured by the Government, and can confidently be expected.

In the meantime, and rightly, since criticism indicates an appreciation and lively interest in the condition of the Empire's first line of defence, critics of the reductions are not wanting. Such criticism is a healthy sign, and the work of the Navy League—in addition to that of other bodies of citizens and of individuals—in keeping the importance of naval defence before Parliament, Press, and People, is not wasted effort.

THE THRONE AND THE NAVY

With the marriage of Princess Elizabeth and Prince Philip last month, the traditional personal connection between the Throne and the Royal Navy is continued and further cemented. From the days when the term "King's Ships" denoted actual personal possession by the occupant of the Throne of the naval ships that defended the Realm, such personal connection has been real, and it can be but pleasing to the British peoples generally that, by the recent Royal marriage the association is being carried forward.

Examples of the closeness of the personal ties are many. The Royal Navy owes much to the Stuarts, especially to James the Second during his tenure of the post of Lord High Admiral. Coming closer to our own times, we find another Lord High Admiral—the last holder of that exalted post—in the Duke of Clarence, ascend to the Throne. William IV has stood as the figure of the Sailor King.

In our own years we have seen two such Kings on the Throne of Britain. His late Majesty, King George V, served in the Royal Navy and, strongly

attached to his profession of naval officer, had looked forward to spending his life in the Service. He entered the Britannia, at Dartmouth, with his elder brother, Prince Albert, in 1877, at the age of twelve years, and had reached the rank of Commander—having had command of various H.M. Ships—before the death of his brother made him Heir to the Throne and curtailed his naval activities.

His present Majesty, King George VI, also started his life in a naval career. Entering the Royal Naval College, Osborne, in 1909, he proceeded thence to Dartmouth, and in September, 1913, joined H.M.S. "Collingwood" as a midshipman, and was so serving when war broke out in the following year. He saw action at the Battle of Jutland as a Sub-Lieutenant, and later served in H.M.S. "Malaya" as Lieutenant, being invalided out of the Fleet owing to the state of his health.

Now, through the Royal Marriage, yet another link is established between the Throne and the Royal Navy, in which Prince Philip was for some years a serving officer. Joining the Royal Navy as a midshipman at the age of nineteen, Prince Philip saw active service during the recent war, and served as a destroyer officer with the British Pacific Fleet with the rank of Lieutenant. During this period he visited Australia, as did also, while still a serving officer in the Royal Navy, the late King George V. The visit of King George VI when Duke of York is, of course, of recent memory, although His Majesty at that time had concluded his active Service career.

In common with the British Peoples, "The Navy" extends the best of wishes to the Royal Pair, and shares the appreciation, widely felt, of the renewed direct relationship between the Royal Family and the Royal Navy.

HANDS OFF OUR DEFENCES

In these Notes, in the issue of "The Navy" of June last, reference was made to the difficulty of understanding those among us who were—in many cases quite sincerely—protesting against the Government's establishment of a guided missile range in this country. In a timely brochure just issued by the Deputy Prime Minister (Dr. Evatt) entitled "Hands Off The Nation's Defences" (further referred to in the Book Review Section in this issue) the "Act to Provide for the Protection of Approved Defence Projects" is explained, and the claims of opponents of the Government's policy are confuted.

As Doctor Evatt says in his brochure: "Australia has been taking positive steps towards interna-

tional disarmament in relation to weapons of mass destruction by actively supporting an international control and policing system. At the same time, after bitter experience in two world wars, the Australian Government has a supreme duty to our people to maintain the vital defences of Australia. To abandon defence projects immediately would be to invite disaster."

That the great majority of the people of Australia is solidly behind the Government, both in the expression of these sentiments and in the Government's defence programme, there is no doubt whatever.



The Royal bridal pair. A photograph of Princess Elizabeth and H.R.H. the Duke of Edinburgh taken before their marriage.

SYDNEY TO HOBART AGAIN

OCEAN YACHT RACING IS A TOUGH, GRUELING TEST OF LITTLE SHIPS BUT CREWS TAKE GREATEST PUNISHMENT. THE THIRD SYDNEY TO HOBART MARATHON WILL BE NO EXCEPTION.

By Lou d'Alpuget

ON Boxing Day a fleet of 32 of Australia's finest ocean-going yachts, with 230 men aboard, will leave Sydney Harbour for the Cruising Yacht Club's annual race to Hobart. The race, first sailed in 1945, is now internationally recognised, ranks with Britain's Fastnet Cup, America's Bermuda Cup as an off-shore contest in small craft. This year vessels representing four States—New South Wales, Tasmania, Victoria, Queensland—and New Zealand will compete.

No event in Australia's aquatic history has captured the public interest so completely as this 680-mile classic, over one of our most violent stretches of ocean. Last year almost every boat which would float farewelled the fleet of racing vessels as they made their

way down the Harbour to the sea for the long journey south.

For six days the progress of the fleet, through calm and gales, was front page news. The crews of "Rani" (winner in 1945) and of "Christina" (last year's winner) were national heroes for a day.

The boys deserved all the kudos they got, because, whatever the qualities of the vessels competing, however their designers might have boasted of their easy, seaworthy "lines," the skill and toughness of the men who handled them was always the deciding factor.

From the time the starting gun goes at 11 a.m. on December 26 until the finishing line on the Derwent River is crossed, the crews will undergo a gruelling 24 hours a day.

No other sport forces together its opposing teams so closely as long-distance yacht racing, nor does it demand such a complete unity of purpose, such a fine blend of temperament. It matters little in a football game if the player beside you drops his aitches, beats his wife, eats off his knife, has a mind like a sewer, so long as he runs hard, passes surely and backs up when needed. But six days confined between the heaving topsides of a 50-foot ocean racer with ill-chosen companions, from whom there is no escape, can become a grim experience. Select eight men casually and, unless each respects the other, strives for complete harmony, eases for his companions the obvious discomforts of their surroundings, they will develop into a mutinous gang, frothing with hate for each other. Their chances of driving their vessel successfully towards the finishing line, whatever their individual skill as yachtsmen, are low.

A team of happy mugs, with an ounce of luck, will do better.

On the yacht skippers will be imposed the greatest strain. Each must possess a degree of leadership, an ability extraordinary to organise every detail. The yachtsman who pays £3000 for a vessel and believes his only responsibility is to wear a yachting cap at a rakish angle and at appointed times sit grimly at the wheel, screaming for food and drink, while his crew springs to action, has no place in ocean races. The skipper must be friend, counsellor and judge of the men aboard his ship, inspiring them with keenness to work, tirelessly, under the worst conditions. That he foots the bills for maintenance, repairs, food, the hundred odd items that are needed to provision and sail the ship, is the last consideration. His only

authority is his strength of character.

Among the crews this year will be dozens of naval and merchant naval personnel who, in war years, went to sea on grimmer missions. They will sail in almost every capacity—as skippers, navigators, cooks. With them will be the cream of the harbour-trained racing sailors, the sure-footed for'ard hands who will set the big "kites" for down-wind runs, claw down the extras when angry head seas reduce progress to exhausting, windward slogs. Some, who will be sailing their first long-distance race, will not relish the experience. It will be for them their first and last; a physical and mental battering they will not forget. But to most of the newcomers it will be an exhilarating sports thrill, a foundation of friendships that will survive the years.

Twenty vessels in the big race will represent New South Wales, Tasmania will have nine, Victoria, Queensland and New Zealand one each. All of the yachts must be at least 25ft. on the waterline. Smaller vessels are considered unsuitable for such long voyages. The New South Wales representatives will range from Claude Plow-

PETER LUKE, C.Y.C. Commodore, formal here, relaxes offshore.

man's 65-foot cutter, "Morna," first across the line last year and third on handicap, to Bob Godsall's 28-footer, "Mannara," which he and a companion sailed to Sydney last year from South Australia. Two of the New South Wales fleet—Tom Giuffre's 55-foot cutter, "Eolo," and Trygve and Magnus Halvorsen's 36-foot cutter "Peer Gynt"—have been built specially for the event. Both are huskily constructed, designed to provide comfort for the men aboard them rather than to achieve the racy speeds of the sleek eight-metres, "Defiance" and "Josephine." In short ocean races "Defiance," with shrewd helmsman Jack Tieman as skipper, has proved herself a light weather flyer, capable of standing up to a blow when necessary. "Josephine," skippered by Sydney newspaper editor, Brian Penton, showed her all-round ocean-going qualities in October, when she won Royal Prince Alfred Yacht Club's 350-mile race from Sydney to Montagu Island, on the south coast of New South Wales, and back.

But irrespective of size, shape or rig, the Sydney-Hobart race will be sailed on handicaps which will give all the yachts an equal chance. Countless experiments during 20 years of offshore racing in British and American waters have perfected these time-allowance handicaps on which the event will be judged. All the yachts will start at the same time, and the finishing time

of each vessel as it reaches the line in the Derwent River will be recorded.

Then, according to the "rating" of each vessel, her sailing time will be adjusted. Those with the least adjusted times, although they may reach Hobart a day or more after the first vessel across the finishing line, will fill the winning places. The rating of each vessel is worked out to a time allowance factor of four decimal places. To get the adjusted or corrected time which decides the vessel's winning chance, this time allowance factor is multiplied by her actual sailing time.

Factors considered in rating the yachts are length, breadth, depth of hull, sail area and the size of extras for running before the wind. The light, fast craft like "Defiance" and "Josephine" are heavily penalised. Those of healthier lines like Hal Evans' "Moonbi," Jim Booth's "Sirius," Sverre Berg's "Horizon" get a good bonus in rating.

The system is surprisingly efficient, allows all craft, whatever their type, to race together. Usually only a few hours of corrected



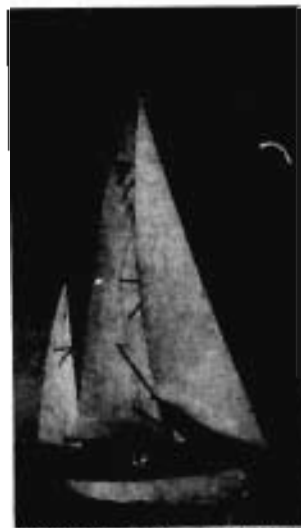
"RANI": Mud-slingers said her crew used their motor.



CAPT. JOHN ILLINGWORTH, R.N.: Sailed "RANI" to classic win.



"JOSEPHINE": Flyer with sheets free, winning recent 150-miler.



"WAYFARER": Let's beamed to the. She's bettered many yales.

time separates the place-getters at the end of a race. After the last Sydney-Hobart race seven yachts, on corrected time, finished within 11 hours 21 minutes of each other—not bad handicapping for 680 miles of sailing under a variety of conditions.

Special prizes will be given this year for place-getters of between 25ft. and 32ft. length on the waterline, and for place-getters of more than 32ft., but the main handicap section of the race will still be "open" for both classes. Actu-

ally the prize-money for "open" and divisional sections will count little. Honour and glory will be the winners' main reward. The hundred odd pounds in cash and trophies the winners will collect will not nearly compensate the owners for provisioning their vessels for the race. Few of them will have much change out of £250 after their craft and gear have been overhauled, refitted and prepared for the event. And the average damage to each vessel during the race will probably total £50;

the strain on her hull will reduce her effective sailing life by at least a year. So you can tally the cost at £300 to each of the owners—a nice round aggregate sum of £9000—and their capital outlay in the fleet, averaging each yacht at £3250 replacement value, at £104,000.

Tasmania's hopes, if the race is sailed in light weather this year, will be centred on George Gibson's 41-footer "Westward," winner last month of Royal Tasmanian Yacht Club's 174-mile event from Hobart to Maria Island on the east coast and back. In heavy weather, A. E. Palfreyman's lumpy ketch, "Matthew Flinders," Percy Coverdale's cutter, "Winston Churchill," will be the Tasmanian favourites. The Tasmanian skippers and crews will have a great advantage over the last 200 miles because they will be sailing along stretches of their own coastline, working currents unfamiliar to many of the other crews. But, despite this advantage and the Tasmanians' reputation for seafaring skill, only one of their representatives has gained a place in the two races contested. This was "Winston Churchill," which Coverdale sailed into third place in the 1945 event.

Whatever the weather for the race, accurate navigation will pay dividends. For the last three months skippers, with their navigators, have been studying wind and current charts, planning courses for all conditions. Some will still favour sailing "wide" in order to avoid the influence of the land on the wind and to get the best advantage of the southerly-setting current.

But few who laid off a hundred miles or so last year, and were forced to battle for the last 150 miles against mountainous seas and howling sou'-westers, are likely to do so again. Most of the yachts which kept close to the Tasmanian coast after the Bass Strait crossing in west-south-westerly gales got the benefit of land-influenced nor'-westers, made easy progress to the Tasman Peninsula while their rivals were taking a pasting.

The dangers of shipwreck and drowning in the race could be built up into a grim picture, but the risks are really slight. Minor cuts, bruises and abrasions are about all the crews will suffer—unless someone falls over the side or a mast comes down. All the yachts will have compulsory life-saving gear, ranging from safety belts, life-lines and jackets to flares and two-way radio. Most of them, too, will be fitted with engines which can be used in emergencies.

The Tasmanian craft will carry special seals on their motors to "stifle mud-slinging after the race." This move follows slanderous rumours about "Rani's" superb performance in the first race, when Royal naval captain, John Illingworth, internationally famous for ocean racing, won both scratch and handicap sections. The Cruising Yacht club has resisted Tasmanian pressure to seal motors, claiming that only a crew of nautical gangsters would use an engine and then claim credit for sailing.

After this year's race a few of the yacht owners and crews who can afford the time are planning to sail to Auckland to compete in the 1340-mile trans-Tasman race to Sydney. In the trans-Tasman fleet, although she will miss the race to Hobart, will be Peter Luke's 40-footer ketch, "Wayfarer." Luke, one of the founders of the Cruising Yacht Club, its commodore and the organiser of the Sydney-Hobart classic, is a true ocean yachtsman.

"I've had a good look at Bass Strait in the last two races," he says. "Now I want to see what the real Tasman can do."

That's a fair commentary on Luke's rugged approach to the sea.

If you want proof of his leadership, his ability as a sailor, take a look at his crew for Sydney races this year. They're the same five men who have sailed 4000 miles with him along a healthy slice of Australia's eastern seaboard—and as tough as it has been, they've enjoyed it just as much as their skipper.

DECORATED

COMMANDER G. G. O. GATACRE, D.S.C. AND BAR, R.A.N.

When, on the 23rd. May, 1941, the British cruiser H.M.S. "Suffolk" sighted the German ships "Bismarck" and "Prinz Eugen" in Denmark Strait to the north-west of Iceland, her enemy report started a hunt and chase which ended in the sinking of the "Bismarck" after attacks by torpedo aircraft, by gunfire, and by torpedoes from H.M. S. "Dorsetshire," during the forenoon of the 27th. May. One of the British ships which took part in the hunt and chase, and which engaged "Bismarck" with gunfire in the final stages of that classic operation, was the battleship H.M.S. "Rodney," who had on board as Squadron Navigating Officer an Australian, Commander G. G. O. Gatacre, D.S.C., R.A.N.



Entering the R.A.N. College as a Cadet Midshipman in 1921, Commander Gatacre became Midshipman in 1925, Sub-Lieutenant in 1928, Lieutenant (N) in 1930, Lieutenant-Commander in 1938, and was promoted Commander three years later. On the outbreak of war in 1939, Commander Gatacre was on exchange duty with the Royal Navy, serving first in the battle-cruiser H.M.S. "Renown," and later, from July, 1940, to January, 1942, in H.M.S. "Rodney."

In that latter year he returned to the Royal Australian Navy, and in May was appointed to H.M.A.S. "Australia" as Staff Officer, Operations and Intelligence, to the Rear Admiral Commanding the Royal Australian Squadron, subsequently serving in H.M.A.S. "Shropshire," and back to "Australia" with transfers of the Flag. In August, 1944, Commander Gatacre was appointed to the Staff at Navy Office, Melbourne, remaining there for twelve months until his appointment in August, 1945, to H.M.A.S. "Arunta" in command. He held this command until his recent appointment to Flinders Naval Depot.

Commander Gatacre received his decorations for service both in the war against Germany and that against Japan. First a Mention in Despatches, awarded in July, 1941, "For outstanding zeal, patience and cheerfulness, and for never failing to set an example of wholehearted devotion to duty," then, in October, 1941, the D.S.C. "For Mastery, determination and skill in action against the German battleship "Bismarck," and, in February, 1943, a Bar to the D.S.C., "For skill, resolution and coolness during operations in the Solomons Islands."



Bob Bull's "CHRISTINA" under way. She sailed through a Bass Strait storm to win last year.



With world trade resumed and Britain's exports rising, the Thames, heart of a shipping system embracing the world, is busy again with the ships of many nations.

THE PORT OF LONDON

IN THE WORLD'S GREATEST PORT AND MARKET THE TIDES OF THAMES ARE THE PULSE OF A SEA EMPIRE'S TRADE.

by Reuben Ranzo

"Thames, the most famous river of this island," wrote John Stow in his "Survey of London," which he published in 1598, "beginneeth a little above a village called Winchcombe, in Oxfordshire; and still increasing, passeth first by the University of Oxford, and so with a marvellous quiet course to London, and thence breaketh into the French ocean by main tides, which twice in twenty-four hours' space doth ebb and flow more than sixty

miles in length, to the great commodity of travellers, by which all kinds of merchandise he easily conveyed to London, the principal storehouse and staple of all commodities within this realm."

Thames, London River, has been the making of London. Its "marvellous quiet course," its "main tides, which twice in twenty-four hours' space doth ebb and flow"—there is a rise of twenty-three feet at London Bridge, forty miles from the sea,

at high water springs—and its soft mud and swamps, are the foundations on which the world's greatest port and market were built. For centuries that port and market has been the principal storehouse of all commodities within England. For many years it has been the exchange centre of the world's trade. And all is owed to Thames.

Other rivers are greater in length and nobler in width, but none excels the Thames in the



An aerial view of a corner of the "Royal" Docks, actually one huge dock in three sections—the Royal Albert, the Royal Victoria and the King George V.

procession of the pageantry of maritime history that has traversed its "main tides" down the centuries. From the days of the coracles of the Britons, the ships of the Romans, the nefs and cogs of the Middle Ages, the "barkes" and "shallops" and "pinnesses" and "flie-boates" of the Tudors, on to the clippers of the heyday of sail, and the coasters, tramps and great liners of the era of steam, the Thames has mirrored the story of the sea and the growth of Britain and the Empire as a maritime power.

The great dock system of the Port of London is of comparatively recent growth. For centuries the Thames itself was dock and highway in one. Ships lay in the stream, and goods were lightered to and from them—whence comes

that distinctive feature of London Port today, the barge traffic—or secured alongside the congested riverside quays, settling unharmful on the soft mud at low tide. It was not until the end of the eighteenth century, spurred on by the serious delays occasioned by the congestion in the river itself, that the great era of the building of wet docks began.

The London marsh lands now came into their own. Cheap sites which could easily be excavated bordered the river below the city, and the docks spread downstream. The end of the eighteenth century saw a London River with ships moored four abreast in the stream from London Bridge down, blocking the fairway with their lighters and affording a profitable field for river thieves—

the "heavy horsemen" and "light horsemen"—by whose activities the merchants of the time estimated that they were losing £800,000 a year from their cargoes. But the beginning of the nineteenth century saw the first of the ship-and-cargo docks with warehouses, surrounded by high walls.

Earliest of these was the West India, whose gate, surmounted by a large model of a West Indian man of the period, carries the inscription: "The West India Import Dock Began 12th. July, 1800: Opened For Business 27 Sept., 1802." This was followed by the London Dock in 1805, the East India Dock in 1806, the St. Catherine in 1820, the Millwall in 1854, the Royal Victoria Dock in 1855 and the Royal Albert



Keeping the world's busiest river safe for traffic: Incoming ships being carefully watched from a lighthouse platform.

Dock in 1880. The Nineteenth century's list closed with the opening of the Tilbury Docks in 1886. The twentieth century saw the opening of the King George V Dock at Woolwich in 1921 and new docks at Tilbury in 1929.

Since the river is tidal with a large rise and fall, the docks are all locked, and entry and exit is governed by the time of high water. In 1908 a great advance towards efficiency was made when control of the docks—up to then under various authorities—was brought under the Port of London Authority, whose building, close by the Tower of London, is a dominating feature on the northern skyline seen from the Surrey shore.

Most of the docks continued

to handle the specialised cargo for which they were built. The West India Dock the sugar and rum from the islands from which they took their name, the East India Docks the tea and silk from the East. Refrigerated cargoes are handled in the Royal Albert Dock, and wheat and flour in the Royal Victoria. Tilbury handles most of the passenger traffic, and ships which berth in the docks higher up the river at Woolwich usually embark and disembark their passengers by tender in the river at Gravesend.

Few seagoing ships—other than the colliers specially designed to carry coal to the big power houses at Battersea—pass above London Bridge, but the barge traffic, the barges towed by tugs whose funnels are hinged so that

they can be pulled down when passing under the bridges, persists into the upper reaches. Travellers across London Bridge, however, see one facet of London Port in the Pool, the busy stretch of river between London and Tower Bridges, bordered by Lower Thames Street on the north bank and by Tooley Street on the south.

Here the ships lie out in the stream, or alongside the narrow quays fronting the tall warehouses that fringe the river banks while busy jib cranes swing their produce ashore. Tooley Street is the centre of the dairy produce trade, and in normal times over a thousand tons of butter a day are landed there, in addition to cheese, eggs, bacon and other dairy goods. Billingsgate Market is close by London Bridge on the north side, and here London's fish is brought by sea to her front door, and the Billingsgate porters, with their heavy leather hats, carry dripping boxes of fish piled one on the other on their heads.

In the Pool, too, lie the Dutch eel boats. They were granted their privilege of moorings abreast of the Fishmarket by Queen Elizabeth on the condition that the mooring was never to be left vacant, so that the Dutch eel boat became one of the best known sights in the London River.

The Thames used to see the fleets of Geordie brigs, the North Country colliers that brought the "sea coal" to Town. Basil Lubbock, in his "Blackwall Frigates," tells how as far back as the Stuarts, in the Dutch Wars, the Admiralty always relied on the arrival of the North Country coal fleet in the Thames to complete the manning of the squadrons lying off the Nore in readiness to put out after de Reuter or Van Tromp. Australia has an interest in those Geordie Brigs of the Tyne fleet, for Captain Cook served his time at sea in their hard school.

Let us come into London's dockland by the front door—the River—after a voyage home from

Australia with passengers and a cargo of refrigerated produce, and wool, skins, dried fruits, wheat, jams and tinned fruits, and other primary products for Britain's housewives and mills.

It is a fine Spring morning with a haze over the water, and the high-low throaty roar of the Tongue Lightship's horn bellows as we pass inward—bound to the estuary. The haze is lifting to the sun as the Edinburgh Lightship drifts by, and the day is bright for the Knob Buoy and on to the Nore and to Sea Reach.

Outward bound traffic is coming down. The brightly striped funnel of a Nelson liner bound for the River Plate; one of Bullard and King's "Um" boats heading south for flying fish latitudes and the Cape; a tramp, flying light with the red boot top-ping showing high and her propeller beating rapidly and noisily in a welter of spray under her counter. Ahead of us as we pass the Chapman Light a fleet of sailing barges, heeling to the pressure of their tall spread of russet canvas, and with lee boards down, are beating up against the ebb.

Mucking Light is abeam, and the Owens Buoy a few minutes later, and the tall building of the Tilbury Hotel comes in sight on the north bank, and the masts and funnels of the ships in Tilbury Docks beyond. We can see the P. and O. and Orient Liners there, and the red funnels with black tops of a Castle boat. Rosherville Gardens are on the opposite bank, with the town of Gravesend rising behind them from the river, and we let go our starboard anchor, bringing up to 45 fathoms of chain in seven-and-a-half fathoms of water, and the tenders come off for our passengers and baggage.

We have to wait for the morning tide to dock, so, our passengers disembarked, we heave up again and proceed to moor with two anchors for the night, one of the "Cock" tugs standing by to help us to swing at each turn

of tide. We have changed pilots, the Channel pilot, whom we had embarked at Plymouth, having been relieved by the River pilot on our arrival at Gravesend, and in the early morning we start to heave up for our journey up river, and the panorama unfolds as we proceed.

Tilbury Ness, Broad Ness, Stone Ness. The river banks are becoming cluttered up with works and factories. Lime works, cement works, motor factories. We pass traffic in plenty on the river, and familiar landmarks appear and slip by astern. Purfleet, Dartford Creek, Crayford Ness, Erith. Ahead of us the pall of London is in the western sky. Coldharbour Point, Jenningtree

Point, Leather Bottle Point. We round Margaret Ness, and there are the Beckton Gasworks, and the locks.

There has been bustle passing the lines to tugs forward and aft, and we swing in the river as we point for the locks entrance. Lines are run ashore on either bow, and slowly we move into the locks, the gangs of men handling either bow lines shifting them from bollard to bollard and checking our way, the lines creaking and stretching as they take the strain. Soon we are fast in the locks, and watching the scarlet motor buses—proof of our arrival in London—crossing the Manor Way bridge over the dock

Continued on page 62



A familiar scene on London's river—the barges into which many ships unload their cargoes for removal to warehouses.

ENGINEER REAR-ADMIRAL J. W. WISHART O.B.E., R.A.N.

Engineer Manager, Garden Island. Staff Officer
(Engineering) and General Overseer, New South Wales.

Promoted to his present rank in September, 1947, Engineer Rear Admiral John Webster Wishart, O.B.E., holds the appointments of Engineer Manager, Garden Island, Staff Officer (Engineering) on the staff of the Flag Officer-in-Charge, Sydney, General Overseer, New South Wales, and is also a member of the Australian Commonwealth Shipping Board. He was born at Cowra, New South Wales, on September 15th, 1892, and for short periods before 1900 resided in West Australia, South Australia and New South Wales.

In 1900 Engineer Rear Admiral Wishart, with his parents, proceeded to Suva, where he received his primary education and was awarded the Governor's Medal. He later attended St. John's Collegiate School at Auckland, New Zealand, where he became a prefect. After leaving St. John's Collegiate School he studied engineering at the South Australian School of Mines.

Entering the Royal Australian Navy as a probationary Engineer Sub Lieutenant on the 23rd June, 1915, Engineer Rear Admiral Wishart served in H.M.A.S. "Cerberus" for a short period, being appointed to H.M.A.S. "Sydney" in November, 1915, where he served until August, 1918. In June, 1917, he was promoted to the rank of Engineer Lieutenant.

During the period August, 1918, to January, 1923, Engineer Rear Admiral Wishart served for varying periods in H.M.A.S. "Torrens," "Penguin," Royal Australian Naval College, "Swordsmen," and "Tasmania." In January, 1923, he was appointed as an Assistant to the Engineer Manager, Garden Island, for Dockyard duties. Promotion to Engineer Lieutenant Commander was made in June, 1923. On the termination of this appointment in January, 1924, Engineer Rear

Admiral Wishart was appointed to H.M.A.S. "Melbourne" and later to H.M.A.S. "Sydney" where he served until January, 1927.

Engineer Rear Admiral Wishart again became associated with the Dockyard at Garden Island in December, 1927, as First Assistant to the Engineer Manager, being promoted to the rank of Engineer Commander at the end of December of that year he continued in this appointment until September, 1930.

Engineer Rear Admiral Wishart was later appointed as Engineer Officer, H.M.A.S. "Australia," and subsequently to H.M.A.S. "Penguin" for Ships in Reserve.

In January, 1934, he proceeded to England for duty at the Admiralty and at Australia House for liaison duties and to undertake a Senior Engineer Officer's course at Greenwich.

In August, 1934, Engineer Rear Admiral Wishart was appointed to H.M.S. "Pembroke" as Engineer Officer standing by building of the new H.M.A.S. "Sydney" at the yard of Swan Hunter and Wigham Richardson Ltd., Wallsend on Tyne, and on commissioning in September, 1935, he was appointed as Engineer Officer of the ship.

Engineer Rear Admiral Wishart was appointed to Navy Office, Melbourne, in January, 1938, as Assistant Director of Engineering. On promotion to the rank of Engineer Captain in August, 1942, he was re-appointed as Deputy Director of Engineering and in October, 1943, was appointed as Director of Engineering.

In February, 1945, Engineer Rear Admiral Wishart proceeded to the United States of America to make a tour of Naval Dockyards.

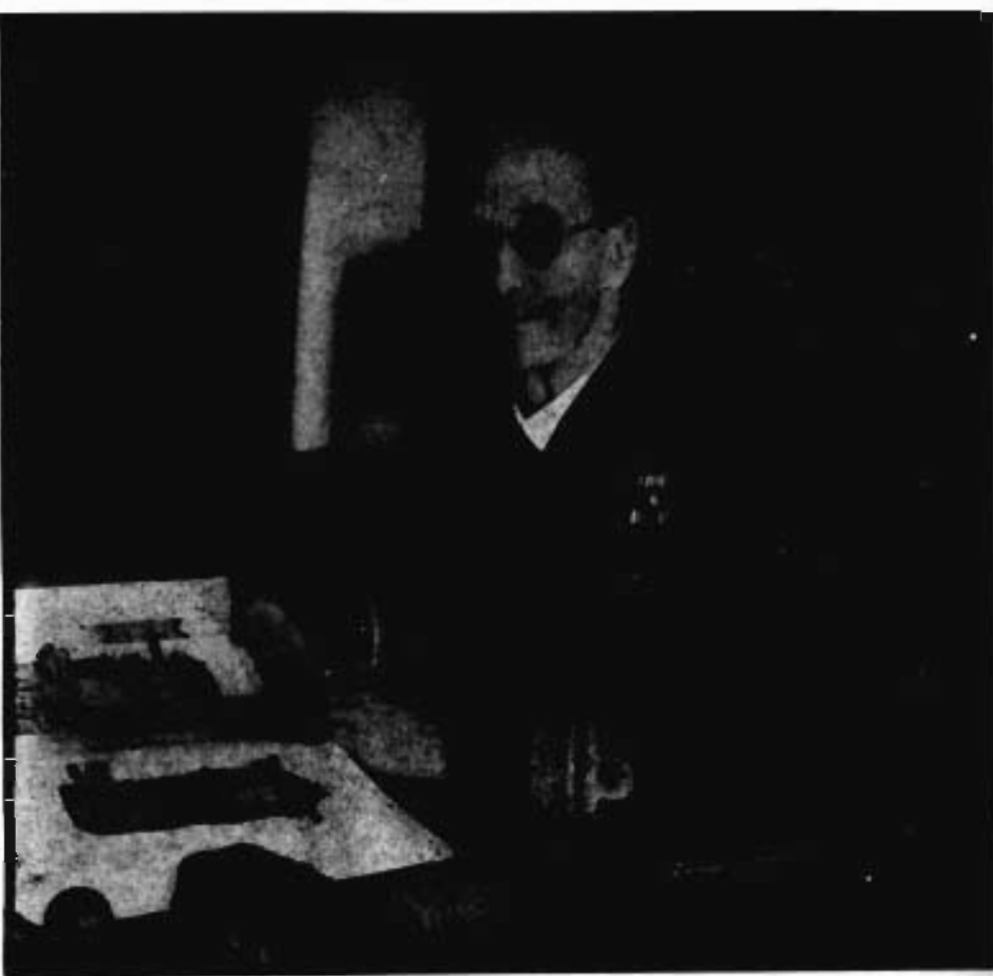
Since assuming his present position in November, 1945, Engineer Rear Admiral Wishart

has been responsible for Dockyard operations in connection with refitting and docking work and for repair and/or reconversion prior to return to owners of a large number of vessels requisitioned for service during the war years. A number of vessels have already been reconverted and returned to trade, and at present work in this regard has reached an advanced stage in "Westralia." Preliminary work in connection with reconversion of "Manoora" is also proceeding.

By virtue of his appointment as General Overseer, New South Wales, Engineer Rear Admiral

Wishart is also responsible through the Chief of Construction and Third Naval Member for all work in connection with new construction in New South Wales.

Engineer Rear Admiral Wishart is married, his wife having formerly been Miss Jessie Helena Couston, of Adelaide, and has one daughter, Miss Mary Wishart, and one son who served with the Royal Australian Air Force, gaining the rank of Flight Lieutenant, and who since his demobilisation has been attending Sydney University for Engineering.





WITH CARRIERS AS ITS MAIN STRIKING FORCE THE ROYAL AUSTRALIAN NAVY WILL CONTINUE TO BE "A FORCE WHICH SHALL RANK AMONG THE DEFENCES OF THE EMPIRE."

By George Horman

FOR close on a hundred years Australians have been vitally interested in their own naval defence of their island continent. Long before Federation, the ripples of disturbances far distant ruffled the waters of their shores and caused the various Colonies to think in terms of naval defence against possible aggression.

The Crimean War provided the first inspiration, and caused the people of Victoria to build up a small naval coast defence force. New South Wales, more obviously under the eye of the British squadron on the station, built a gunboat and formed a Naval Brigade. Later, in the Eighties of last century, Queensland and South Australia began to create their own naval establishments, while Victoria added to her existing fleet, and by the time Federation was accomplished at the beginning of this century the people of the Commonwealth were definitely Navy minded.

This was only natural. The fact that Australia is an island dependent on sea communications for the maintenance of her trade in peace and her security in war; her geographic isolation on the outer radius of Empire; her adherence to a policy of a White Australia; and, last but not least, the sense of the importance of

sea power inherent in her people, have kept the question of naval defence to the forefront in the minds of her rulers, and were the factors which led to the creation of the Royal Australian Navy with the arrival of the Commonwealth's first Royal Australian Naval Squadron in these waters in 1913.

Time and again their preoccupation with naval defence has found expression in the utterances of the country's leaders. "But for the British Navy," said Mr. Deakin, Prime Minister at the time of the visit of the American "Great White Fleet" in 1908, "there would be no Australia. That does not mean that Australia should sit still under the shelter of the British Navy . . .

We can add to the squadron in these seas from our own blood and intelligence something that will launch us on the beginning of a naval career, and may in time create a force which shall rank among the defences of the Empire . . ."

This sentiment has been echoed by successive leaders of the Government ever since and has, which is more important, been translated by them into practice. The force which "shall rank

among the defences of the Empire" was created in 1913 in the shape of the Royal Australian Naval Squadron, and it has been maintained since then as the first line of defence of the Commonwealth of Australia and as a valuable contribution towards the naval defence of the Commonwealth of British Nations.

Of the total defence expenditure—excluding that for actual war services—of Australia since Federation, by far the greater proportion has gone to the Navy. In many years up to two thirds of the defence vote has been so allocated. And more than one Prime Minister has on occasion pointed out that Australia has spent on naval defence considerably more than all the other Dominions put together.

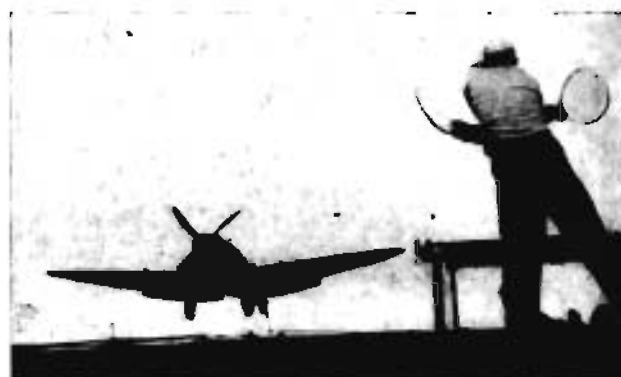
The policy of giving priority to naval defence is being followed by the present Government. As the Minister for Defence, (Mr. Dedman), said in the House of Representatives in June of this year: "Australia's experience in the recent war fully demonstrated the fundamental importance of sea power to our defence." The Minister, pointing out that each member of the Empire has a primary responsibility in regard to its own defence problem in its particular region which re-

quires working out, not only with the other members of the Empire concerned, but also with other nations with territorial and strategic interests in that area; and taking that consideration into account in conjunction with the acceptance of the importance of sea power; announced that the Government had allotted the largest quota in the present defence programme to naval defence.

"The Naval programme," he said, "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."

Australia's experience in the recent war did not only fully demonstrate the fundamental importance of sea power to our defence. An outstanding lesson brought home by that experience is the important place occupied by the aircraft carrier in modern naval operations. The war saw the emergence of the fast carrier task force as the spearhead of naval attack, and the extension of naval striking power by means of the aircraft not only in major fleet operations but also in anti-submarine warfare and in combined operations in assault landings. In the application of war experience to future naval policy it was, therefore, natural that the Government should see in the carrier task force the logical development of the post war Royal Australian Navy.

As a result, the Government has embarked on a five-year plan of naval expansion at the conclusion of which Australia should have the greatest peace time navy in her history, with a carrier force as the main body. Speaking at Canberra on Trafalgar Day, the Minister for the Navy, (Mr. Riordan), said that by 1952 the Royal Australian Navy would have 26 ships in commis-



A "Firefly" aircraft being directed in to land on the flight deck of a light Fleet Carrier. Signals are conveyed to the pilot by the "bats" wielded by the directing officer.



A light Fleet Carrier proceeding at speed. Aircraft carriers provide highly mobile air striking and defensive power for modern naval forces.

tion, and a reserve of 80 vessels. According to present plans, vessels in commission at the conclusion of the five-year plan should be two light fleet carriers, two cruisers, six new destroyers, and 16 other vessels including frigates, survey ships, minesweepers and other auxiliary vessels. Ships in reserve would include a cruiser, frigates, and minesweepers. It is anticipated that personnel strength by then should be nearly 15,000.

Orders for the two carriers, which will be of the "Majestic" class, have been placed in Great Britain. The first of these is due for delivery before 30th June, 1948, and the second within the following twelve months. Costing approximately £3,000,000 each, the "Majestic" class carriers are of 18,000 tons displacement

and each can carry 36 aircraft.

In Australia, plans are well advanced, and are proceeding rapidly, in the formation of the new Naval Aviation Branch of the Royal Australian Navy. As in the case of the Royal Navy since 1939, a most important point is that the Naval Aviation Branch will be a purely naval organization, staffed and manned by purely naval personnel. Administration of the Branch will be carried out by Navy Office, and the carriers themselves will be under the command of the Flag Officer Commanding, Royal Australian Naval Squadron, and will be operated by him.

A Fourth Naval Member has been appointed to the Australian Commonwealth Naval Board to be responsible for implementing the Board's policy in regard to

the new Branch. The first appointee to this position—with the rank of Commodore (2nd. Class)—is Commodore Edmund Walter Anstice, R.N. An officer with long and wide experience in naval aviation—as an air pilot, as Commanding Officer of an aircraft carrier, and as an administrator both at the Air Ministry and the Admiralty—Commodore Anstice, during the twelve months previous to his appointment as Fourth Member of the Naval Board, was Director of Naval Aviation Planning, with the responsibility of drafting the programme of developments implementing the Government's decision to acquire aircraft carriers as the main striking force of the Royal Australian Navy.

The formation of the new branch of the Service entails a

great amount of administrative work and covers a wide field, including the establishment of shore bases, the building up of a stores section, and the training of technical and specialised personnel.

Nowra, in New South Wales, has been selected as the site of a Naval Air Station which it is anticipated will commission about the middle of 1948, gradually building up to a complement of approximately 1,200 men. One hundred miles south of Sydney, and twenty miles from Jervis Bay, Nowra is well situated for this purpose. Both air and ground training will be carried out there, and there will be a certain amount of maintenance and repair work on aircraft. An airstrip at Jervis Bay, about twelve miles from the main field at Nowra, will be established as a satellite air field. Plans are under way for the establishment of

a second naval air station near Sydney. This would operate as a base for the erection of aircraft received from overseas, for storage of aircraft and spares, and for carrying out of inspections and major repairs. Technical training will also be carried on there, and a school for technical ratings established, all as part of a long-range plan.

The air stores organization is a matter of the greatest importance. During the course of the existence of the Royal Australian Navy a most efficient Naval Stores Branch has been built up, and it has been decided that the Air Stores organization will be integrated with the Naval Stores Branch.

Whilst it is anticipated that within ten years Naval Aviation personnel will be entirely Australian, such is obviously not possible during the formative period, since Australian personnel with

the necessary qualifications are not at present available. So far as the manning of the carriers is concerned, the general service personnel on board will be Australian from the date of commissioning, but a proportion of the flying personnel will be Royal Navy until such time as sufficient Australians are trained.

Two sources are being drawn on immediately for Australian officer pilot personnel. Some will be found by training existing Royal Australian Naval officers. Others will be found among suitable men who were pilots in the Royal Australian Air Force during the war and have now returned to civil life, and who will be invited to accept permanent commissions in the Navy. In due time cadets at the Royal Australian Naval College will be able to train as specialists for the Naval Aviation Branch in the same way as they have hitherto

A "Firefly" strike aircraft about to take off from the flight deck of a light Fleet Carrier.



specialised in gunnery, navigation, and so on. Approximately two-thirds of the total pilot strength in the establishment of front-line squadrons will consist of rating pilots.

Recruiting of personnel for the Naval Aviation Branch opened in September of this year, and the popularity of the appeal was shown by the immediate flow of applicants. Within the first three days of the opening of recruiting, Naval Recruiting Offices dealt with 1,789 enquiries and applications, and the interest has continued. Of the first applications, 40% were for Rating Pilots, 30% from ex-R.A.A.F. pilots who were interested in commissions as Officer Pilots, and 30% for Air Artificers, Air Mechanics, and Naval Airmen. During the first year of the five-year plan, about 450 recruits will be needed. By the end of 1951 approximately 2,300 will be called for. All rating personnel will, if suitable, have the opportunity of attaining commissioned rank.

Ground and maintenance personnel will, of course, form a large proportion of Naval Aviation manning. These are in 3 categories of skill: highly skilled—including the more highly technical personnel, skilled—including skilled air mechanics and armourers, and semi-skilled—including aircraft handlers, aircraft mechanics, aircraft ordnance, safety equipment, meteorological and photographer personnel. The Naval Airman Branch personnel, although dressed as seamen and paid the same scale, will not need the same degree of purely naval knowledge as general service personnel, but will need a more specialised training in the handling of aircraft on board the carriers and on Naval Air fields. They will be distinguished from general service ratings by a badge on the right arm.

The striking force to the efficiency of which all the knowledge and activities of the Naval Aviation personnel will be directed—the aircraft in the carriers—

will consist of the latest British types of seaborne machines, the Sea Fury fighter, capable of a speed of 380 knots, and the Firefly Mark IV, a strike aircraft with a range of 500 miles at 300 knots with a 2,000 lb. bomb load. These aircraft will be replaced from time to time as naval types develop and improve.

Each air group in the carriers will consist of a Fighter Force and Strike Force, and the air groups will themselves be highly mobile, capable of working with the Fleet in a major role, of backing up shore forces if so desired, or of disembarking and operating from land fields as a shore force.

With the acquisition of the two carriers and the possession of a trained and efficient Naval Aviation personnel, the Royal Australian Navy will continue to hold that position it has held since its creation in 1913, that position foreseen by Mr. Deakin in 1911,

The Sea

O mighty surge, unleashed eternity of blue!
What restless force with undivided power
Ceaselessly falls upon these broken sands
That steeply shelve away to pressing deeps?
The oft-returning drag forever creeps
Into the vengeance of your foaming hands
And, curling, breaks them in an endless hour
Of channels swept with frenzy back to you.
Whence came the sound of thunder to a wave?
I think the ageless rains that once were torn
And shaken from an angered sky, still know
The strength of beaten clouds; their winds that blow
Till mountains from the muted deeps upborne
Release to heaven the thunder they enslave.

Written for "The Navy" by Robert Cleland.


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NOTABLE NAMES IN AUSTRALIA'S NAVAL HISTORY



'CERBERUS'

THE TURRET-IRONCLAD 'CERBERUS' WAS BUILT AT JARROW-ON-TYNE FOR THE VICTORIAN GOVERNMENT IN 1870. SHE DISPLACED 3,400 TONS, WAS 225 FT. LONG, HAD AN ARMOUR-BELT 8 INCHES THICK, AND WAS DRIVEN BY TWIN-SCREWS AT A TOP SPEED OF 10 KNOTS.

AFTER MANY YEARS' SERVICE AS HARBOUR-DEFENCE VESSEL AND TRAINING-SHIP, THE OLD 'CERBERUS' WAS SUNK AS A BREAKWATER AT HALF-MOON BAY, PORT PHILIP.

'CERBERUS' CARRIED A MAIN ARMAMENT OF FOUR 16-TON 10-INCH RIFLED MUZZLE-LOADERS, ALSO SEVERAL LIGHT GUNS AND MACHINE-GUNS.

THE DRILL HALL

THE 'BLOCKS'

THE NAME OF 'CERBERUS' WAS TAKEN BY FLINDERS NAVAL DEPOT, WESTERNPORT, VICTORIA, COMMENCED IN 1912 AND OFFICIALLY OPENED IN 1921. THE DEPOT REPLACED THE 'TINGARA' IN 1927 AS PRINCIPAL TRAINING CENTRE FOR THE R.A.N. THE ROOMY DRILL-HALL, SPACIOUS PLAYING-FIELDS, COMFORTABLE ACCOMMODATION, UP-TO-DATE QUANNERY, TORPEDO, ENGINEERING, SIGNAL & OTHER TECHNICAL 'SCHOOLS' HAVE SET A STANDARD OF EFFICIENCY & TRADITION SECOND TO NONE.

Specially drawn for "The Navy."



The auxiliary minesweeper, H.M.A.S. "Gooresang," departing Williamstown during the war. She was later lost with all hands in a collision with a foreign ship.

MINESWEEPERS OF THE R.A.N.

Their Work Began With The Outbreak Of Hostilities And Continued Far Beyond The Arrival Of Peace. Their Activities Kept Australia's Waters Clear For Traffic, And Removed The Menace Of The Mine From Our Shores.

By Sidney James

On the morning of the 6th. July, 1917, S.S. "Cumberland," a British steamer bound from Sydney to the United Kingdom via South Australia, struck a mine off Gabo Island, and later sank while being towed to Two-fold Bay. For some time, as the result of an erroneous report given by a diver from the Japanese cruiser

"Chikuma," it was believed that the explosion had been inside the ship, and that the loss of the vessel was due to possible sabotage. Subsequently investigation, including further examination by Australian divers, and a study of fragments of the plating which had suffered the main force of the explosion, afforded convinc-

ing proof that the "Cumberland" had struck a mine.

The report embodying these findings was not available, however, until the end of September, 1917, three months after the sinking of the ship. On its receipt by the Naval Board it was decided to sweep the area, and accordingly (vide Volume IX of the Official History of Australia in the 1914-1918 War) "several" trawlers were commissioned at Sydney with crews from the recently established 'minesweeping section' of the Royal Australian Naval Brigade, and, on the 8th. October, 1917, Lieut.-Commander Ranken, with the 'Koraaga' and 'Gunundaal' began the sweep. Next day they picked up a mine. . . .

The experience thus gained was not lost, and the provision of

defences against enemy mines received high priority in plans made by the Naval Board to meet any future emergency. Consequently, when war broke out in September, 1939, the requisitioning of merchant ships for duty as auxiliary minesweepers for local defence, was proceeded with immediately. Three vessels—including two trawlers, the "Tongkol" and "Goolgwai"—were requisitioned at Sydney the day war broke out, and by the end of September, 1939, a total of eight vessels had been so requisitioned, the number being added to as time proceeded and manning and other facilities became available.

During the first half of October, 1939, the first minesweeping operation was carried out off Gabo Island, this operation being performed by the sloops "Swan" and "Yarra," and from then on regular searching sweeps and, later, clearing sweeps, were carried out by the minesweepers of the Royal Australian Navy throughout the war. Indeed, as is of course well known, the sweeping operations continued long after the war, and the work of sweeping our own defensive minefields in the Barrier Reef area is only now concluding.

The sweepers were manned mainly by Reserve personnel, the vessels being formed into Flotillas and Groups which operated in various areas around the Australian coast, concentrating on focal points. Searched channels, which were regularly swept, were established in the approaches to ports. Searching sweeps were carried out ahead of convoys and of important merchant vessels; and everything possible was done to ensure the safety from mines of vessels in coastal waters.

The work was unspectacular and monotonous. The small auxiliary minesweeping vessels were uncomfortable to live in. Many of them were trawlers. Others were small coasting traders which had been requisitioned. The actual work of handling the minesweeping gear was arduous, and the element of danger—the



A mine swept and cut adrift by Australian minesweepers off Wilson's Promontory during the war. H.M.A.S. "Orara" in the background.

danger of a mine becoming entangled in the gear instead of being cut free, and the danger of striking a mine while engaged in sweeping operations—was always present.

Operations were dependent on daylight and on weather conditions. Sweeping could not be carried out during the hours of darkness because of the inability to see mines that might be cut adrift. Bad weather also hampered, and often prevented, the carrying out of sweeps. Heavy seas can be encountered off the Australian coast, especially off the Victorian coast and along the southern and south western coastlines, and often operations would have to be suspended while the ships ran for shelter to some bay or inlet.

Nevertheless, the crews of these small auxiliaries managed to get a lot of enjoyment out of life, and became very efficient at their jobs. The work they performed was, although in the initial stages of their employment they had nothing to show for it, of importance. And events were to prove, before the war had progressed for any length of time, that they were a most essential part of our naval defences.

During the 1914-1918 war, thirty-five months elapsed before, with the sinking off Gabo Island of the "Cumberland," evidence of enemy mine-laying activities off the Australian coast came to light. Australia had been at war only thirteen months from the outbreak in 1939 when the exist-

ence of the minesweepers was justified. Unfortunately for those against whom mines are laid, minelaying is an operation which, if successful, is carried out in secret. And, the operation of minelaying completed, evidence there is none until such time as a mine is discovered, either during the course of a searching sweep or as the result of a casualty to a ship running into a minefield. The chances of a discovery being made by either means are about equal, and in the case of the disclosure of the presence of mines off the enemy minefields in Australian coastal waters during the 1939-45 war, a merchant ship becoming a casualty was—as during the 1914-18 war—the means.

On the night of 7th. November, 1940, the British steamer "Cambridge," struck a mine and sank about six miles from Wilson's Promontory, on the Victorian coast at the eastern end of Bass Strait. One man was lost as a result of the explosion. The survivors took to the boats, and were picked up by the Minesweeper "Orara," which landed them at Welshpool and then, with the Minesweeper "Durra-ween," commenced searching sweeps in the area of the sinking.

Continued on page 63.



A German mine recovered by a minesweeper of the Royal Australian Navy during the war.



Charts For Ships' Boats

One facet of the work of the Hydrographic Department of the Admiralty during the recent war is made public in a booklet recently issued by H.M. Stationery Office, and entitled "Charting the Seas in Peace and War." One account therein reads: "The enemy's submarine warfare stirred the department to one of its most humanitarian efforts: a simple form of chart was produced for each ocean showing, amongst other things, prevailing winds and currents, with elementary instructions on the back about navigation, handling a boat, judging weather prospects and so forth. Each chart was printed in clear colours on waterproof paper and placed in an oilskin wrapper, with paper, pencils, rubber and some simple instruments. These 'boat-charts' sets were distributed in tens of thousands for the ships' lifeboats of the merchant navy, and many a boat adrift for days, often without a trained navigator, had good reason to bless the Hy-

drographic Department for its foresight."

U.S. Ships Make Mediterranean Scrap

The U.S. Maritime Commission recently announced that 41 damaged ships in the Mediterranean area, totalling 450,000 dead-weight tons, are being sold for scrap. They include 36 Liberty Ships, one passenger ship, three tankers, and one old freighter, which are scattered around, some in Italian waters, some in North Africa, five in Gibraltar Bay, three in Trieste, and one in Jugoslavia.

Three Years to Scrap "Warspite."

Talking of scrap, it is anticipated that the work of scrapping H.M.S. "Warspite," which went ashore in Prussia Cove, Cornwall, when being towed to a ship-breaker's yard, will take three years: The wreck has been sold to a Bristol firm, which plans to

dismantle it and take most of the material away by sea. Fittings, and some other parts, will be sold by auction. A diesel engine has been installed on board so that the ship's crane can be used to facilitate dismantling.

U.S. Merchant Navy's Defence Role

Appointment of an Under Secretary for the Merchant Marine in the U.S. Defence Department was proposed recently by the U.S. Merchant Marine Veterans' Association. Further resolutions submitted to the Association were for the incorporation of the Merchant Marine under the Department of National Defence, and a proposal calling for action "to drive Communism from the ranks of seafaring men." In pressing for the equality of the Merchant Marine with other branches of the defence services, the Association hopes to gain benefits enjoyed by veterans of World War II.

First Post War R.N. Visit to New York

The first official visit of R.N. units to New York since before the recent war took place in September, when H.M. cruiser "Sheffield" and the sloop "Snipe," under the command of Vice Admiral Sir William Tennant, C-in-C. American and West Indies Station, arrived. A round of entertainments was arranged, including a Royal Navy Ball to mark the occasion.

Panama Canal Traffic Increase

The return to peace time trade has marked an increase in Panama Canal traffic over that of recent years, although the latest returns are still below those of 1939. By the end of the 1947 fiscal year, 4,260 seagoing commercial vessels had made the transit of the Canal during twelve months, and had paid 17,596,602 dollars in tolls, this being 72 per cent. of the 1939 traffic. The total cargo passed through the Canal during the period was 121,670,518 long tons, 22 per cent. less than in 1939.

Helicopter For U.S. Cruiser

The U.S. cruiser, U.S.S. "Macdon," is being fitted with a 100-foot square platform for the accommodation of a helicopter.

Fittings Delay British Shipbuilding

Shortages of fittings have delayed the completion of ships in British yards, so that for a period keels were being laid faster than ships already under construction could be completed, thus creating a series of bottlenecks. As regards auxiliaries and components, a New York newspaper report says that on Clydeside some ships have had to wait eighteen months for generators, and that ships nearly completed have had to wait for small motors longer than it normally takes to build an entire vessel. The same report says that the Cunard White Star's

"Media," which reached New York recently on her maiden voyage, left the Clydebank shipyards without hinges or knobs on her doors, and only got them at the last moment.

Big Ships For Western Ocean

That the day of the big passenger liner is not past, in spite of the increase in air travel is suggested by the plans of the French Line, which proposes to build two de luxe passenger ships of 45,000 to 50,000 tons for the North Atlantic trade. The two vessels will probably be laid down at St. Nazaire at the end of this year, and completed by 1950, according to M. Guy de Berc, general representative of the Line in the United States and Canada.

Last of Britain's Deep Minefields

The last of the deep-sea minefields in British waters—an anti-submarine field off Hartland Point, North Devon—is being cleared by the First Mine-Sweeping Flotilla. The minefield was one of the secret defences designed to defeat any attempt by U-Boats to interfere with shipping in the Bristol Channel.

Dehumidification of Ship's Cargoes

That shipowners have learned that old-fashioned ventilation systems will not afford real protection to cargo in transit, and are increasingly equipping vessels with dehumidification units, is claimed by Mr. O. D. Colvin, president of the Cargocare Engineering Corporation, an American organisation producing such units. Nearly 150 vessels of all flags are now equipped with his company's units, Mr. Colvin said, of which vessels two-thirds are under the American flag. But owners in other countries are becoming increasingly aware of the importance of efficient cargo ventilation, and in one week recently orders for ten dehumidifying units had been placed by foreign lines.

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All you need to do is...

1. Make do with less meat and be sparing with butter.
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3. Send spare coupons, post free. Cut out unused meat or butter coupons, mark them through with a cross, and address them, post free, to...

British Food Relief, Box xyz, G.P.O., Sydney.

Every ounce of Meat and Butter saved will go to Britain.

BRITAIN MUST HAVE MORE FOOD

HOW LITTLE YIM CLOCKED THE BO'S'UN

By John Clark



"He had a most embarrassing facility for pointing out shortcomings."

IT was flying fish weather, and I just comfortably cool and shady under the fore welldeck awning. Beyond the top of the bulwarks which lifted and fell slightly and lazily to a long swell, the blue of the sea, glassy smooth, stretched to a clear horizon. The sun was high in the arch of azure overhead, and the bow wave and wash sang a ceaseless murmuring song "in varying cadence, soft or strong" to the pulsing of the ocean's heart beats. Life, thought Geoffrey Harcourt, first voyage and junior apprentice of the "Montrose," was very pleasant, and the words of his latest addition of sea lore sang over in his mind to the tune of the ship's passage through the water:

"Worm and parcel with the lay,
Then serve and marl the other way."

This was real sailorising, this assisting in the making of a new wire forestay, with its splicing and parcelling and serving, its smell of tarry line, its technical terms and professional discussions and arguments and yarns. This is what he had come to sea for; not to be everlastingly cleaning brasswork and being peggy in the half-deck. To say nothing of the nightly sweeping of the working alleyway. That was, perhaps, the most hated job, and the one that most strongly roused his feelings towards Eriksson, the Swedish bo's'un.

Geoffrey did not like Eriksson. For one thing, there was the Bo's'un's nickname for him. "Little Yim." His name wasn't Jim. It was a name he did not like anyway, and one he positively hated when applied to himself with that squarehead substitution of a Y for a J. Besides which the prefix of "Little" carried with it a patronage that was irritating to one who a short three weeks earlier—yet how long since it seemed, in another life and world—had been ruffling it among his envious erstwhile schoolmates and admiring feminine acquaintances in all the glory of a brass-bound uniform, with the chin-strap tightly

bowed down over the crown of his cap in the approved style and the house-flag of the Laird Line flaunting its golden lion on his cap badge.

Not that envy and admiration might perhaps have faded had those figures of another world seen him during the past fortnight. For his glory had vanished with his joining the "Montrose" in the Albert Dock; had been confined, with his uniform, in his sea chest whence had come in place the new, over-large, too-blue dungarees, stiff with dressing. No doubt they would come right in time with exposure to the sun and frequent washings—the very devil of a job, this laundry work—but meanwhile he envied from the depths of his soul the soft, comfortable-looking, faded suit worn by old Berry.

Yes, the glory had vanished, and with it the visions of a bold and free sailor's life he had pictured as he breathlessly followed Captain Marryat through the pages of "Midshipman Easy" and "Peter Simple," or did and dared week by week in "Chums" with "The Rogues of the Fiery Cross," or became Jim—the only Jim that gave the name any justification—Jim Hawkins in "Treasure Island."

Brass, apparently, had not been invented in the days of those heroes. Or if it had been, it remained unclean so far as they were concerned. Not so with him. So far, going to sea had meant for him the bondage of a three-compartment tin basket, in one of whose compartments swam a shallow pool of colza oil, in another some powdered brickdust, and in the third a large lump of cotton waste. And the "Montrose," it seemed, was constructed largely of brass, all of which Geoffrey had to clean with the contents of his tin basket.

Even now he was not completely inured to the smell of colza oil. Those three deadful days immediately after sailing when, pale green in colour and wishful

of death in any form as a happy release, he had staggered round the boarddeck cleaning—or trying to clean—the brass screws and guide-rails of the Welin davits, were yet too close. The sickly odour of colza oil had then got into his soul. And it was during one of his most exhaustive bouts of soul-searching during this period that the Bo's'un had come along and, finding him stretched, empty of hope and everything else, on the deck, had urged him to his feet and the foredeck with promises of a speedy cure for his mal-de-mer.

He had got from the halfdeck Geoffrey's "hook-pot," that romantic and sailorly utensil which the salesman at the nautical outfitter's had pictured as hooked on the edge of Geoffrey's bunk filled with a quart of steaming cocoa ready for the young hero to quaff at eight bells as he leapt out to battle with thrashing canvas on the main royal at the cry of "All hands on deck!" Alas for such visions. The "Montrose" was a passenger steamer and had no main royal, nor canvas save for awnings. And Geoffrey, being a "farmer" on day work, tasted naught of the romance of turning out at midnight.

And the hook-pot! The Bo's'un had taken it and led Geoffrey to the salt water tap under the break of the fo'c'sle head by the entrance to the firemen's alleyway, and had filled it to the brim with cloudy, faintly sizzling sea water. "You yooat drink dis," he had order. And, miserably, Geoffrey had obeyed, with immediately disastrous, though possibly subsequently beneficial, results.

Then there was the working alleyway. Its care, as far as sweeping it was concerned, had been entrusted by the Bo's'un to Geoffrey, an honour which was not appreciated by the budding seaman. The alleyway's two-hundred feet of length accumulated plenty of material for his broom during the course of a

day. The butcher's shop opened off it, and the bakehouse, and both saloon and third-class galleys. There was a sort of aloof, always damp of deck, where sat old "Homer" in perpetually wet boots carrying out his life's work of peeling spuds; and just beyond it a door leading to the fiddle which blew dust and ashes about. Along the port side were the stewards' glory holes and, further aft, the engineers' mess and their rooms, with the engine room doorway across the alleyway opposite.

Altogether, as the High Street of the ship, it presented no mean problem to one who essayed to keep it clean. And always the Bo's'un would stick his head through the halfdeck doorway just as Geoffrey was settling down to tea at three bells in the first dog, under the pretence that the alleyway had not been swept; and would brush aside Geoffrey's protests that the work was already done. "You yooat get your broom and come along mit me, Little Yim." And he had a most embarrassing facility for pointing out shortcomings in Geoffrey's sweeping, a process which delayed Geoffrey's tea for half an hour or so, so that he was still waahing up and doing his peggy's duties in the half deck when the crowd was yarning and skylarking on the foredeck in the second dog. So that Geoffrey did not regard the Bo's'un with great favour.

But the job on the forestay had brightened his outlook. The Bo's'un had detailed him to assist the two experts on the job of splicing the eyes; old Berry, who had a straggly tobacco-stained beard and a generous impartiality in the matter of exhortation, and Paasmore, the West Countryman, taciturn of manner and broad of speech.

He had got in their way while they made the splices in the heavy wire triced up with amberline to an awning spar, and had listened with awe to their tech-

nical arguments—for each had his decided opinions as to how the job should be done. He had felt that thrill of queer elation that comes to one watching something grow under the hands of a skilled craftsman. He had run messages, held things, followed the process of parcelling the splice with oily canvas, and was now, after much tuition, passing the ball of amberline while old Berry wielded the serving mallet with practised skill.

This was a job after his own heart. Real sailorising. He was so intent on it that he failed to note the passing of time, time that dragged so heavily when he was cleaning Welin davit screws. It was not until a blast on the steam whistle and the sound of eight bells on the bridge, repeated by the man in the crow's nest, announced that it was high noon, that he suddenly remembered that he had forgotten to call the halfdeck watch below at seven bells, had omitted to get their dinner from the galley, and that there was likely to be some slight trouble about it.

There was! Trouble in plenty. Geoffrey got it from all sides. From the watch below, who were unduly rushed and dinnerless; from the watch on deck, whose relief was delayed and who regarded this as the ultimate height of possible injustice; and, last but not least, from the Bo's'un. The Bo's'un was sarcastic, in a heavy strain and with doubly annoying mispronunciations of the English tongue. He criticised, unfavourably, Geoffrey's mentality. He dealt at length on the matter of Geoffrey's inability to keep his wits about him. The words "useless" and "dunnage," suitably embellished, came into his discourse. And he wound up with a stern warning. One of Geoffrey's main jobs was to minister to the watch below in matters of calling and feeding. By failing to do so he was disorganising the whole life of the ship. Whatever he was

doing, when he heard the appropriate bells in the future he was to drop it at once, and go and call the watch. And he had best "yoost do as he was told."

"Silly old squareheaded so-and-so," muttered Geoffrey to himself, for he had regrettably learned to express himself in seamanlike language thus early in his sea career, albeit somewhat self-consciously. "Silly old square-headed so-and-so. I'd like to sock him in the jaw. And one day I will. You see if I don't."

In the light of later events, it was a pity that he had not expressed that intention to his half-deck shipmates.

THE later events occurred during that afternoon watch. The forestay was finished, and it remained only to set it up. In this operation the Bo's'un himself took personal charge, and Geoffrey was thus obsessed with the idea that come what may he must not omit to call the watch below on the tick of one bell, a quarter to four. His ear was cocked all the afternoon for the slight clang of the bell.

The mast end of the stay had been shackled aloft on the mast. The deck end, led forward to the fo'c'sle head, was adjusted to the bottle screw to set it up taut. Old Berry and Paasmore were fussing about, screwing it up, with the Bo's'un supervising. Geoffrey was making himself generally useful in keeping out of the road so far as possible. It was as Old Berry, heaving on the bar tightening up the screw, put the strain on, that the eye of the stay commenced to turn, putting turns in the stay itself, and the Bo's'un stopped operations and sent Geoffrey down to the forepeak for a handspike.

When Geoffrey returned with it, he received his orders. The Bo's'un pointed up to the derrick, horizontal in its crutch, lying just above their heads. "You yoost yoomp up there," he said, and sticking one end of the hand-

spike through the eye of the aplice he passed the other end of the lever thus made up to Geoffrey. "You yoost hang tight on to that when we heave," he ordered, "and stop him turning to the strain."

Geoffrey did so. But his mind was only half on the job. As he came back through the fo'c'sle with the handspike from the forepeak, he had noticed the watch hanging on the fancy, frilled duck ditty bag over old Berry's bunk. It had registered three thirty-five, and his ear was now cocked for the sound of one bell.

"Ready!" ordered the Bo's'un. "Heave!" And old Berry took a mighty heave on the bottle screw bar. And just then one bell clangd out on the bridge.

Immediately Geoffrey, his thoughts concentrated on the necessity of calling the watch, released his hold of the handspike. With the strain old Berry was putting on, the handspike flew round like a flail, and catching the Bo's'un alongside the head, knocked him flat on the deck, while Geoffrey sat aghast on his perch.

Fortunately the Bo's'un's head, square and all, was tough. Fortunately, also, he was disposed to accept Geoffrey's explanation of only obeying the orders that he, the Bo's'un himself, had given; although he accepted them not without a few fruity observations on apprentices in general and Geoffrey in particular, their pugnacity, drifting down through the halfdeck fo'c'sle head ventilator, being in itself sufficient to wake the watch below without Geoffrey's later ministrations.

But, as was said earlier, from Geoffrey's point of view it was a pity that he had not previously expressed to his fellow apprentices his intention to clock the Bo's'un.

Subsequently they would never accept his claim that really he had done it with malice aforethought.

NAVY MIXTURE

—a Blend of Nautical Humour



As You Were.

New P.T. Instructor, getting slightly tangled: "Hips on shoulders place."

A moment for reconsideration, then:

"As you were, men. That can't be done. Hips down!"

In Reverse.

Cadet, showing girl friend over-ship: "And this is the compass."

Girl Friend: "Oh! How nice. But what is it for?"

Cadet: "Well, that's what we steer by. You see, it always points to the north."

Girl Friend: "Oh! But supposing you want to go some other way?"

Take A Bough.

Teacher: "Can anyone tell me what causes trees to become petrified?"

Student: "The wind makes them rock."

Cautious.

Spike: "Come on! Have a bath and get cleaned up. I'll take you to my girl's place to tea."

Pincher: "Oh yes! And what if they're all out?"

Ahead Of Himself.

Girl: "The Captain looks very young."

Officer: "Yes, he's an Old Man before his time."

The Hussy.

A Scottish crofter, who had never been to a town before, had to make a trip. While filling in time in the city, he wandered into a chain store where small hand-mirrors were for sale. He picked one up, not knowing what it was, and to his surprise saw a face in it.

"Eh! Mon," he murmured in amazement as he saw the bewhiskered features, "if it's no ma auld feyther."

Hurriedly he paid sixpence for the mirror, and all the way home he kept looking at it, wondering how on earth the picture of his

old sire had got into a chain store. Arrived home, he put his treasure carefully away in a drawer, without showing it to his wife, who had never hit it off with the old man. At intervals he would steal away, take it out, and look at it, a proceeding that infuriated his wife very much.

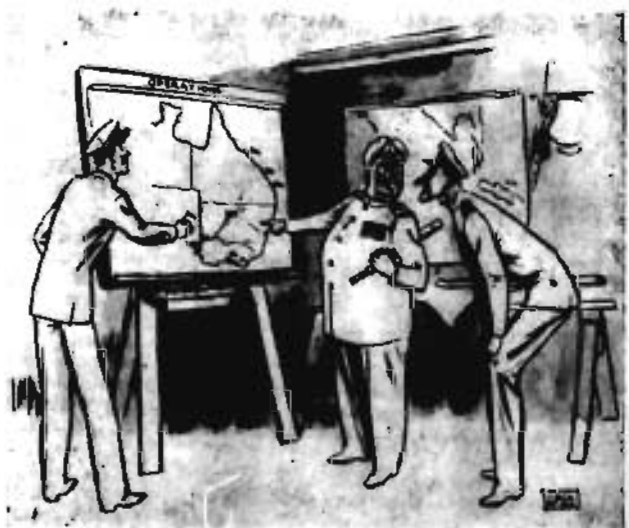
Finally, one day when he was out ploughing, she took the risk of going to his drawer, for her curiosity would not be abated. She found the mirror. And, as she stared into it, suspicions were verified and anger came into her voice.

"Ah!" she said. "So YON'S the hussy he went tae the town tae see. I'll sort ye for this, Mc-Gregor!"

"So God has sent you two more little brothers, Sally," said the minister to the small daughter of a family recently blessed with twins.

"Yes," said Sally, "and He knows where the money is coming from, too. I heard Daddy say so."

—As-You-Go-News.



"Let's take a cruise to Wilcannia—I've just bought a property up there!"



— news of the World's Navies

England

A number of correspondents have enquired about the 154 ships handed over to the British Iron & Steel Corporation by the Admiralty between 1st September, 1945, and 30th July, 1947, referred to in last month's "Sea Affairs." The complete list of names was published in Lloyd's List of 18th September. The same newspaper gave some particulars of 90 ships that are being used as targets, or otherwise expended for experimental purposes, in its issue of 7th August.

Further information reaches me from another correspondent about the hulk Carrick (ex-sailing ship City of Adelaide) mentioned in these columns recently. According to a report in the Press, the Scottish R.N.V.R. Club is proposing to acquire this vessel as a floating headquarters.

It is feared that the latest turn in the financial crises through which the country is passing will result in a considerable addition to

the number of British warships laid up in various ports. Already there are nearly 500 lying idle, either as units of the Reserve Fleet, in dockyard hands, or awaiting disposal. Their preservation from corrosion, in the absence of sufficient personnel to look after them, is a serious problem, which it is hoped to solve to some extent by protecting guns and other exposed equipment, such as fire directors, by a method known as "packaging."

Recently I had an opportunity of seeing this process in course of being applied to the gunhouses of a number of destroyers at Harwich. To describe the method in detail would require more space than is available here, but it certainly affords a promising means of keeping in reasonably efficient condition the fighting equipment of ships, so that in emergency they would not require to be completely refitted and rearmed.

As a measure of economy, the frigates Padstow Bay and Porlock Bay are being withdrawn from ser-

vice on the America and West Indies Station. Their departure will reduce the number of ships in the squadron to four, the cruisers Kenya and Sheffield and the sloops Snipe and Sparrow.

Two more frigates of the "Bay" class are understood to have been selected for conversion into surveying vessels, the Pegwell Bay and Thurw Bay. Already two have been appropriated for that purpose, the Dalrymple (ex-Luce Bay) and Dampier (ex-Herne Bay). Presumably the third and fourth ships will also be given new names in due course. All are vessels of 1600 tons displacement, with geared turbine engines of 5500 s.h.p., equal to a speed of 19.5 knots. They will thus be considerably superior in speed to any surveying craft of the past.

Remarkable enthusiasm was displayed by R.N.V.S.R. officers who attended a meeting addressed by the Admiral Commanding Reserves (Vice-Admiral Sir Charles Morgan) at Caxton Hall, West-

minster, on 15th September, in connection with a proposal to expand the numbers of the London Flotilla. This is an association which was originally formed before the war to organise a system of voluntary training for members of the London Division of the Royal Naval Volunteer Supplementary Reserve. Its founders had developed the somewhat eccentric theory that the proper place to train embryo naval officers is at sea, and for this purpose bought two old brass-funnelled steam picket boats and stationed them in the Medway. In these small craft members learned not only how to handle power boats, but also signalling, stoking and simple manoeuvring. It was planned to obtain more craft of this kind and to go to sea together (hence the term "Flotilla"), but war intervened.

Arrangements were also made with certain shipping companies for members of the R.N.V.S.R. to embark for short voyages as supernumerary officers, in order to learn something of ship handling and Merchant Navy routine generally.

It is now hoped to arrange through the medium of the Shipping Federation for similar facilities to be given by shipowners to post-war R.N.V.S.R. members, all of whom held R.N.V.R. commissions in 1939-45. So popular was this suggestion that at Caxton Hall no fewer than 730 joined the Flotilla on the spot, paying a cash subscription of £1 a head to meet expenses. That these young officers should be so keen to keep their seamanship from getting rusty by training at their own expense in case of an emergency is a gratifying sign, in view of the Admiralty's inability either to make any financial grant or to afford facilities for training in H.M. ships and naval establishments.

With the threatened cuts in the strength of the Navy's regular personnel, the provision of trained reserves of officers is more than ever important. It is understood that London is not the only centre where such activity is on foot, similar voluntary associations having

been formed in Glasgow, Manchester, Birmingham and elsewhere.

Belgium

The United States frigate *Sherboygan*, of 1430 tons, has been purchased by the Belgian Navy after proposals to acquire first H.M.S. *Herne Bay* and then H.M.S. *Loch Eck* had fallen through. The new ship has been renamed *Lieutenant ter Zee V. Billet*, after a gallant Belgian naval officer who lost his life in the Dieppe raid on 19th August, 1942. Her twin-screw triple expansion engines of 550 i.h.p. are designed for a speed of 20 knots, and she is armed with three 3-inch and four 40-mm. guns and four depth-charge throwers.

Chile

Names conferred on the two transports bought from the United States Navy are *Presidente Errazuriz* (ex-Xenia) and *Presidente Pinto* (ex-Zenobia). They are ships of 5800 tons gross, with turbo-electric propulsion through two shafts, the speed being 16.5 knots. The *Presidente Errazuriz* was due to spend a few days at Portsmouth in the last week in September, her commanding officer being Captain C. H. Trudgett, well known as Chul'an Naval Attache in London before the war. Names of these two ships were formerly borne by a pair of small cruisers built in 1890. Of only 2080 tons displacement, with a maximum speed of 19 knots, they would probably be classed as sloops to-day.

Denmark

The small destroyers *Hvitfeldt* and *Willemsen*, laid down at Copenhagen Royal Dockyard in 1939, have at last been completed, their construction having been deliberately slowed up during the German occupation. They are ships of 710 tons displacement, armed with two 3.5-inch, two 40-mm. and four 20-mm. guns and six torpedo tubes. Designed speed is 35 knots. They are named after Danish naval officers, one of whom, Iver Hvitfeldt, lost his life as captain of the *Dannebrog* when that ship blew up in action with

the Swedes at the Battle of Kjøge Bay, in 1710. The other, *Willemsen*, distinguished himself at the Battle of Copenhagen on 2nd April, 1801, and was ultimately killed in action against the British at Sjælland Odde on 21st March, 1808.

A correspondent suggests that the *KFK 260*, whose loss through striking a mine was mentioned last month, was one of the numerous motor fishing vessels temporarily employed in minesweeping in the Baltic approaches.

Japan

The division of a similar number of ex-Japanese warships has already taken place, the participants being the British, United States, Soviet and Chinese Navies. So far few details of the apportionment have been received, but it is understood that the British share includes the destroyers *Hagi*, *Harukaze*, *Kusunoki*, *Maki*, *Natsuzuki*, *Sumire*, *Take* and *Yukaze*.

U.S.A.

Two new submarines, to cost \$15,000,000, are to be laid down for the United States Navy. Named *Tang* and *Trigger*, they are reported to embody all the latest devices for underwater warfare, including the schnorkel breathing tube. Engines similar to the German Walther type, consuming hydrogen peroxide as fuel, are expected to give a submerged speed of 25 knots. One submarine will be built in the Naval shipyard at Portsmouth, New Hampshire, and the other probably by the Electric Boat Company at New London, Connecticut.

The sailing yacht *Ostwind*, used exclusively by Grossadmiral Donitz when Commander-in-Chief of the German Navy, has undergone a complete refit at the Brooklyn Naval Shipyard, and has now been assigned to U.S. Naval Academy at Annapolis, Maryland, to give American midshipmen training in seamanship.

France

Seven corvettes of the "Flower" class which were on loan to the French Navy are understood to have been returned to

Britain. These are the *Aconit* (ex-*Aconite*), *Lobelia*, *Commandant Drogou* (ex-*Chrysanthemum*), *Commandant d'Estienne d'Orves* (ex-*Lotus*), *Roselys* (ex-*Sundew*) and *Renoncule* (ex-*Ranunculus*). All did good service in escorting convoys during the war.

Italy

With the ratification of the peace treaty, disposal of nearly 150 surplus Italian warships, which, under its terms, have to be divided within 3 months between the navies of Britain, the United States, France and Russia, becomes an immediate question. There are three battleships, five cruisers, 13 destroyers and torpedo boats, eight submarines, a sloop, 40 coastal craft, and at least 60 auxiliaries to be apportioned—it is presumed in approximately equal shares. It would not be surprising if some of the ships allotted to the British and United States Navies were presented to smaller Allies whose fleets suffered severe losses during the war, such as the Netherlands and Greece.

Norway

By a small majority the Norwegian Parliament has decided not to accept the loan of H.M.S. *Arcturion*, offered by the Admiralty with the option of purchase at a later date. This is likely to hinder the training programme of the Royal Norwegian Navy, which has found that destroyers do not have adequate accommodation for this purpose, quite apart from the question of their suitability for distant cruises.

Negotiations have been concluded for the purchase of the *Philante* for service as the Norwegian Royal yacht. She was built by Messrs. Camper & Nicholson Ltd. in 1937 for Mr. T. O. M. Sopwith. A motor yacht of over 1600 tons, she served in the Royal Navy as an anti-submarine patrol vessel during the war, her last important service being to receive the surrender of four U-boats in May, 1945.

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VOYAGERS UNAFRAID!

BUILT AT HANNOI ON LINES OF THE NATIVE CRAFT OF A THOUSAND YEARS AGO THIS DOUBLE-HULLED VESSEL WAS SAILED BY CAPTAIN DE BISSCHOP AND J. TATIBOUT ACROSS 3 OCEANS - PACIFIC, INDIAN, AND ATLANTIC - FROM HONOLULU TO THE MEDITERRANEAN PORT OF CAENNES, FRANCE, VIA THE CAPE OF GOOD HOPE - 1937-'38 //



THEY DISAPPEARED NO. 2 MOENHAVEN

ON DEC. 14, 1928, THE 5-MASTED DANISH BARQUE *ROSENTHAL* SAILED FROM BUENOS AIRES FOR AUSTRALIA IN BALLAST TO LOAD WHEAT. SHE HAD A FULL CREW BESIDES 70 CADETS TRAINING FOR THE DANISH MERCHANT MARINE. SHE WAS "SPOKEN" BY A STEAMER ON THE 22ND 900 MILES WEST OF TIDIAN (TACUNHA - 2ND) EXCEPT FOR AN UNCONFIRMED REPORT THAT SHE PASSED THAT ISLAND ON JAN. 21 - NO HUMAN EYE HAS SEEN THIS FINE VESSEL SINCE //

SEAGOING GOAT!

ARRIVED IN ENGLAND AFTER HAVING TWICE CIRCUMNAVIGATED THE GLOBE - FIRST, IN THE DISCOVERY SHIP *ALBATROSS*; NEXT, IN CAPTAIN COOK'S *ENDURANCE*.

THE LORDS OF THE ADMIRALTY HAD JUST SIGNED AN AUTHORITY WARRANT ADMITTING THE GOAT TO THE GREENWICH NAVAL HOSPITAL AS A PENSIONER, WHEN IT DIED OF OLD AGE //

TRAGEDY ISLAND!!

KING ISLAND, IN THE PACIFIC OCEAN, HAS, SINCE 1895 BEEN THE SCENE OF 36 KNOWN WRECKS - PROBABLY MANY OTHERS. ON MANY PARTS OF THIS BARREN COAST WRECKS ARE PILED ONE OVER ANOTHER.

ONE OF THE SADDIST WAS THE ENVOY SHIP *CATHAROS*, LONDON (3 MELBOURNE) VESSEL, STRUCK KING ISLAND AT NIGHT IN A GALE, AUG. 4, 1869. BY DAYBREAK 414 OF THE 473 ONBOARD HAD PERISHED.



THE SUBMARINE

KING JAMES I OF ENGLAND WAS THE FIRST ROYAL SUBMARINER. IN 1620 HE TOOK A TRIP UNDER THE THAMES IN A LEATHER-COVERED CONTRAPTION INVENTED BY A DUTCH PHYSICIAN, CORNELIUS DRESEL. IT WAS PROPELLED BY 12 ROVERS, AND COULD REMAIN SUBMERGED AT 15 FT FOR LONG PERIODS //

Specialty drawn for "The Navy."

WHAT THE R.A.N. IS DOING

.... at Sea and Ashore

Since the November series of these notes were written, plans have progressed actively in the formation of the Naval Aviation Branch of the Royal Australian Navy, another Trafalgar Day has come and gone, and the Passing Out ceremonies have been conducted at the Royal Australian Naval College. Recruiting for the Naval Aviation Branch, which opened in September, has been brisk, thereby showing the popularity of this new naval development in Australia. Elsewhere in this issue of "The Navy" is an authoritative article that gives a picture of the progress made in planning Australia's naval aviation and the ultimate goal of the five-years' scheme of which it is a part. The people of Melbourne had an opportunity of participating in the usual Flinders Naval Depot Trafalgar Day celebrations this year, as on this occasion trainees from the Depot took part in a march through the city on 21st October, a march that was received with the usual wholehearted enthusiasm accorded to a naval display. Details of the Passing Out ceremony at the Royal Australian Naval College are given further on in these notes. In regard to the ships of the Squadron and other units afloat, the position is as follows:—

SQUADRON DISPOSITIONS

The Cruisers

H.M.A.S. Australia (Captain H. J. Buchanan, D.S.O., R.A.N.) is due to arrive in Sydney from Japanese waters on Monday, the eighth of this month, when the flag of Rear-Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., R.A.N., Flag Officer Commanding the Royal Australian Naval Squadron, will be transferred to her from Hobart. On her return to this station, H.M.A.S. Australia will be granted 50 days' availability, to include time for making good defects, and granting leave to each watch of the ship's company. During the new year Australia, wearing the flag of Rear-Admiral Farncomb, will carry out exercises with the Squadron at Jervis Bay and in Tasmanian waters.

H.M.A.S. Hobart (Captain D. H. Harries, R.A.N.) is paying off into reserve. She will remain under the administrative control of the Flag Officer Commanding the Squadron until the transfer of the flag to Australia.

H.M.A.S. Shropshire (Commander G. L. Cant, R.A.N.) is to pay off into reserve at Sydney.

10th Destroyer Flotilla

H.M.A.S. Batavia (Captain D. J. 10, Captain J. C. Morrow, D.S.O., D.S.C., R.A.N.) is due to arrive at Sydney from Japan—via Guam, Dreger Harbour and Cairns—on 13th December. After a period for refit and 21 days'



COMMANDER F. N. COOK.

leave to each watch of the ship's company, she will join the Squadron in exercises at Jervis Bay and in Tasmanian waters during February, 1948.

H.M.A.S. Arunta (Commander P. N. Cook, D.S.C., R.A.N.) arrived in Japanese waters for service with the British Commonwealth Occupation Forces on 28th November. She will be relieved of her duties there by H.M.A.S. Quiberon in March of next year.

H.M.A.S. Warramunga (Commander G. C. Oldham, D.S.C., R.A.N.) arrived in Japanese waters on 28th November, and will remain there until relieved in March next by H.M.A.S. Quickmatch.

H.M.A.S. Quiberon (Commander J. L. Bath, R.A.N.) spent October and November in Victorian and Tasmanian waters, arriving in Sydney from Beauty Point on November 23rd. After making good defects and granting leave to each watch of the ship's company, she will carry out exercises with H.M. Submarine Astute in January, 1948, and with H.M.A. Squadron during the following month.

H.M.A.S. Quickmatch (Lieutenant-Commander C. J. Stephenson, R.A.N.) was in Victorian and Tasmanian waters during November, arriving in Sydney on the 23rd of that month. Her dispositions and employment during the next three months will be similar to those of H.M.A.S. Quiberon.

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.), is being relieved in New Guinea waters early this month by H.M.A.S. Condamine, and is due in Sydney about the 8th December, when time will be available for the making good of defects, and the granting of leave

to the ship's company. H.M.A.S. Shoalhaven will join the Squadron for the exercises to be held in February, 1948.

H.M.A.S. Condamine (Lieutenant-Commander J. H. Dowson, R.A.N.), after a period in Port Phillip, departed Williamstown on 11th November to work up in the Sydney-Broken Bay area. She departs Sydney on the 1st December to relieve H.M.A.S. Shoalhaven in New Guinea waters, and will remain there until April, 1948.

H.M.A.S. Culgoa (Lieutenant-Commander H. L. Gunn, D.S.C., R.A.N.) departed from Japanese waters on 28th November, and is due at Williamstown on the 15th of this month, calling at Dreger Harbour and Cairns on passage. After refit and the granting of leave to the ship's company, Culgoa will join the Squadron for the exercises in February next.

H.M.A.S. Murchison (Lieutenant-Commander J. McL. Adams, O.B.E., R.A.N.) is in Sydney. Leave to the ship's company will be granted during the period December, 1947-January, 1948.

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

20th Minesweeping Flotilla

The ships of the 20th Minesweeping Flotilla are still in Queensland waters, where they are completing the task of sweeping the defensive mines laid during the war.

The Flotilla comprises:—

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

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

H.M.A.S. Echuca (A/Lieutenant-Commander N. S. Townshead, R.A.N.V.R.).

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

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

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

H.D.M.L.'s 1323, 1326, 1328 and 1329, and M.S.L. 706.

10th L.S.T. Flotilla

L.S.T. 3017 is in Sydney.

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

L.S.T. 3014 (Lieutenant-Commander W. A. Wilson, R.A.N.R.) is in Western Australian waters.

L.S.T. 3002 is in Sydney, paid off into reserve.

L.S.T. 3501 (Lieutenant-Commander G. M. Dixon, D.S.C., R.A.N.V.R.), after refitting for cruise to the Antarctic with supplies and equipment for the Australian Antarctic Expedition, departed Melbourne on 17th November for Fremantle, proceeding thence to Heard and Kerguelen Islands, and subsequently returning to Australia before proceeding to Macquarie Island and the ice barrier.

L.S.T. 3035 is in Sydney, paid off into reserve.

Landing Ships Infantry

H.M.A.S. Manoora, Senior Naval Officer Australian Landing Ships, is in Sydney, paid off for reconversion to owners.

H.M.A.S. Konrmba (Commander S. H. Crawford, M.B.E., R.A.N.R.(S.)), arrived Kurc, Japan, 29th October.

Australian Minesweepers

These two vessels are based on Flinders Naval Depot for training Depot personnel.

H.M.A.S. Gladstone (Lieutenant-Commander W. J. Dovers, D.S.C., R.A.N.) was in Tasmanian waters during November.

H.M.A.S. Larrobe (Lieutenant D. H. D. Smyth, R.A.N.).

Survey Ships

H.M.A.S. Barcoo (Lieutenant-Commander D'A. T. Gale, D.S.C., R.A.N.), returned to Sydney during November, and has been granted availability for making good defects and for giving leave to ship's company. During the period January-April, 1948, Barcoo will be employed surveying Spencer Gulf, on the completion of which work she will refit at Williamstown preparatory to her employment on the north-west coast of Australia for the remainder of the 1948 surveying season.

H.M.A.S. Lachlan (Lieutenant-Com-

mander C. G. Little, D.S.C., R.A.N.), on completion of her surveying work in King Sound, Western Australia, proceeds to Williamstown via Sydney for refit. She subsequently proceeds to Sydney to pay off into reserve.

H.M.A.S. Warrego is at present in Sydney, non-operational, but will be brought up to special interim complement from the ship's company of H.M.A.S. Lachlan about January, 1948. On becoming operational, Warrego will be employed surveying in Bass Strait from January to April of next year, subsequently continuing surveying operations on the north-west coast of Australia.

H.M.A.S. Broke arrived Sydney on the 7th November from Darwin, via Mackay.

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

H.M.A.S. Tallarook arrived in Sydney from Darwin, via Mackay, on 7th November.

General

H.M.A.S. Air-Rest (Lieutenant I. A. Key, R.A.N.V.R.), is in Sydney.

H.M.A. Tug Reserve (Lieutenant J. R. Neville, R.A.N.R.(S.)) departed Sydney for Brisbane during October, after completing a long tow from northern waters. During the early part of October, H.M.A. Tug Reserve towed the motor vessel Reynella approximately 2000 miles from Deboyne Lagoon to Sydney, taking 19 days, towing the Reynella stern first at a speed of five knots. During this tow Reserve was assisted by the Australian Shipping Board Tug Tancred.

H.M.A.S. Kangaroo is in Sydney, boom defence vessel.

H.M.A.S. Karangi is at Fremantle, boom defence vessel.

H.M.A.S. Woomera (Lieutenant R. Pearson, R.A.N.V.R.) is in Sydney from Brisbane.

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

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

Continued on page 48.

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GENERAL

Trafalgar Day March

Eight hundred and fifty officers and men of the Royal Australian Navy from Flinders Naval Depot marched through the streets of Melbourne on Trafalgar Day, Tuesday, 21st October. Commodore H. A. Showers, C.B.E., R.A.N. (Commodore Superintendent of Training at Flinders Naval Depot), headed the march, with Commander W. S. Bracegirdle, D.S.C. and Bar, R.A.N., as second in command. Commander Bracegirdle is Gunnery Officer at Flinders Naval Depot. The White Ensign, escorted by a Colour Party, was followed by two ceremonial field guns drawn by the guns' crews with drag ropes. An armed battalion of 500 officers and men followed, the men marching with rifles and fixed bayonets, and the officers with ceremonial swords. Then came an unnamed battalion of four platoons. A pleasing inclusion in the march were two companies of Sea Cadets. A massed naval band led the march, which included also a band of the Royal Australian Air Force, while a military band played the march past the Saluting Base at the Melbourne Town Hall.

The salute was taken by His Excellency the Governor-General (Mr. McKell). Present also at the Saluting Base were His Excellency the Governor of Victoria (Major-General Sir Winston Dugan, G.C.M.G., C.B., D.S.O.), the First Naval Member (Admiral Sir Louis Hamilton, K.C.B., D.S.O.), the Third Naval Member (Engineer Rear-Admiral A. B. Doyle, C.B.E., R.A.N.), the Fourth Naval Member (Commodore E. W. Anstice, R.N.), the Secretary to the Naval Board (Mr. T. J. Hawkins), the Lord Mayor of Melbourne (Councillor F. R. Connelly), Mr. David York Syme and Commander (S.) J. D. Bates, R.A.N.V.R. (President of the Navy League).

... AT SEA AND ASHORE

Hobart Wins Gloucester Cup

"H.M.A.S. "Hobart," for general efficiency, cleanliness, seamanship and technical training during the last twelve months, was awarded the Duke of Gloucester Cup for 1947, in competition with other ships of His Majesty's Royal Australian Naval Squadron. H.M.A.S. "Arunta" was runner-up. The presentation of the cup was made in Sydney on board H.M.A.S. "Hobart" on 24th October by Rear-Admiral H. B. Farncomb, C.B., D.S.O., M.V.O. (Flag Officer Commanding the Royal Australian Naval Squadron).

Supply and Secretariat Branch Midshipmen Needed

The Royal Australian Navy is seeking Cadet Midshipmen for the Supply and Secretariat Branch. The successful candidates enter the Royal Australian Naval College at Flinders in January next. They will remain at the College for about six months, and will then be appointed to a training cruiser of the Royal Navy, later to be followed by training in battleships and cruisers of the Royal Navy and courses in Royal Naval Colleges.

Passing Out Ceremony

at R.A.N. College

Twelve Cadet Midshipmen passed out from the Royal Australian Naval College at Flinders Naval Depot on Thursday, 30th October. His Excellency the Governor-General (Mr. McKell) took the salute at the march past, and later presented the prizes to the prize-winners. Among those present at the ceremony were the Second Naval Member (Commodore J. M. Armstrong, D.S.O., R.A.N.), the Deputy Chief of the Naval Staff (Captain H. M. Burrell, R.A.N.), the Fourth Naval Member (Commodore E. W. Anstice, R.N.), the Secretary, Department of the Navy (Mr. A. R. Nankervis) and the Finance Member of the Naval Board (Mr. R. Anthony).

The Cadet Midshipmen who

passed out were: Mr. Peter Maxwell Cumming (Berth, W.A.), Mr. Henry Hunter Gardner Dalrymple (Sydney, N.S.W.), Mr. Paul Seymour Gardner (Sydney, N.S.W.), Mr. John Leonard Johnson (Melbourne, Vic.), Mr. Blair Morgan Kerr (Kilcoy, Q.), Mr. Colin William Middleton (Broken Hill, N.S.W.), Mr. Ian Herbert Richards (Melbourne, Vic.), Mr. Peter Scott Richardson (Melbourne, Vic.), Mr. Christopher Haddon Corbett Spurgeon (Sydney, N.S.W.), Mr. John Gordon Stacey (Adelaide, S.A.), Mr. Richard John Tulip (Rockhampton, Q.) and Mr. Geoffrey John Humphrey Woolrych (Townsville, Q.). On completion of their leave, which followed immediately after the ceremony, they proceeded in the "Stratheden" to the United Kingdom, where they will serve for eight months in a Royal Navy training cruiser. Following this, they will join other ships of the Royal Navy for further sea experience before undergoing technical courses.

Prize-winners

The prize-winners, who were presented with their prizes by His Excellency, the Governor-General, were: Grand Aggregate, Navigation and Engineering: Mr. P. M. Cumming (also awarded the Otto Albert Memorial Prize for Seamanship; recommended to His Majesty the King for the award of the King's Medal; and presented by the Naval Board with a cigarette case as a token of appreciation of his services). English: Mr. R. J. Tulip (also awarded the Burnett Memorial Prize for Rugby, and presented with a cigarette case by the Naval Board). French, Physics and Chemistry: Mr. I. H. Richards. History: Mr. H. H. G. Dalrymple. Mathematics: Mr. C. W. Middleton. The Farncomb Cup for the best all-round Cricketer: Mr. J. G. Stacey (who was also presented with a cigarette case by the Naval Board). The Governor-General's Cup, presented in 1922 by the Right Honourable

Continued on page 50.



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HOTEL PLAZA

Lord Forster for the best all-round games player: Mr. J. L. Jobson. Mr. B. M. Kerr was also presented with a cigarette case by the Naval Board.

New Cadet Captains

The following new Cadet Captains were presented with their chevrons by His Excellency the Governor-General: Acting Chief Cadet Captain: Mr. F. O. Eliason. Cadet Captains: Mr. C. L. Falkner, Mr. H. M. Harries, Mr. T. A. Dadswell, Mr. E. J. Barry.

PERSONAL

Commander George D. Tancred, D.S.C., R.A.N. (Officer-in-Charge of the Hydrographic Branch of the Royal Australian Navy at Potts Point), has returned to Australia after having spent five weeks at the Admiralty, London. As representative of the Australian Commonwealth Naval Board, he discussed means of establishing closer co-ordination between the Australian Commonwealth Board and the Admiralty in relation to hydrographic surveying and charting. The discussions followed the recent agreement by the Admiralty that the Royal Australian Navy should be the charting authority for waters surrounding the Commonwealth and adjacent territories.

Lieutenant-Commander Richard Terence Power, R.A.N., left Australia during October for Singapore, where he has taken up an appointment on the staff of the Commander-in-Chief, British Pacific Fleet (Vice-Admiral Sir Denis William Boyd, K.C.B., C.B.E., D.S.C.). Lieutenant-Commander Power entered the Royal Australian Naval College as a cadet midshipman in 1923, and was promoted to his present rank in 1942. During the recent war he served in H.M.A. Ships "Perth," "Arunta" and "Gympie." He proceeded to his new appointment from a position on the staff of Flag Officer in Charge, Sydney (Acting Rear-Admiral G. D. Moore, C.B.E.).

The Navy

NAUTICAL QUIZ

- (1) Do you recall the circumstances in which these three ships, built for the North Atlantic Ferry, were lost: "Titanic," "Britannic," "Lusitania"?
- (2) What is the nautical association with Australia and the date, 19th. April, 1770?
- (3) Do you know how the three ensigns—Red, White, and Blue—originated?
- (4) The armoured cruiser H.M.S. "Powerful" landed the naval brigade that assisted in the defence of Ladysmith. Had she any Australian association?
- (5) Two Italian ships, "Romolo" and "Remo," were in Australian waters when Italy entered the war in June, 1940. Do you recall what happened to them?
- (6) If the hero of a sea novel was running the easting down in the Western Ocean, what would you think of the book's author?
- (7) Where would you look for these islands, well-known landmarks to seafarers: (1) Rodondo, (2) Ailsa Craig, (3) Rottneest, (4) Jebel Tier, (5) Robben Island, (6) The Mewstone, (7) Ushant, (8) Alboran, (9) South Solitary, (10) Minikoi?
- (8) H.M. Ships "Silvio," "Amphion," and "Phaeton" became H.M.A. Ships under other names. Do you know them?
- (9) Of what British Admiral was it said that he was put to death to encourage the others, and by whom was it said?
- (10) Do you know who were the officers commanding the Australian Squadron during the 1939-45 war?

Answers on page 66.

Commander (E.) Harrie Glen Daniel Oliver, R.A.N., has taken up his appointment at Navy Office, Melbourne, as Assistant to the Director of Engineering (Naval) (Acting Captain Alan D. Cairns, R.A.N.). Commander Oliver, who was serving in H.M.A.S. "Shropshire" previous to

this appointment, entered the Royal Australian Naval College in 1917, and received his promotion to Commander in December, 1939. While serving in the destroyer H.M.A.S. "Napier" during 1941, he was Mentioned in Despatches "for outstanding gallantry, fortitude and resolution during the Battle of Crete."

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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 5, 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 sins 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.

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BOOK REVIEWS

By G.H.S.

"The Place Of War In History," an Inaugural Lecture delivered before the University of Oxford. By Cyril Falls. Oxford University Press.

Cyril Falls is well-known as an historian and as a writer on military subjects. Any material from his pen is well worthy of the attention of anyone interested in military history, or in current military developments. As Chichele Professor of the History of War in the University of Oxford, his inaugural lecture from that chair forms the subject matter of this paper, which has a value far exceeding its modest size and presentation.

Seeking an answer to the question as to why the influence of war on human and national development has of recent years been relatively under-estimated or decried, he suggests various reasons, including the reaction against the undue emphasis placed on war by many of the older historians; the reaction against political interpretations and in favour of economic interpretations; the prevalence of a theory of inevitable destiny which sees mankind moving upon paths pre-ordained; and the moral distaste with which war is regarded by some historical teachers and students.

"Economic history," he says, "is considered to be more closely linked than any other form of history with the Common Man, whereas the history of war brings its devotees into communion with the most disreputable and reprobated members of society, the predatory prince, the scheming statesman, the profiteer in armaments, and the professional killer of men." But, on the other hand, "the life of the Common Man, his development, his welfare and that rise in status which has given birth to the belief that this age is his age—all this has been in all ages influenced by uncommon men."

He urges that "all men, common and uncommon, great and small,

from our remote ancestors who fought with stone axes for desirable cave residences . . . have been profoundly and unceasingly influenced by war. Our literature, our art and our architecture are stamped with the vestiges of war. Our very language has a thousand bellicose words and phrases woven into its fabric. And our material destinies, our social life and habits, our industry and trade have assumed their present forms and characteristics largely as the result of war . . . We are all of us, indeed, the heirs of many wars."

As to the theory of inevitable destiny, though valid up to a point, the apparently inevitable has been upset again and again by great spirits and violent deeds. Men and battles, and battles which were by no means foregone conclusions, have altered the course of history. In an ostrich-like aversion to the subject which the moral distaste of war has bred in some historical teachers and students, Cyril Falls sees the possibility of a national menace. He presses the view—to the mind of this reviewer quite rightly—that there are few positive services which the historian can do for the State and, in the wider sense for the world, higher than that of tracing the cause of wars, describing the means by which they were fought, ascertaining the reasons which led to victory on one side or the other, describing the effects, and estimating the conditions likely to produce future wars and in which they would be fought.

"Heaven forbid," he says, "that I should look upon historical instructions as a means for preparing a war. I am rather suggesting that before both 1914 and 1939 it might possibly have done something towards avoiding a war because in both these cases the state, of mind of the British public was

taken into account by the Germans and was a factor in their initiation of war. My plea is that we should not in this field easily abandon the ungrateful and heart-breaking task of educating our masters."

He dismisses as a partial truth the assertion that Germany was led into the two recent wars by a military clique which had conditioned the German people by poisoning the sources of history. "Amid all the rubbish the Germans were provided to some extent with the historical background which we lacked. It was distorted, and it was used for evil power, but it made for efficiency. Evil efficiency was matched against innocent inefficiency, and the latter is something in which we are entitled to take only a limited measure of pride."

On the actual historical study of the manifestations of war, Cyril Falls offers penetrating thoughts and valuable comments of the greatest help, not only to the practising historian and the more serious student, but also to the general reader of history. The fruits of his own life-long study of his subject, even such as are contained within the small limits of this paper, bring to the practitioner and student an added awareness of his duties and opportunities, and to the general reader an added appreciation and a sharpening of his critical faculties. It is a paper that should be read by all with any interest in the subject.

"Hands Off The Nation's Defences," by The Rt. Hon. H. V. Evatt, Deputy Prime Minister of Australia. The Federal Capital Press, Canberra.

In this timely pamphlet, Dr. Evatt explains just what is done by the Approved Defence Projects Protection Act. The Act itself is published in the pamphlet, which consists largely of a dissection of the terms of the Act, and an explanation of them.

In a summing up, Dr. Evatt points out that "The Approved Defence Projects Protection Act is not aimed at industrial action by workers to improve their condi-

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tion of employment. It is aimed at, and it hits, action and advocacy directed towards the seditious purposes of sabotaging defence undertakings accepted as part of the defence policy of Australia."

No loyal citizen could object to an Act framed with such an object. As to any infringement of the fundamental rights of such citizens by the Act, Dr. Evatt's summing up continues: "Freedom of expression is vital to our demo-

cratic processes. Throughout the war, the Labour Government maintained this freedom. It is still doing so, and the Approved Defence Projects Protection Act will not, either in itself or in its administration by the Government, constitute any interference with the civil liberties of the Australian people."

In so far as the preservation of the right of freedom of expression is concerned, the record of the present Government during and since the war, bears out the truth of Dr. Evatt's statement. His ex-



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planation of the Approved Defence Projects Protection Act shows that there is nothing in that Act to weaken the position of the Australian people in this regard.

That the Australian Labor Party is firmly behind the Government in this matter is shown by a resolution passed by the Party's Federal Executive in May of this year: "The Federal Executive of the Australian Labor Party congratulates the Prime Minister and Dr. Evatt on the firm stand taken by the Government against the proposed black ban on the rocket range project. It is apparent that the propaganda recently issued by the Communist Party in connection with this undertaking is for the sole purpose of defeating the Australian defence policy in the interest of a foreign power."

The pamphlet should be read by all those who, through misguided sympathies, too readily lend—in Dr. Evatt's words—"their aid to communist-inspired political slogans. Their socialist sympathies are played upon with the argument that anything and everything done in the supposed interests of Soviet Russia is justifiable, even though the defences of Australia may be imperilled. This is dangerous doctrine, and every trade unionist and citizen, whatever his political views may be, will repudiate it."



EX-NAVAL MEN'S Association of Australia



Putres-la-Cabot

His Majesty The King

Federal Council

The Federal President and Council Officers desire to convey their warmest Christmas and New Year Greetings to the Officers and Members of all State Councils, Sections and Sub-Sections of the Association throughout Australia, and also to kindred bodies in the British Empire.

This Association intends to foster and maintain the spirit of good comradeship that exists in all ships' companies, and to imbue the love of the sea in the minds and hearts of our children, whom we look to, to serve and protect our Empire.

The banding together of ex-members of His Majesty's Naval Forces, in organisations similar to our own, should prove of great value, not only to the members themselves, but will be of paramount importance and help to Great Britain and her Dominions, as a means in aiding her to withstand any attempts by foreign agents and their local agitators to cause disloyalty and disunity amongst the peace-loving, loyal workers and citizens of our great nation.

It will be only by united efforts and further endurance that we will retain our proud position of protectors of the high ideals we have set ourselves. We trust that 1948 will be the beginning of a new era, with peace and prosperity for all.

Queensland

State Council officers are busily engaged in furthering association interests. Plans are now afoot to form a sub-section at Redcliffe, North Coast seaside resort about 22 miles distant from Brisbane.

The requisite membership is offering. The sub-section should be functioning before the advent of 1948.

At a recent meeting the council expressed accord that there should be liaison with the Royal Navy Old Comrades Association, the counterpart of our own organisation in Great Britain. A letter suggesting such a move was forwarded by South Australia from the Thanet Branch, Margate, Kent.

Brisbane Activities

Following on a recommendation made by the State Council, Brisbane Sub-section has appointed an Employment Committee. This comprises Mr. A. C. Nicholls (State President, M1483), Miss M. Beresford (State Secretary, B1101), and Messrs. Norman Pixley President, Brisbane Sub-Section, B1278, L. Riddies (B1031), John H. Scott (B4333), and W. K. Kirkcaldie (B1621). Members seeking avenues of employment may contact any of the aforementioned or better still either State or Sub-section secretaries who will pass on requests to members of the committee. Telephone numbers of members are quoted in parenthesis.

Mr. John H. Scott has again accepted the post of honorary solicitor. At present this worthy official is occupied in taking the necessary steps to incorporate our association in Queensland. A special meeting will shortly be called to vote the executive the necessary power to apply for registration under the Act.

Eight new members were elected at the October meeting.

The introduction of a Family Night at each quarterly meeting

should prove an innovation. The first of these will take place on December 1. The purpose of these nights is to bring members together into closer co-operation, also their families and friends.

Popular function will be the "Smoko" arranged to take place at Anzac House on November 5.

A Christmas Party at H.M. A.S. Moreton will finalise our social doings for 1947. The party was arranged through the courtesy of the Captain (Commander R. Rhoades) who has placed every facility at our disposal. We are deeply grateful for his support. Entertainment will be provided for children (under 12) of members and the children of those of our service who paid the supreme sacrifice.

New Year plans include a basket picnic. More about this later.

Members are displaying keen interest in The Navy magazine. Many propose becoming subscribers, while others will obtain their copies at bookstalls.

Rockhampton Sub-section, too, is interested. They can shortly be expected to submit contributions.

A.C.T.

The Section's Social Activities have been of some magnitude over the past few months. On the 13th. September one of the Section's popular dances was conducted and over 400 people attended. The evening was a vast success, both from the entertainment point of view and also financially. On the 10th. October, the first Annual Ball was held and this took the form of a Masquerade Ball. Here again, evidence was present that the residents of

Canberra are well aware of the successful evenings presented in the past as almost 400 persons attended the Albert Hall. The evening's event was under Vice Regal Patronage—but owing to the Governor-General being absent from the city he was unable to be present. The Section was pleased to welcome the Commanding Officer of H.M.A.S. "Harman," Commander A. D. McLachlan, R.A.N., Captain Garsia, R.A.N., and Presidents of all Ex-Service Organisations to the Ball. The decorations were capably arranged by members and the Ladies' Auxiliary performed excellent service in supper arrangements.

The quality of the Section's monthly paper "The Scran Bag" has increased considerably over the past few months. Each issue of late has comprised at least a dozen pages of Section activities, naval articles, cartoons, etc. The energetic Editing Staff led by

Kevin Smith has performed an excellent duty and the Executive looks forward with confidence to even a better paper as time progresses.

Sunday, 19th October was observed as a Special Church Service Day at H.M.A.S. Harman in commemoration of Trafalgar Day. Commander McLachlan, C.O. Harman, graciously invited members of the Section to participate at the ceremony. Led by the President, Mr. L. J. Ivey, a party of Ex-Naval Men visited the Station. The Service was conducted by Ven. Archdeacon Robertson, Chaplain of Harman, and the address given by a member of the Section, Captain R. C. Garsia, R.A.N. (Retired). The Section is deeply appreciative of having the opportunity to visit Harman on such a momentous occasion and it is hoped that the past visit will be but one of many future events.

It is with regret that the Execu-

tive report the death of a serving member of the Section. Lieutenant P. O. Skrine, R.A.N.R., First Lieutenant, H.M.A.S. "Harman," passed away on Thursday, 30th October, 1947. The news was received with great shock by members as Phil had only participated in the Trafalgar Day Service a week or so earlier; at that time he was in perfect health and no one would have realised that he was to have been taken from us so suddenly. Members paid last respects on the Friday night when the coffin, carrying the remains, was placed on board the Melbourne Express. The funeral was conducted at Springvale Cemetery on Monday, 3rd November, full naval honours being accorded.

To the widow the Section expresses their deepest sympathy.

L. J. Ivey,
President.

J. Dean,
Honorary State Secretary.

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Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.

His Excellency the Governor-General in Council has approved of the following changes being made:—

PERMANENT NAVAL FORCES OF THE COMMONWEALTH (SEA-GOING FORCES).

Promotions.—Lieutenant George Henry Copeland, M.B.E., is promoted to the rank of Lieutenant-Commander, dated 1st October, 1947. Sub-Lieutenants Frank Edward Wilson and Vincent George Keeran are promoted to the rank of Lieutenant, dated 1st October, 1947. Sub-Lieutenant Barry Ashley Williams is promoted to the rank of Acting Lieutenant, dated 1st October, 1947. Midshipmen Ernest Charles Gray and Peter Edwin Mansfield Holloway are promoted to the rank of Acting Sub-Lieutenant, dated 1st September, 1947. Instructor Sub-Lieutenant Patrick John Keith Campbell is promoted to the rank of Instructor Lieutenant, dated 8th July, 1947. Lieutenant (S) (Acting Lieutenant-Commander (S)) Athol Lloyd Rose is promoted to the rank of Lieutenant-Commander (S), dated 3rd August, 1946. Lieutenants (S) (Acting Lieutenant-Commanders (S)) Frederick Walter Nelson, Reginald Charles Watson, M.B.E., and Charles Wilson are promoted to the rank of Lieutenant-Commander (S), dated 1st October, 1947. Jack Levy, Commissioned Wardmaster, is promoted to the rank of Wardmaster Lieutenant, dated 1st October, 1947. John Logan and Michael John Duffy, Acting Commissioned Gunners, are promoted to the rank of Commissioned Gunner, dated 1st October, 1947. Bertie Stephen Martin, Acting Commissioned Engineer, is promoted to the rank of Commissioned Engineer, dated 1st October, 1947. John Haydon Guest, Petty Officer, official number 23243, and Ronald Sidney Impey, Petty Officer, official number 22381, are promoted to the rank of Gunner (T.A.S.) (Acting), dated 22nd August, 1947.

Confirmation of Rank.—Acting Lieutenant Geoffrey Howard Sanders is confirmed in the rank of Lieutenant, with seniority in rank of 2nd February, 1946, dated 7th July, 1947.

Honorary Aides-de-Camp.—Captains Henry Mackay Burrell and James Cairns Morrow, D.S.O., D.S.C., are appointed Honorary Aides-de-Camp to His Excellency the Governor-General, dated 22nd July, 1947, and 27th September, 1947, respectively. The appointment of Commander Henry Hersee Palmer as Honorary Aide-de-Camp to His Excellency the Governor-General is terminated, dated 26th September, 1947.

EMERGENCY LIST.

Promotion.—Electrical Lieutenant Norman Henry Simmonds, M.B.E., is promoted to the rank of Electrical Lieutenant-Commander, dated 1st October, 1947.

Transfer to Retired List.—Captain Rupert Clare Garsia is transferred to the Retired List, dated 9th October, 1947.

RETIRED LIST.

Promotion.—Bertie Adolphus James Rouse, Commissioned Gunner, is promoted to the rank of Lieutenant, dated 15th February, 1947.

ROYAL AUSTRALIAN NAVAL RESERVE (SEA-GOING).

Promotions.—Acting Lieutenant-Commander Dennis John Stoney Westropp George, O.B.E., is promoted to the rank of Lieutenant-Commander, dated 15th June, 1947. Acting Temporary Engineer Lieutenant-Commanders John Charles Muir and Harold Frederick Irwin are promoted to the rank of Temporary Engineer Lieutenant-Commander, dated 1st September, 1947. Acting Temporary Engineer Lieutenant-Commanders Colin Edward Hedley Clark is promoted to the rank of Temporary Engineer Lieutenant-Commander, dated 23rd September, 1947. Temporary Engineer Lieutenant Herbert Lee Gerrard is promoted to the rank of Temporary Engineer Lieutenant-Commander, dated 23rd September, 1947.

Honorary Aide-de-Camp.—The appointment of Captain Alfred Victor Knight, O.B.E., D.S.C., as Honorary Aide-de-Camp to His Excellency the Governor-General is terminated, dated 21st July, 1947.

Continued on next page.

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CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL RESERVE.

Appointment.—The Reverend Daniel Breslin is appointed Chaplain, dated 15th September, 1947.

Aide-de-Camp.—Lieutenant John Edwin Tucker, Royal Australian Naval Reserve, is permitted to accept the appointment of Aide-de-Camp to His Excellency the Governor of Queensland, dated 26th July, 1947. (Amending Executive Minute No. 43 of 1947.)

Termination of Appointment.—The appointment of the Reverend Thomas Conway as Chaplain is terminated, dated 14th September, 1947.

RETIRED LIST.

Termination of Appointment.—The appointment of Surgeon Commander Harold Henry Field-Martell as District Naval Medical Officer, Fremantle, is terminated, dated 31st July, 1947.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Daintrey Ned Kekwick is appointed Surgeon Lieutenant, with seniority in rank of 28th September, 1943, dated 1st August, 1947. Surgeon Lieutenant Daintrey Ned Kekwick is appointed District Naval Medical Officer, Fremantle, dated 1st August, 1947.

Promotion.—Acting Lieutenant-Commander Maurice Boyd is promoted to the rank of Lieutenant-Commander, dated 1st August, 1947.

Fixing Rates of Pay.—Sub-Lieutenant (Special Branch) Basil Yaldwin Hall is paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Lieutenant (Special Branch) (on promotion), whilst acting in that rank, dated 27th August, 1947.

CORRIGENDA.

With regard to Executive Minute No. 13—notice of which appeared on page 988 of Commonwealth Gazette, No. 60, of 27th March, 1947—that portion relating to the termination of the appointment of Lieutenant-Ernest Frederick Stoke Nutt, Royal Australian Naval Reserve, is cancelled.

With regard to Executive Minute No. 53—notice of which appeared on page 1219 of Commonwealth Gazette, No. 194, of 9th October, 1947—that the date of cancellation of the commission of Rosalyn Frank Oliver Allis as an officer in the Royal Australian Naval Reserve is amended to read 9th October, 1947.

With regard to Executive Minute No. 32—notice of which appeared on page 1570 of Commonwealth Gazette, No. 101, of 12th June, 1947—that portion relating to Lieutenant (Special Branch) Frederick Allen Simpson, Royal Australian Naval Volunteer Reserve, is amended in that the name should read Derek Frederick Allen Simpson.

With regard to Executive Minute No. 8—notice of which appeared on page 310 of Commonwealth Gazette, No. 23, of 7th February, 1946—that portion relating to the termination of the appointment of Sub-Lieutenant (Special Branch) Basil Yaldwin Hall, Royal Australian Naval Volunteer Reserve, is cancelled. (Ex. Min. No. 57—Approved 28th October, 1947.)

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

NAVAL FORCES OF THE COMMONWEALTH.

His Excellency the Governor-General in Council has approved of the following appointments being made:—

CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

To be Acting Lieutenant-Commander.—Kenneth Price Alington, 29th June, 1946, seniority in rank 30th September, 1943 (seniority as Lieutenant, 23rd December, 1940); Charles Ian Birnie, 3rd December, 1946, seniority in rank 31st March, 1946 (seniority as Lieutenant, 22nd April, 1941).

To be Lieutenants.—Herbert Minchin Nicholas, 3rd August, 1946, seniority in rank 22nd September, 1941; Colin Robert Downie, 28th June, 1946, seniority in rank 16th July, 1942; John Edward Courtney, 14th November, 1947, seniority in rank 11th December, 1942; William Alexander Wood, 28th November, 1946, seniority in rank 13th January, 1943; Haldane Wilson Reed, 13th

February, 1946, seniority in rank 15th March, 1943; Cecil Leslie Crook, D.S.C., 12th December, 1946, seniority in rank 11th May, 1943; Arthur Clifton Pelham Webb, 18th January, 1946, seniority in rank 27th December, 1943; Guy Alfred Negus, 12th February, 1946, seniority in rank 18th June, 1944; Ian Wallace Leslie, 5th June, 1946, seniority in rank, 11th November, 1944; Mauden Carr Hordern 5th February, 1947, seniority in rank 5th December, 1944; James Stewart Burgess, 14th December, 1945, seniority in rank 9th April, 1945; Darvall Keppel Wilkins, 24th July, 1946, seniority in rank 18th June, 1945; Peder William Pedersen, 17th August, 1946, seniority in rank 14th July, 1947; Alexander Bruce McLean, 9th October, 1946, seniority in rank 20th February, 1946; Noel John Robinson, 18th January, 1947, seniority in rank 24th June, 1946; Noel Thomas Blennerhassett, 18th January, 1947, seniority in rank 27th December, 1946.

To be Sub-Lieutenants.—Alan Douglas McCay, 16th January, 1946, seniority in rank 24th August, 1943; Paul Merrick Dexter, 16th August, 1946, seniority in rank 11th October, 1944; Harold Reginald Featherstone, 17th January, 1946, seniority in rank 11th March, 1945; David Stuart Gibson, 12th November, 1946, seniority in rank 23rd May, 1945; Robert Rowland Smith, 11th January, 1947, seniority in rank 15th October, 1945; Maitland Reginald Patrick Levy, 11th February, 1947, seniority in rank 2nd May, 1946; Alan Herbert Burrows, 20th February, 1947, seniority in rank 12th May, 1946; Ian Stanley Giddy, 31st January, 1947, seniority in rank 10th June, 1946; William James Morgan, 27th November, 1946, seniority in rank 10th June, 1946; John Alexander Beyer, 14th March, 1947, seniority in rank 6th October, 1946.

To be Acting Engineer Lieutenant-Commander.—Alan Harward McConkey, 30th May, 1947, seniority in rank 30th September, 1946 (seniority as Engineer Lieutenant, 27th March, 1942).

To be Engineer Lieutenants.—John Clarke Mahon, 30th July, 1946, seniority in rank 3rd June, 1943.

To be Surgeon Lieutenants.—Stewart Horton Delfridge Preston, 13th August, 1946, seniority in rank 28th July, 1942; Edward Winston Freshney, 11th November, 1946, seniority in rank 12th December, 1942; Peter Ronald Brett, 1st January, 1947, seniority in rank 5th October, 1943.

To be Lieutenants (S.).—Ronald James Burkett, 19th October, 1946, seniority in rank 21st August, 1944; Donald Graham Patch, 18th February, 1947, seniority in rank 20th October, 1944; William Robert Bruce Donaldson, 27th January, 1947, seniority in rank 14th May, 1945; John Joseph Ravenscroft, 1st October, 1946, seniority in rank 14th May, 1945.

To be Lieutenants (Special Branch).—John James Kirkpatrick Inglis, 8th June, 1946, seniority in rank 7th April, 1941; Bruce Amundsen Chapman, 31st July, 1946, seniority in rank 24th October, 1941; Percival Frederick Wilson, 19th April, 1946, seniority in rank 25th May, 1942; Walter Roy Smith, 11th September, 1946, seniority in rank 26th February, 1943; Gordon Joseph Weir, 22nd January, 1946, seniority in rank 8th October, 1943; George Thomas Scanlan, 26th September, 1946, seniority in rank 1st May, 1945; Stanley Bryce Taylor, 26th September, 1946, seniority in rank 1st April, 1946.

To be Sub-Lieutenants (Special Branch).—Keith Elgar James Leonhardt, 26th January, 1946, seniority in rank 30th October, 1943; Robert Mellis Napier, 2nd November, 1945, seniority in rank 14th October, 1944; Grant Sinclair Lowry, 24th September, 1946, seniority in rank 25th December, 1945; Geoffrey Edward Pettit, 18th February, 1947, seniority in rank 15th March, 1946. (Ex. Min. No. 58—Approved 28th October, 1947.)

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

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Answers to

- (1) "Titanic" foundered with the loss of 1,595 lives on April 15th., 1912, after striking an iceberg, on her maiden voyage. The "Britannic" never actually saw service on the Atlantic. Completed during the 1914-18 war she was taken over by the Admiralty as a hospital ship, and was lost in February, 1916, through striking a mine in the Aegean. "Lusitania" was torpedoed and sunk by a German U-Boat off the Irish coast in 1915, with the loss of 1,198 lives.
- (2) On that date Captain Cook in the "Endeavour" sighted the Victorian coast and entered in his private log book: "Thursday, April 19th., 1770. 6 a.m. Saw the land extending from North-East to West."
- (3) The Red, White and Blue Ensigns were introduced to distinguish between the three squadrons into which the Fleet was at one time divided, and which were abolished in 1864. After that date the White became the Naval Ensign, the Red that of the Merchant Service, and the Blue the flag of the Royal Naval Reserve.
- (4) Yes! H.M.S. "Powerful" was one of the last of the Royal Navy Flagships on the Australian station.
- (5) "Romolo" departed from Brisbane on June 5th., 1940, five days before Italy entered the war. On 12th. June she was intercepted by H.M.A.S. "Manoora" in the vicinity of the Solomons, and was scuttled by her crew. "Remo" was in Fremantle when Italy declared war. She was seized by the Australian Naval authorities, and taken over by the Australian Government and run as M.V.

Nautical Quiz

- "Reynella." She figured recently in the news when she went ashore on a reef 100 miles from Samarai, New Guinea.
- (6) One would conclude that he was no seaman. "Running the Easting Down" is "The Roaring Forties" between Cape of Good Hope and Australia; the "Western Ocean" is the North Atlantic.
 - (7) (1) Off Wilson's Promontory, (2) the Firth of Clyde, (3) off Fremantle, Western Australia, (4) in the Red Sea, (5) in Table Bay, (6) off Plymouth, England, (7) off the North West corner of France, (8) in the Western Mediterranean, (9) off the coast of Northern New South Wales, (10) some 500 miles WNW of Colombo, on the route to Aden.
 - (8) H.M.S. "Silvio" became H.M.A.S. "Moresby," H.M.S. "Amphion" became H.M.A.S. "Perth," and H.M.S. "Phaeton" became H.M.A.S. "Sydney."
 - (9) Admiral John Byng, who was executed on the quarterdeck of H.M.S. "Monarque" in March, 1757, for his failure to relieve Minorca, which was besieged by the French. Referring to this, Voltaire, in "Henriade: Preface. Candide," wrote: "Dans ce pays-ci il est bon de tuer de temps en temps un amiral pour encourager les autres."
 - (10) Owing to the sickness of Rear Admiral Custance, Captain W. R. Patterson, as Commodore Second Class, was appointed in command of the Squadron on 1st. September, 1939. On November 1st. of that year Rear-Admiral J. G. Grace assumed command. He was succeeded, on 13th. June, 1942, by Rear-Ad-

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ANSWERS TO NAUTICAL QUIZ

Continued.

miral V. A. C. Crutchley. Commodore J. A. Collins assumed command in May, 1944. In December of that year he was, after being wounded at Leyte, succeeded by Commodore Parncomb, who relinquished command to Commodore Collins in July, 1945.

THE PORT OF LONDON

Continued from page 25.

basin entrance beyond; then, the water in the locks at dock level, the inner gates are opened, and the dock tugs take our lines as we move slowly into the basin.

We hold up the motor bus traffic as the Manor Way Bridge swings open for our passage through into the dock, and we enter the Royal Albert to our discharging berth, where before long work is going forward briskly discharging both on the shore side and overside into barges.

Here in the Royal Albert Dock we are on the down-river fringe of London's dockland proper. Just above us is the King George V Dock, with Woolwich sprawling on the south side of the river opposite, and the big two-funnelled steamers of the Woolwich Free Ferry squatting across the tide with their loads of foot passengers and vehicles. The Victoria Dock comes next on our bank—the north—then the East India Dock at Poplar, and the West India Docks and the South Dock on the Isle of Dogs, all these on the north bank opposite Greenwich. Then the large area of docks on the south bank, the Surrey Commercial, at Rotherhithe, with the London docks across the river opposite, just below Tower Bridge.

For miles along the river banks the docks of London stretch, harbouring the vessels which, in normal times, bring the merchandise of the world to that great market, and which, in turn, carry

the products of Britain's industry across the seven seas.

With the ivory, apes and peacocks, sandalwood, cedarwood and sweet white wine; the diamonds, emeralds, amethysts, topazes, cinnamon and gold mould-ores; with the Tyne coal, road-rail, pig-lead, firewood, iron-ware and cheap tin trays of Masefield's "Cargoes," and with every other produce of which one can think, the London River has been the highway of trade and the London docks and warehouses the "storehouse and staple" these many years.

For, as the seaways are the arteries of Britain's lifeblood, the chief pulse of that blood is counted by the London River's "main tides, which twice in twenty-four hours' space doth ebb and flow." The pulse of the Port of London.

MINESWEEPERS OF THE R.A.N.

Continued from page 35.

The following night, the American freighter "City of Rayville" struck a mine off Cape Orway, at the other end of the Bass Strait. Again one man was lost, the remaining members of her crew being picked up by fishing boats from Apollo Bay, and landed there. The two sloops "Warrego" and "Swan" proceeded at once to the area and commenced sweeping.

Evidence of the presence of enemy minefields was immediately forthcoming as the result of the sweeping operations, mines being cut by "Orara" and "Duraween" in the Wilson's Promontory area and by "Warrego" and "Swan" off Orway. The personnel of the Minesweepers, wherever they were operating on the Australian coast, felt that they were now doing a real job of work. There had been many fruitless months, but the justification of long periods of monotony was now evident. Mines in any one area implied more than

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a possibility of there being mines in others.

Before the year 1940 was out, other fields had in fact been discovered. The presence of one off the coast of New South Wales was disclosed when a small motor cargo vessel, the "Nimbin," struck a mine and sank off Norah Head on 5th. December, with the loss of seven of her crew. Two days later, the British steamer "Hertford," struck a mine off the South Australian coast, off South Neptune Island in Investigator Strait. Fortunately the

"Hertford" did not sink. She was towed to Port Lincoln, and was subsequently repaired. The New South Wales field was responsible for another casualty later when, in March, 1941, the trawler "Millimull" was sunk off Newcastle, as a result of striking a mine, with the loss of seven of her crew.

But for the operations of the minesweeping groups, the casualties to shipping on the coastal routes would, with little doubt, have been more severe. As it was, the minesweeping groups had been

The Navy

December, 1947.

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so built up, and the provision of trained personnel effected with promptitude and efficiency from the earliest days of the war, that no time was lost in dealing with the menace of the mine once it had become apparent as a reality in Australian waters. Swept channels through mined areas were established without delay, and the holding up or diversion of traffic was reduced to a minimum. And once the safe channels had been established, the work of clearing the fields proceeded rapidly.

Thanks to the provision made by the Naval Board and the Navy, and to the quickly acquired efficiency of the personnel manning the small ships requisitioned as minesweepers, the loss of life, the loss of and damage to shipping, and the interference with the Australian war effort by enemy mines, was reduced to a minimum.

There was an early casualty among the auxiliary minesweepers themselves, but it was not due to mines. It occurred on the night of 20th November, 1940, when H.M.A.S. "Goorangai" was sunk unfortunately with the loss of all hands—after collision with the motor passenger vessel "Dunroon" off the South Channel in Port Phillip Bay.

It is not competent, within the space of this very small article, to do more than touch most briefly

on the work of the minesweepers of the R.A.N. Suffice it to say that their work, commencing with the outbreak of the war, continued without a break—but in increasing volume as their numbers, both of ships and personnel, grew—long beyond the cessation of hostilities.

Nor were their operations confined to Australian waters. The Government's naval shipbuilding programme brought into existence a number of fast, modern sweepers, popularly known as "corvettes," and, subsequent to the conclusion of hostilities, their operations carried them far afield, sweeping mines in the Solomons, the New Guinea area, the Moluccas, and in Chinese waters.

So far as Australia is concerned, they are only now concluding their task of clearing our own defensive minefields off the coast of Queensland, and that the hazards of the task of the minesweeping personnel did not end with the close of hostilities was brought to realisation with the unfortunate loss of H.M.A.S. "Warrnambool" through striking a mine in that area on 13th September last, with many casualties, including four fatal. The possibility of such a happening is ever present when the minesweepers are actually operating. The dividends such operations pay exist in the saving of other vessels from a similar fate.

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