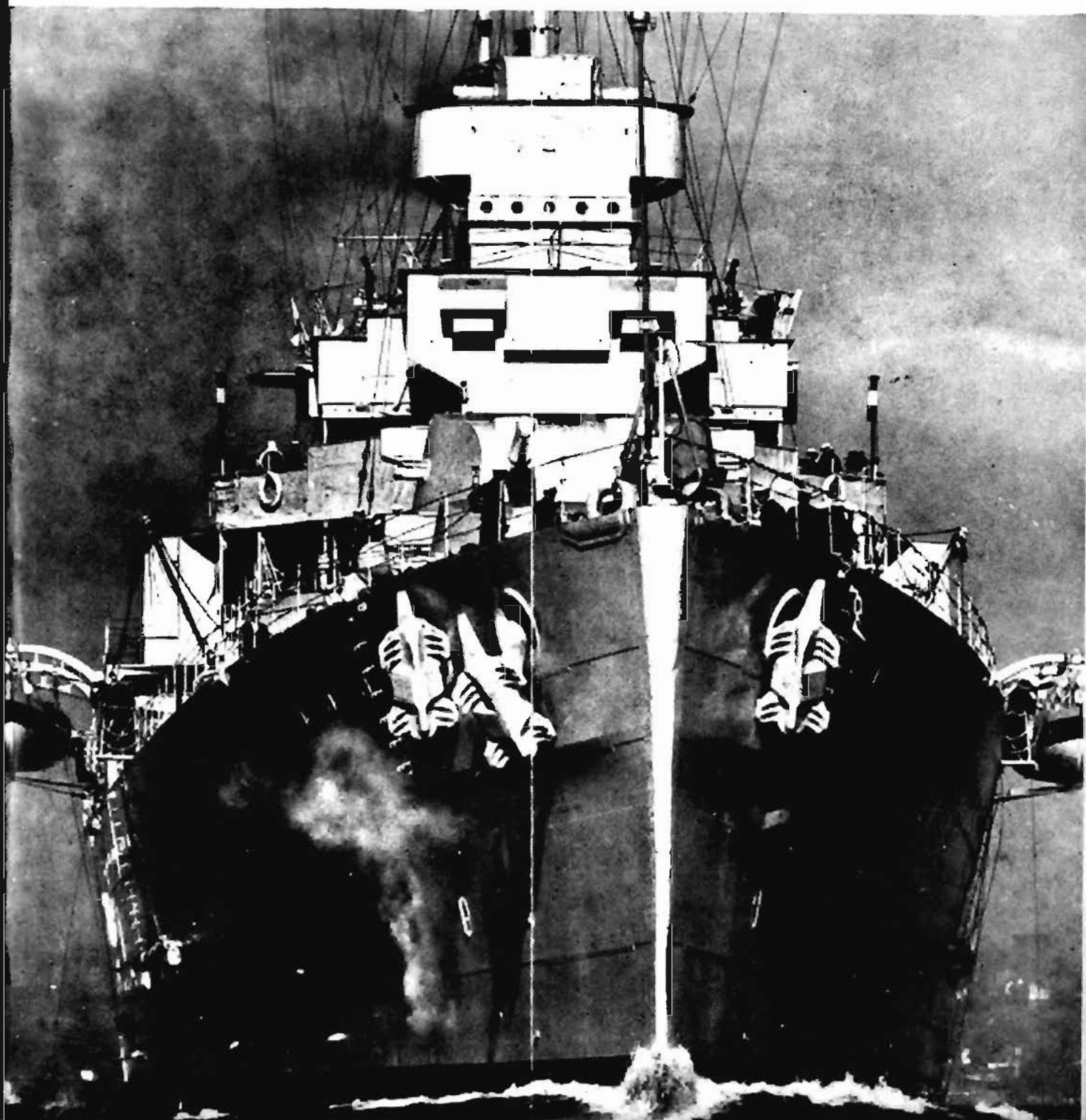


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The Official Organ of the Navy League, N.S.W. Branch  
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Vol. 4—No. 7 (New Series)

SYDNEY, JULY, 1941

Price, 6d.

## GERMANY WANTS THE WORLD NAZI CREED OF RACIAL SUPERIORITY

Out of the welter of confused talk, that blend of lies, threats, hypocrisy and moral sabotage which helped Germany to conquer Europe, is emerging the statement of Nazi "peace" aims. Britain has shown that she is not deceived by specious German promises that she might be allowed to live in peace with a Germanised Europe if she gave up the struggle; therefore Germany sees no further need to disguise her objective—which for the second time in a century, is domination of the world.

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In 1914 Germany made her bid with her anthem as her battle-cry; to-day, the misty words—"lebensraum, oppressed minorities"—which, early veiled her committed purpose are being swept aside.

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(Continued Overleaf)

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## The Super Race

And her racial philosophy:—

"There will be peace only when the most superior type of manhood will have succeeded in subjugating the world to such an extent that this type is master of the earth. This peace will be guaranteed by a triumphant sword, for the German people are endowed with the power to master the world. Our faith is the German race and our rights are above those of all other."

Throughout Europe to-day these statements of Nazi leaders are rigorously being put into practice.

Tens of thousands of Poles and Czechs have been rendered homeless to make way for incoming Germans, who take over all forms of business and industry, because "only master-minded Germans are capable of managing conquered and protected countries." Hence, only Germans can obtain higher education in Poland and Czechoslovakia.

Poles are forcibly transported to Germany to work. The red ration card of the German in Poland entitles him to practically double the quantity of food available on the green card of the Pole."

## Winter of Discontent

The standard of living in Holland must be lowered if the Dutch are to supply Germany with food.

Norway, since the beginning of the century, has taken pride in the fact that her people had the highest standard of living in Europe. Norwegians asked: "Can it last under Nazi rule?" It could not. The official edict ran: "Norway's

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economic system will be adjusted to the continental price level. Wages will be reduced and Norway will no longer be allowed a higher living standard than other continental countries."

There are no food reserves of any kind. One of the few unrationed items in Norway is fish, but only second-grade fish are available.

Anger at oppression is growing, not only in Norway, but throughout conquered Europe.

Meanwhile, in Germany: "There can be no question of transport difficulties adding to the rigours of winter for German subjects because Germany now has under her control the rolling stock of the greater part of Europe."

From Denmark: "The shortage of goods wagons is causing the railways greatest difficulties. Factories, in some cases, are stopping production and dismissing workmen owing to their inability to secure rail transport."

From Germany: "There is no fear of fuel difficulties in Germany this winter. This has been overcome by the employment of ten thousand foreign coal-miners."

From Belgium: "Food rations are insufficient and there is considerable sickness. Much first-class rolling stock has been sent to Germany."

Fuel shortage is acute and has been rendered more so by the inability of miners to work efficiently on their inadequate food rations. Schools are closing down because there is no coal for heating.

In France, Germany has offered 100,000 French workers with the choice of manual labour under appalling conditions or unemployment and starvation. France's food supplies have been plundered. There is wide-spread illness. The German-controlled "Radio-Paris" tells French housewives how to pickle horse-flesh; German menus offer the master race poultry and meat sliced from France.

The inevitable disillusion has begun.

—From Dept. of Information.

## PLEASE NOTE

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

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

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# STUKAS OVER MALTA

By **COMMODORE MUIRHEAD-GOULD, D.S.C., R.N.**, in the "S.M. Herald"

Nowadays Malta is very little in the news, except for an occasional obscure paragraph stating that "Malta was bombed again last night. Some civilian damage was done, and there were a few casualties." But we should not forget that Malta is still of vital importance to the Mediterranean Fleet, and, therefore, to the Empire and to Australia.

Situated almost in the centre of the Mediterranean facing the Straits of Sicily, Malta occupies a proud, but dangerous, position on Mussolini's front doorstep, which has resulted in savage and persistent bombing from the Sicilian Airfields. In fact, Malta one of the smallest of our outposts, has suffered more than any other part of the Empire except England itself. There have been over five hundred air raids and several hundred women and children have been killed.

When only the Italians raided it was not so bad, as the Italian pilots usually restricted their attacks to genuine military targets, and so long as the civilian population obeyed the warnings and remained indoors or went to ground in the caves and catacombs which Malta inherited from the early Christians, all was fairly well, and casualties were light.

Unfortunately, familiarity bred contempt, and the people began to come out in the streets to cheer on our fighters in the continual dog-fights which took place overhead, and when the remorseless Huns came along in their Stukas, and started to bomb indiscriminately (even if they did not actually attack deliberately the residential areas), casualties became heavy. There are now over 30,000 people homeless and practically destitute.

## Carrying On

The importance of Malta has not much diminished even though it may not be possible for the Mediterranean Fleet to make such full use of it as in normal times. It still remains a fortified base, where ships can be repaired in case of need (witness the aircraft carrier "Illus-

trious"), and it remains a base for small craft, whose job it is to harry the enemy in the Straits of Sicily. Furthermore, if we allowed Malta to fall into the hands of the enemy, we should find ourselves faced with grave difficulties, with the Mediterranean divided into two portions, and the Fleet in the Eastern Basin permanently separated from the Fleet in the Western Basin. It would mean that Italy would have practically uninterrupted sea communications between the mainland and Africa, and would put us at a serious strategic disadvantage.

Our retention of the island depends chiefly on the skill and courage of the garrison, and the adequacy of its defences, but also in no small degree on the continued loyalty and determination of the Maltese people in the face of what is bound to be a ferocious attack by land, sea, and air. We may be sure that the Maltese will live up to their reputation in the past.

In 1872 Sir Patrick Grant, the retiring Governor, said of the Maltese:

"I take upon myself to say that a more loyal, well-affected, industrious, well-conducted people than those of these islands our honoured Sovereign does not possess, throughout her Majesty's widespread Dominions on which the sun never sets."

This is as true to-day as it was seventy years ago, but it is as well that the more fortunate parts of the Empire should recognise the fact.

## Heroic History

It is the proud boast of the Maltese people that they are members of the British Commonwealth by their own choice and neither by conquest nor by cession. It will be remembered that after nearly 500 years of rule by the Knights of St. John, Malta was taken by the French under Napoleon in 1798. In March of that year the plans for the invasion of England were abandoned, and a great expedition was fitted out for the conquest of Malta and Egypt. A

(Continued on Page 9)

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## STUKAS OVER MALTA

fleet of 470 sail, including transports with 50,000 troops, appeared off Malta in June, 1798, and landings were made in various parts of the island.

The Grand Master was a German Knight called Homspech, who decided that the odds were too great and sent a delegation off to the flagship "Orient" to make terms. Napoleon himself was on board the "Orient" and imposed a convention which was little less than a capitulation, as the Knights renounced all rights of sovereignty and gave up to the French the city and forts of Malta. Napoleon spent a few days ashore at Malta, staying in the Palazzo Parisio, which is now the General Post Office. On June 19, 1798, he re-embarked and set sail for Egypt and the disaster which befell his fleet at Aboukir, leaving behind General Vaubois and a strong garrison.

## French Defeat

In spite of the French efforts to conceal the news of the defeat at Aboukir, it soon became known to the Maltese, and a revolution broke out among the people. This made such headway that before long the French garrison was more or less shut up in the citadel of Valletta. The Maltese, however, received few reinforcements and little support from the British, except that

a squadron from Nelson's fleet kept up an intermittent blockade which prevented supplies and reinforcements from reaching the beleaguered garrison. It was not until September, 1800, that the garrison became desperately short of food and munitions, and the interception by Nelson and Lord Keith of a French squadron which was trying to bring relief, so discouraged Vaubois that he agreed to capitulate, and on September 8th, 1800, a British garrison occupied the citadel, and the French were allowed to withdraw.

During the years that passed the fate of Malta was frequently discussed in the councils of Europe, but the island remained under British rule. In 1814 a deputation of Maltese nobles was sent to London to petition the King to take Malta permanently under British protection, and in the same year, when Napoleon was forced to abdicate, the Peace of Paris decreed that Malta should belong to Britain "in full right and sovereignty."

Since then until the present war the history of Malta has been a history of progress and prosperity. So, with the help of Providence, will it be again. In the meantime we must think of Malta, standing like a sentinel, alert and watchful, guarding the interests of the British Empire in the Straits of Sicily.

## CAPTAIN S. G. GREEN, O.B.E., F.R.G.S., J.P.

Captain Green, who died at the beginning of July at the advanced age of 89 years, was one of the best loved mariners the Port of Sydney has known. Unobtrusively he was truly the mariners' friend. Captain Green was a shipmaster for many years and traded between Australia and China and other lands north and east of this continent. After retiring from active command at sea, Captain Green was marine superintendent of the Eastern and Australian Line and for Burns, Philp & Co. Ltd. His other interests were mainly idea-

tified over a good span of years with the Royal Shipwreck Relief & Humane Society of New South Wales, of which he for long was Chairman. He was a Councillor of the Sydney Sailors' Home and a Past-President of the League of Ancient Mariners. Captain Green was also a life Vice-President of the Navy League, N.S.W. Branch, and a member of the Royal Sydney Yacht Club. The funeral was attended by a large and representative gathering of citizens, among whom were many prominent ship-  
pling men and well-known shipmasters.

## ACTIVITIES AT SINGAPORE NAVAL REPAIR-BASE



—Block by courtesy of "S.M. Herald."

Activities at the naval repair station at Singapore are shown in these pictures issued by the Department of Information. Left: An arch of steel formed by the cranes fitting a new funnel in a warship. Top right: A British warship in the floating dock. Lower right: One of the steam hammers in the blacksmith's shop.

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## SEA CADET NOTES

The O.C. Manly Sea Cadet Company reports that P.O. C. Gidley has begun his seafaring career in the Union S.S. Co. Ltd.; while P. O. C. Gibbons, L. S. Craven and Cadet Caves have enlisted in the Military Forces. This Company is sorry to lose them, but wishes them all the best of good fortune.

Mr. G. H. Smith, O.C. of this Company, has resigned, as he felt his military duties did not permit him to devote the necessary time and work to the Sea Cadet Corps. Mr. Smith is still a member of the League, and hopes to be of service again when circumstances permit. The League conveys its thanks and good wishes to Mr. Smith.

Mr. G. Barton, Chief Officer of the Manly Company, has been appointed O.C. in place of Mr. Smith. Mr. Barton has shown himself keenly interested in the training and welfare of the Cadets, and with the co-operation of the Committee and the Company, continued success is assured. The Company's whaler is now receiving an overhaul to fit it for strenuous training work later on.

Miss Edna Cousins is thanked for her honorary publicity work in connection with the Manly Cadets.

The North Sydney Sea Cadet Company is pleased to have its popular O.C. (Mr. J. H. Hammond) on deck again. Mr. Hammond, like many more people, has been suffering from the unpopular attentions of influenza.

A.R.: The title of the book is "Count Your Dead: They are ALIVE!" The author is Wyndham Lewis.

The Woolwich unit is progressing most satisfactorily under the able and enthusiastic leadership of the O.C., Mr. H. Collins. Not at any time since the Company was formed about fifteen years ago has it enjoyed such popularity, and the depot been attended by so many Cadets, the

present strength being over the sixty mark. We hope Mr. Collins will be able to report a roll-call of one hundred before the end of the year. The local Committee, with the co-operation of the O.C. and the League, is providing additional equipment for training purposes, and there is every indication that this Company will more than maintain its proud reputation for efficiency. A successful dance was organised by Messrs. J. Holloway, A. Lee, J. Lind, Mrs. Brownlow and members of the sub-Committee, and was held at the Town Hall, Hunter's Hill, in the presence of the Mayor and Mayoress, and Mr. C. M. C. Shannon, Joint Hon. Treasurer of the Navy League.

There were more than two hundred dancers present, and the result will benefit the Woolwich Sea Cadet Depot.

With pleasure we learn that Cadet Almeida, who had a leg broken some time ago, is now out of hospital and making good progress towards complete recovery.

### ROLL OF HONOUR

It is with sincere regret Officers and Cadets of the Sea Cadet Corps learn of the death in action overseas of Private R. Whyte, who, before enlisting in the A.I.F., was a member of the Woolwich Sea Cadet unit. To his relatives we extend our deepest sympathy.

The League thanks Mr. Perse, Vice-President of Manly Sea Cadet Committee for his cheerful and valuable help in transport services.

### REMEMBER OUR ADVERTISERS!

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**AUSTRALIA'S ARMY ADDS TO ITS HONOURS**

By COLIN WILLS

When the last war broke out in 1914, the Australians, among other young nations, were called upon to make their first large-scale war effort.

Nobody knew quite how they would shape. Everyone who knew anything about them knew that their physique was good. But that doesn't always make men good fighters; certainly, it isn't enough in itself.

So the Australians were an unknown quantity. The Australian patriots felt sure they would be great heroes; the British generals suspected they might be unruly swashbucklers.

Both were—to some extent—right. But what nobody suspected was that the Australian volunteers were going to reveal qualities more important than either their heroism or their swashbuckling independence.

These qualities were a sheer native genius for warfare, and a capacity for organised activity as a fighting unit that seemed paradoxical in conjunction with their individual initiative.

There is, after all, no co-operation so effective as the co-operation of intelligent men. Those who can think for themselves, but who can also think for and plan for a common purpose, make a much better army than those who can only obey and not think at all.

When, a generation ago, I saw the first transports sail from Australia, I and the others who watched had no more idea what those men were going in to than had the men themselves—and that was just no idea at all. And yet it was only a matter of a very few months before that force of untried volunteers had won for itself on Gallipoli and undying reputation in action. A British officer described it as "a feat of arms possible only to the flower of a very fine army." And to-day it is the same story over again.

**Anzac March Again**

More than a year ago the first contingents of the second Australian Imperial Force, again with their comrades from the sister Pacific Dominion of New Zealand, reached the Suez Canal, as their fathers and elder brothers had reached it a long generation before.

They, too, were untried peaceful fellows—clerks, shearers and cattlemen—milk salesmen, lorry drivers, plumbers and poets—certainly not professional warriors. But they did have two things their predecessors of 1914 did not have. They had a heaven of veterans in their ranks, and they had a tradition to live up to.

That is the most significant thing about the Middle East campaign from the standpoint of the people of Australia.

It remained to be seen whether the later Australians, brought up in peace and prosperity, and in the cynicism of post-war disillusion and the mad era of boom and slumps—whether these moderns, when it came to the grim test, could match up to the tradition of their fathers.

After all, those early Diggers, the first A.I.F., were very much closer to the pioneering days. Physically, mentally and spiritually most of them had lived harder, more independent lives, lives of struggle.

To-day, more than half the Australian population lives in big cities, with no contact with the hard life of the bush. It is true they live outdoor lives, for almost all Australians are athletes and sportsmen. But that isn't quite the same thing. Would it do?

Well, it seems to have done fairly well. They have taken no greater part than the other British regiments. But they come from so small a nation—a nation that in all its vast

(Continued Overleaf)

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territory, almost as big as Europe or the United States, has only a population of seven million. So their part is the greater and the more honourable.

I do not make these statements in order to glorify the race to which I belong, proud as I am of my countrymen. When I write in glowing terms about the Australian army, I do so because that army of free men seems to me to typify the triumph of the ordinary man over the vain-glorious boasters who, for years, have been talking war, thinking war and preparing for war.

And also because the curious quality of the Australians as fighters has aroused considerable interest everywhere.

What is this quality that can turn peaceful fellows from sheep runs and dairy farms, dock-sides, offices and stores into such terrible warriors? I think I know what it is. Not merely their size, though they are tall and broad in shoulder, nor their strength and endurance, though they are athletic young men and the sons of grandsons of hardy pioneers.

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It is something quite other than that. It is independence of mind. On cattle station, in forest camps, or in newspaper offices or anywhere else at all, they work like mad machines to get a job done in time or turn the job down flat and walk out at a moment's notice if they think that someone is putting something over them.

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## British Empire Union in Australia

Founded in 1919 by the late Sir William McMillan, K.C.M.G., to continue the work inaugurated when he was President of the British Empire League. In 1922 the late Mr. W. Scott-Fell, M.L.A., succeeded Sir Wm. McMillan as President, and held the position for eight years, when he retired through ill-health. Mr. Thomas E. Rofe was President from 1930-1934. Organisers of Empire Day Movement, etc.

President (1936-41): Mr. J. W. Scott-Fell.

Honorary Treasurer: Mr. H. W. Scott.

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Address: 19 Bridge Street, Sydney.

## The Overseas League

Address: 28 Martin Place, Sydney.

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Its chief aim is to appeal to every Englishman and Englishwoman or descendants to reflect upon the society's lofty though natural aspirations in the hope that the ever-present spark of patriotism and love for dear old England may be galvanised into healthy activity, and influence many more to link up with the Society.

## Royal Empire Society

Formerly known as the Royal Colonial Institute. The address is 17 Bligh Street, Sydney, opposite the Union Club.

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Chairman of Council: Mr. C. M. C. Shannon.

Honorary Treasurer: Mr. C. V. Potts.

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To promote the preservation of a permanent union between the Mother Country and all other parts of the Empire, and to maintain the power and best traditions of the Empire.

## United Imperial Navy and Army Veterans' Association (New South Wales)

President: Mr. W. A. Matthews.

Secretary: Mr. A. C. Barratt, 6 Duke Street, Kensington. Phone FX 7477.

Meets 1st Saturday in each month at Rawson Chambers, Rawson Place, Sydney, at 2.30 p.m.

## Naval Comrades' Association

President: Mr. L. Dale.

Hon. Secretary: Mr. H. W. Bernard, 51 Wharf Road, Gladesville, N.S.W.

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The Big Brother Movement was founded in 1925 by Sir Richard Linton with the object of fostering the immigration of boys of an approved type from 15 to 17 years of age from the British Isles. Between the years 1925-1930 approximately 750 boys came out to N.S.W. under the auspices of the Movement. Active migration was discontinued in 1930 owing to the world depression. Since then the Movement has been busily occupied in looking after the welfare of the Little Brothers already in Australia.

Migration activities were re-commenced towards the end of 1938 and it was anticipated that for the year 1939 a minimum of 250 boys would be brought out to Australia.

Unfortunately, with the outbreak of war, assisted migration ceased, but the Movement will continue to actively function, as it still has its "after care" obligations to the Little Brothers who have arrived since March, to carry out, until all reach at least 21 years of age.

The London Branch is located at Australia House.

President: The Rt. Hon. The Earl of Strathmore. Secretary: Lt.-Col. H.N.M. Clegg.

The President of the Sydney Branch is Sir Kelso King; Chairman of the Council, Mr. David Maughan, K.C.; Honorary Treasurer, E. Marriott, and the Secretary, G. Simpson Millar.

The Melbourne Branch is located at Broken Hill Chambers, 31 Queen Street, Melbourne. President, Sir George Fairbairn; Chairman, Sir Richard Linton.

**THE "SAN DEMETRIO"**

By courtesy of Sir Kelso King we have had an opportunity of reading in Lloyd's List Law Reports for March 12th, 1941, the remarkable case of the British tanker, "San Demetrio," petrol laden and set on fire by an enemy surface raider in the North Atlantic. The "San Demetrio," being in a very dangerous condition, was abandoned by order of the captain, the whole crew leaving the vessel in three lifeboats. Two days later the crew of one of the lifeboats in charge of the second officer, Mr. A. G. Hawkins, sighted the vessel, which was still on fire and apparently in a critical condition. The boat's crew, after considerable difficulty owing to the swell, managed to board the tanker again and succeeded in extinguishing the flames at the imminent risk of a devastating explosion. When this dangerous task was successfully accomplished, an inspection of the ship revealed that the steam steering gear was out of action and the navigation and wireless rooms were completely burnt out. There was not a chart nor a navigation instrument left, but in spite of all this and the approach of foul weather, these few intrepid men succeeded in getting the crippled vessel under weigh and brought her 700 miles

safely to an Irish port. These redoubtable mariners received the highest commendation from the Court and from the owners of the saved "San Demetrio" with her valuable cargo of 10,000 tons of petrol. The Admiralty Court made the following awards in respect of the salvaging of the "San Demetrio," viz:—

Arthur Godfrey Hawkins, second officer	£2,000
Charles Pollard, chief engineer	2,000
George P. Willey, third engineer	1,400
John L. Jones, apprentice	1,200
W. E. Fletcher, boatswain	1,200
John Boyle, greaser (died of injuries)	1,000
J. Davies, storekeeper	1,000
Oswald Preston, able seaman	1,000
C. McNeil, able seaman	1,000
Roderic McLennan, able seaman	800
John Halloran, second steward	600
John Jamieson, mess room steward	600
John Porter, assistant steward	300
Clifford Cottis, ordinary seaman	300
Roy M. Housden, cadet, who deserves special commendation, since he was on his first voyage	200
G. Mortimer, able seaman	100



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To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.

To encourage and develop the Navy League Sea Cadet Corps, not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become Good Citizens, by learning discipline, duty and self-respect.

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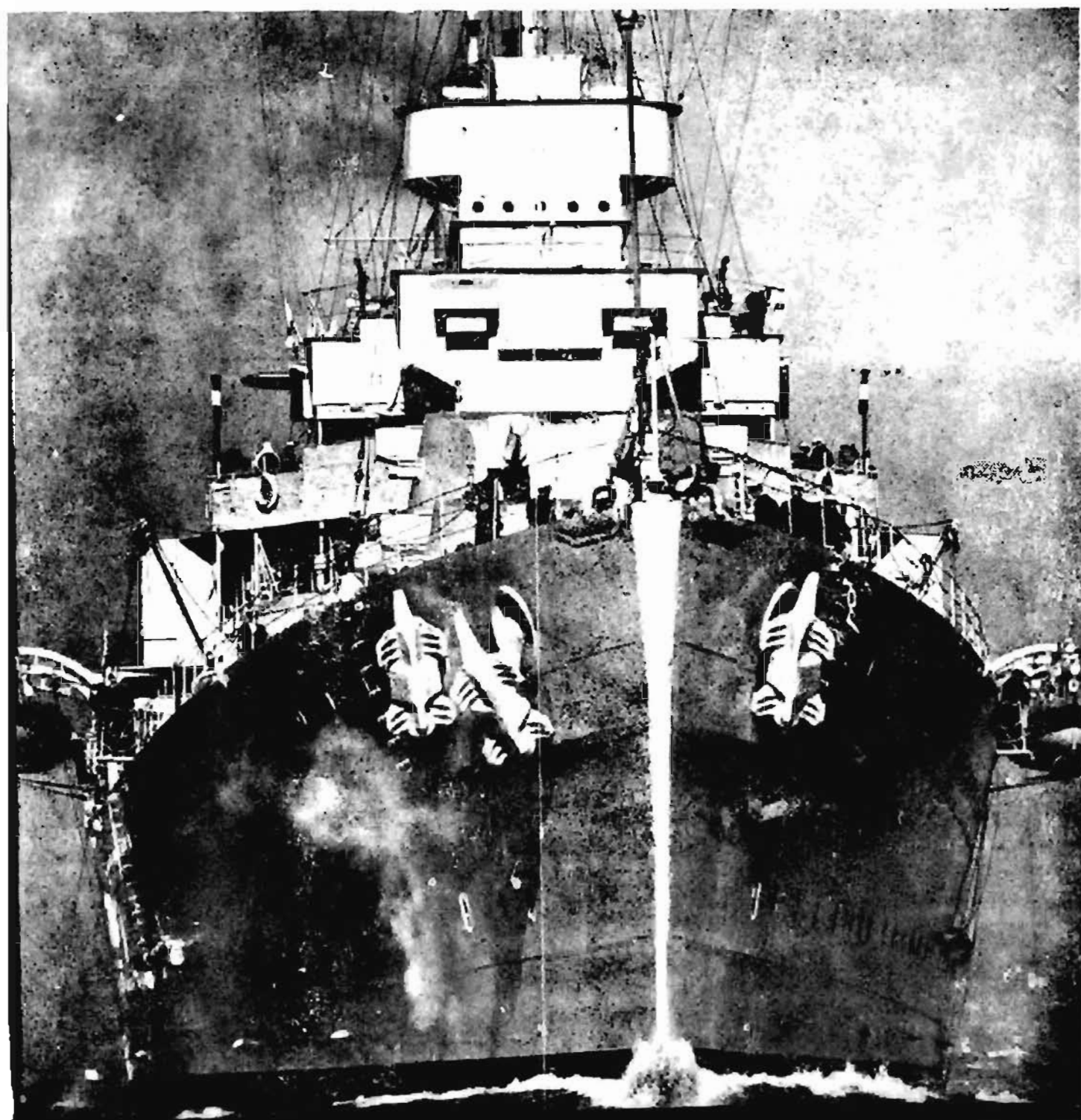
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Vol. 4—No. 8 (New Series)

SYDNEY, AUGUST, 1941

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**AUSTRALIA'S FIGHTING SERVICES  
GREAT RECORD OF ACHIEVEMENT**

Since the war began in September, 1939, Australia's fighting services have expanded to a degree far beyond the most optimistic forecasts. The personnel of the Royal Australian Navy has trebled, the Army is ten times as strong as it was three years ago, and the Air Force 18 times its pre-war strength.

This achievement is all the more remarkable when it is realised that the war has brought about a high measure of industrialisation in Australia and, consequently, a large mass of her man power is compulsorily reserved for essential service behind the front lines.

In the last war militia recruiting was completely subordinated to the demands of the A.I.F.; to-day, Australia has the largest army in her history for purely local defence.

**The Navy**

When war broke out the personnel of the Navy was doubled immediately by the mobilisation of reserves and, since then, recruiting has progressed at the rate of 5,000 a year. In addition, hundreds of officers and men recruited for anti-submarine work and under the yachtsmen scheme are already on active service with the Royal Navy overseas.

The fleet has been expanded by the conversion of a number of passenger steamers into armed

merchant cruisers and small coastal vessels into minesweepers. The plan to build forty patrol vessels, three tribal class destroyers and a number of auxiliary craft is progressing rapidly and shipyards are working in four States.

To cope with training requirements for the increased personnel a new depot will be built at Sydney at a cost of £220,000 to supplement Flinders Naval Depot in Victoria.

**Army Reaches Record Strength**

In the relatively short time since the war began the A.I.F. has grown into a modern army of more than 100,000 men and many units have seen extensive service in the Middle East. Recruiting records were broken after the fall of France in June, 1940. In that month, enlistments reached 41,132 men—nearly 5,000 more than recruiting in July, 1915, the peak enlistment month during the last war.

Within a few months Australia will have a Home Defence force of 250,000, including members of the A.I.F. in camp.

**R.A.A.F. Speeds Up**

The Royal Australian Air Force has expanded at an astonishing rate. At the beginning of 1940, 268 recruits for air crews had been accepted

(Continued overleaf)



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and 2,421 as ground staff. At the end of 1940, 12,576 air crew and 25,276 ground staff had been accepted—an increase of 35,163. Recruiting to date has increased the pre-war strength of the service by more than 1,600 per cent., including reservists. Men for the R.A.A.F. are selected only after most exhaustive examination and the enlistments to date have been drawn from more than 193,000 applications since the beginning of the war.

During the last war 158 pilots were trained for the Australian Flying Corps; to-day, more than that number are being trained in any large school. The elementary training of pilots has been speeded up more than 25 times since the beginning of the war and the capacity for training skilled ground technicians has been increased 60 times.

Australia is spending more than £1,000,000 a week on the R.A.A.F. Her original quota for the Empire Air Scheme was 20 per cent. of personnel and, by the end of last year, she was already well ahead of schedule. Australian air-men are serving in Great Britain, Malaya, the Middle East and Southern Rhodesia.

The completion of a network of operational stations and the purchase of long-range aircraft has given isolated communities within Australia a sense of security. There is no point along the 12,000 miles of Australia's coastline that powerful bombers could not reach in a few hours.

And more than that—Australia, in the very short time since war began, is now building her own aircraft. The production of Wirraways on a commercial basis is a great milestone in a record of great achievement.

—From Department of Information.

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## AUSTRALIA'S HOME DEFENCES

### REMARKABLE GROWTH OF MILITIA FORCES

Australia's home defences have never been as strong as they are to-day.

During the last war Australia was not faced with the possibility of attack. In this war she is, and the Government has had to shoulder the tremendous task of providing an adequate number of fighting men for overseas service and, at the same time, guarding her own shores.

To meet her home defence problem, Australia planned an army of 250,000 men, and now in less than two years she is in sight of her objective.

In December, 1938, the late Mr. J. A. Lyons, then Prime Minister, appealed to Australia's young men to increase the size of the militia from 35,000 to 70,000 men. By April in the following year this figure had been realised.

A few days after the outbreak of war, Mr. Menzies announced that a special division of about 20,000 men would be recruited for overseas service, and that the militia, whose strength was then just under 80,000, would be called up in two drafts, each to receive one month's continuous camp training. Several thousand militia men engaged on guard duty were replaced by detachments of garrison battalions, formed from a reserve of A.I.F. men who served in the last war.

When recruiting for the A.I.F. was in full swing, many members of the militia enlisted for overseas service and, to maintain the home defences, compulsory military training was reintroduced in October, 1939.

On June 16, 1940, when the strength of the militia was 76,000, Mr. Menzies announced the Government's aim for a force of 250,000 for home defence, consisting of the Permanent Military Forces, the Militia, the Militia Reserve, garrison battalions, a reserve of returned soldiers other than those in garrison battalions, members of the A.I.F. in training in Australia, further drafts of compulsory trainees and volunteers. The number of compulsory trainees needed amounted to between 80,000 and 90,000, and Mr. Menzies stated that these men would receive 70 days' training a year.

In July, 1940, the men of the 20, 22, 23 and 24 age groups were called up and, in January of this year, the call-up was extended to include all single men and widowers without children between the ages of 19 and 33.

Military training periods have since been increased to 90 days and there has been large-scale building of military camps to accommodate this huge increase in the home force.

—From Department of Information.

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## SEA CADET NOTES

The O.C., "Vendetta" Depot, Navy League (Mr. Barton), reports: Signaller Hogan is highly commended for efficiency. A. B. Kenough is promoted to leading seaman writer.

To aid the Manly Recruiting Parade on 3rd August, 70 Sea Cadets, including representatives from North Sydney and Woolwich Companies, were present. Many prominent citizens were present, including the Minister for the Army (Mr. P. G. Spender, K.C., M.P.), and the Mayor of Manly.

The Cadets made an excellent showing on parade and drew much favourable comment from the spectators. Manly thanks North Sydney and Woolwich Officers, Petty Officers and Cadets for their attendance and assistance.

Manly Cadets hope to visit "Victory" and "Warrego" depots shortly as an expression of goodwill and appreciation of the co-operation of Messrs. Hammond, Williams and Collins.

### Cap Tallies

It has been brought to the notice of the Navy League that cap tallies worn by some cadets are blank or do not conform to the official League design. The tallies must bear the words "NAVY LEAGUE" or the letters N.L.T.D., followed by the name of the depot. Any Navy League Sea Cadet failing to comply with this instruction will be dismissed from the Corps.

Since the outbreak of the war, 133 Navy League officers, petty officers and senior cadets have joined the R.A.N. and its Auxiliaries, the R.A.A.F. and the A.I.F., and five have entered the Merchant Navy.

It is with pleasure we announce the appointment of Robert Stewart as a Midshipman in the Royal Australian Navy. Mr. Stewart was formerly a Petty Officer in the Navy League Sea Cadet Corps.

The O.C., North Sydney Sea Cadets (Mr. J. H. Hammond) and Mr. Collins, O.C., Woolwich Company, report that satisfactory progress is being maintained.

Mrs. Perko has been appointed Hon. Secretary of the Welfare Committee of the "Victory" Depot, North Sydney. We feel sure Mrs. Perko's ability and experience should be of great value. The Navy League, N.S.W. Branch, and mem-



Cadets of the "Victory" Depot.

bers of its Sea Cadet Corps congratulate the Navy League in Christchurch and Dunedin, New Zealand, on the splendid work they are doing in the development of the Sea Cadet Corps. Our thanks are due to Mr. Darroch of the Wellington Branch, and to the Hawkes Bay Branch for keeping in touch with the League in New South Wales.

Captain A. R. Bell, a member of the Navy League, served in the 1914-18 war with distinction, and is in harness again as a Lieutenant in the R.A.N.R. (sea-going).

Captain Alan Hill, when his duties as a Lieutenant in the R.A.N.R. (sea-going) permit, calls in for a yarn. We are always glad to see Navy Leaguers, and appreciate that they do not forget old associates.

The first inter-company competitive boat races will be held at Woolwich Depot (Lane Cove River) on or about the 18th October next. O.C.'s units are invited to prepare senior and junior whalers' crews to take part in the proposed races.

Douglas Reed, the noted author of "Insanity Fair," in his latest book, "A Prophet at Home," has given his readers plenty to think about.

### ROLL OF HONOUR

Captain J. R. Stringer, A.I.F., died at Beirut Hospital of wounds received in action in Syria. The late Captain Stringer, whose widow and little son are staying in Cremorne, was the son of Captain J. R. Stringer, formerly Harbour Master at Sydney, and of Mrs. Stringer, of Cremorne.

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# THE ATMOSPHERE

By F. DANFORTH, F.G.S.

We naturally take greater interest in a subject about which we know something, especially if we appreciate its utility, than we do in a subject about which we know little or nothing. Curiously enough, there are many things we use every day, things which are necessary for our welfare, yet we do not know much about them. Their existence has grown on us. We are satisfied with a name, but we do not understand to the full extent what the name signifies. For instance: what is the atmosphere, and how does it affect our well being?

We are generally told that the atmosphere is a gaseous envelope surrounding the earth. Pure air cannot be seen, heard, smelt, tasted or felt under normal conditions, yet its presence is revealed to us in every breath we take; it regulates the effect of the sun's heat on this planet; it grades day into night and night into day; it is a medium for the transmission of sound; it assists in disintegrating rocks and has many other effects.

Dry air is chiefly a mixture of two colourless and odourless gases, known as oxygen and nitrogen, in the proportion of 20 per cent. of the former to 79 per cent. of the latter. In addition to these there are small quantities of carbon dioxide, argon, traces of other gases, a variable amount of water vapour, and dust.

So far as we know at present, the world is composed of some 80 elements; that is, bodies which chemists are unable to resolve into anything simpler. The majority of these elements occur in small quantities.

One element may be associated with another as a mixture, just as you might mix up sand and sugar, each of which would retain its own characteristics: or two or more elements may form a chemical combination which possesses different properties to the elements of which it is composed.

Oxygen and nitrogen are elements, but in the air they are mixed, not chemically combined; therefore each retains its own properties; and consequently, as oxygen is more readily soluble in water than nitrogen, the two gases are not present in water in the same proportion as they

are in the air. In spite of the fact that these two gases form a mixture, the air has a uniform composition, as the oxygen and nitrogen are thoroughly diffused, and the oxygen that is used up by animal life and the combustion of fuel is set free again by vegetation.

Oxygen is necessary for the human system, in order to purify the blood and promote heat. The nitrogen is simply a dilutant to prevent us from living too quickly, which would be the case if we breathed nothing but oxygen. In certain emergencies, however, doctors have to increase the supply of oxygen to their patients. As a rule we should take precautions that in confined spaces, such as dwelling houses, factories, theatres, mine workings, etc., the quantity of oxygen is not reduced below 19 per cent.

Carbon-dioxide is a chemical compound composed of carbon and oxygen. It is familiar to most people as the gas bubbles given off from soda water and similar drinks. It is also given off by baking powder, when it serves to make bread light. When pure, carbon-dioxide is a colourless, odourless gas. We breathe in oxygen which combines with carbon in our lungs, and breathe out carbon-dioxide. This can be proved by heating limestone red hot. The heat decomposes the limestone (which is composed of lime and carbon-dioxide) by driving off the latter and leaving the lime behind. If this lime is placed in water, some of it will be dissolved, thus forming lime water. If the clear lime water is poured off into a glass, and you pass your breath into it through a tube, such as a straw, the water will become milky. This is because you have supplied the necessary carbon-dioxide to combine with the lime in solution, which is thrown down again as carbonate of lime. Carbon-dioxide is also supplied to the air from other sources, such as the combustion of fuel and from volcanoes.

If carbon-dioxide were present in the air in large quantities, it would be harmful to animal life; but fortunately the green leaves of plants, in the presence of sunshine, decompose carbon-dioxide, retaining the carbon for themselves, while setting the oxygen free. If carbon-dioxide were present in the air in lesser quantity than

(Continued overleaf)



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## THE ATMOSPHERE

(Continued from previous page)

It is, vegetation would lack its nourishment. Bulk for bulk, carbon-dioxide is about half as heavy again as air; it therefore tends to sink in stagnant air, such as at the bottom of wells, where it has not unfrequently caused the death of men. Since an open light will become extinguished where there is an excess of carbon-dioxide, before man becomes insensible, the precaution should be taken to lower a naked light down a well to test the air before descending. If there is a dangerous accumulation of carbon-dioxide present, it may be stirred up by attaching a branch, sack or something of that sort to the end of a rope and pumping it up and down.

Water vapour is a very important constituent of the atmosphere. The quantity varies according to the locality and temperature. Far away from large quantities of water, the air may be

comparatively dry, while in the neighbourhood of oceans it may be saturated. The actual amount of moisture necessary to cause saturation increases with the temperature. A saturated atmosphere in a hot climate is very enervating. When a saturated atmosphere is cooled, it can no longer retain all its moisture, the excess being precipitated as rain, hail or snow, according to conditions.

Dust may be looked on as a mechanical impurity in the air; yet it is also of great importance, for to this we owe some of the beautiful sky effects, not only with regard to colour, but the fine particles serve as nuclei on which moisture condenses to form clouds. The presence of dust can be seen as motes in a ray of light. Dust may be terrestrial or of cosmic origin. In the former case the dust may be fine mineral matter from the surface of the ground, or be thrown up by active volcanoes, or it may contain germs of animal and vegetable origin. Meteoric or cosmic dust reaches the earth from some source outside this planet. Meteors or falling stars are small mineral bodies which travel in vast numbers through space, some of which come within the influence of this world. It has been calculated that as many as 20,000,000

meteors are encountered by the earth in twenty-four hours, but these are mostly very small, as their total weight only amounts to about 100 tons. Occasionally a larger meteorite than usual reaches the ground, but the atmosphere acts as a shield to prevent a shower of these stones from bombarding us, for while passing through the atmosphere, the heat generated by friction converts most of them into vapour, which condenses into fine dust.

Besides its chemical and mechanical composition, the atmosphere possesses certain physical properties of great importance. Air, like water, is mobile and can flow, therefore is a fluid; but, unlike water, it is not a liquid under ordinary conditions, though it has been liquefied in the laboratory. Particles of air tend to repel one another, so require external force to hold them in proximity. Air can be compressed; water cannot. Both these properties are utilised by man. If air is compressed in an air compressor, the force locked up may be used to work machinery when it is allowed to expand to its former volume, in much the same way that steam sets machinery in motion. If water in a pipe is pushed at one end, being unable to contract in volume, it transmits the force to the other end. This property has been used to work pumps in mines from a source of power on the surface. Air is denser at sea level than higher up, as the lower layers are subject to the weight of the column of air overhead, which helps to keep the particles of air within bounds.

Air has weight. This may be determined by weighing a vessel full of air and noting its counterpoise, then exhausting the air by means of a vacuum pump and, after hermetically seal-

ing the vessel, weighing it again. The difference will be the weight of the air originally in the vessel. The weight of the column of air above us, when we stand at sea level, is nearly 15lb. per square inch, which means that man is exposed to an immense pressure; but as air permeates his body and presses equally in all directions, no inconvenience is felt. The density of the air, though not appreciable to man, is sufficient to enable insects, birds and aeroplanes to fly. The strength of our blood vessels has been adjusted to ordinary atmospheric pressures, but aeronauts and mountaineers who ascend to great heights suffer from bleeding of the nose, lips and eyes. On the other hand, divers and those who have occasion to work under great pressure, are liable to paralysis. A healthy man can work under a pressure of two atmospheres

(Continued on page 14)

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## THE ATMOSPHERE

(Continued from page 11)

or even 371b., and for a short time even under 64lb., but the latter is apt to be dangerous. From this we see the importance of the density of the atmosphere to the human system.

Another gas, named hydrogen, is lighter than air; so in ordinary coal gas, such as we use in our houses. If a balloon is filled with hydrogen or coal gas, it will rise in the air till it reaches a stratum of such a density that the volume of air displaced equals the weight of the balloon itself.

Were the whole atmosphere of uniform density, its height would be about five miles; but as the density decreases with height, the atmosphere is not likely to end nearer than fifty miles, and can scarcely be more distant than five hundred miles. The limit will be reached when centrifugal force is neutralised by gravity. Half the mass of air is within three or four miles above the ground. Clouds are rarely found higher than five or six miles.

It is the weight of the atmosphere that enables us to draw water up in the suction pipe of a pump. A well-fitting pump bucket, when raised, tends to form a vacuum in the pipe, thus relieving the water in the pipe of atmospheric pressure; but the atmosphere still presses on the surface of the water outside the pipe, and this causes it to fill the space in the pipe that would otherwise be a vacuum. A pressure of 15lb. per square inch is equal to a column of water 34ft. high; but in practice the water does not rise that height, for water dissolves gases, some of which is given off while the water is in motion, thus preventing the formation of a perfect vacuum. Then there is also a certain amount of leakage because of faulty fittings, and the friction of water against the pipe absorbs a certain amount of power.

Owing to the action of gravity, the atmosphere takes upon itself more or less the form of the earth. The earth is not a perfect sphere, but approximates the shape of an orange, being flatter at the Poles than at the Equator. The atmosphere has a still further exaggerated spheroidal form, for to obtain the same pressure at sea level all over the globe the atmosphere must be higher at the Equator than at the Poles, since gravity acts on it with less force at the Equator, where the form of the globe keeps it further away from the centre of the earth. As the earth revolves, centrifugal force is developed. This may be illustrated by tying a weight to a

string and swinging it round and round. The string which connects the weight to your hand represents gravity; the strain on the string, caused by the weight trying to get away from you, represents centrifugal force. Centrifugal force is developed at the Equator, but is absent at the Poles. This force tends to lighten the air by acting contrary to gravity. Again, the heat of tropical regions expands the air, thus making a given volume lighter; so everything points to the atmosphere being higher near the Equator than near the Poles.

(To be continued.)

## THE SILENCE AND THE DEEP

(Dedication to the men of the Royal and Merchant Navies who have died in the War.)

Weep not for us who rest beneath the tide.

Our earthly vigil ended, here we keep

For ever silent watch in silent pride,

Wrapped not in death, but in eternal sleep.

Full many a day we trod the rain-washed decks,

Or stood our watches in the dead of night,

Full wearily we've seen the sun arise,

And set at eventide in blaze of light.

Our duty done, then life could ask no more,

So weary, worn, we answered to the call,

Of Him who stilled the mighty ocean's roar,

And balled Him in our passing, Lord of All.

Grudge us not then our everlasting sleep.

But leave us to the silence and the deep.

—PETER GWYN in "The Navy."

## PLEASE NOTE

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

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

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To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.

To encourage and develop the Navy League Sea Cadet Corps, not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become Good Citizens, by learning discipline, duty and self-respect.

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**THE NAVY LEAGUE JOURNAL**

The Official Organ of the Navy League, Victorian Branch

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Vol. 4.—No. 9.

N.S.W.

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**SEA CADETS**  
**Achievement and Hope**

Since the commencement of the present war the Navy League in New South Wales and in Victoria has the proud achievement of training in the elements of seamanship and signalling more than three hundred Sea Cadets, splendid keen-eyed young Australians with a love of the sea and of their country, who have enlisted in Australia's Fighting Services, principally in the Royal Australian Navy and its auxiliaries. These three hundred odd youths are of the right stuff, and doubtless they would have done their duty even if they had never heard of the Navy League and its Sea Cadet Corps, but it is unquestionable that the League's influence, its atmosphere and its encouragement of a love of country and of things nautical helped in guiding these mentally and physically fit youths into the honoured and honourable service of their homeland. Their natural inclination for a seafaring career was fostered by the voluntary work undertaken in the Sea Cadet Corps and by the fine example of their honorary instructors who, in most cases, were and are ex-seamen with war service to their credit. Additional to these youths who have joined up, the Navy League in New South Wales and in Victoria at present has nearly six hundred young Sea Cadets in voluntary training, all of whom are eagerly looking forward to the day they are old enough to offer themselves in the fighting services of Australia. Their motto is: FOR AUSTRALIA AND THE EMPIRE.

## A HYMN FOR TO-DAY

(This is an overseas version of a hymn, written during the air raids on London, by Rev. Thomas Tiplady, Hon. C.F., Supt. of the Lambeth Mission, London, S.E.1, whose Church—"The Ideal"—has been wrecked by bombs. The hymn has met a need, and over 130,000 copies have been sold within a few months to Churches of all denominations. This version has been written in appreciation of the warm sympathy and gallant help which, in ever-increasing measure, the overseas members of the British Commonwealth of Nations are bringing to the Mother Country in her grim and undaunted struggle to preserve for mankind the democratic way of life.)

"Ere we take our homeward way,  
For our Commonwealth we pray:  
Down the days that lie unseen,  
Guard and guide our King and Queen

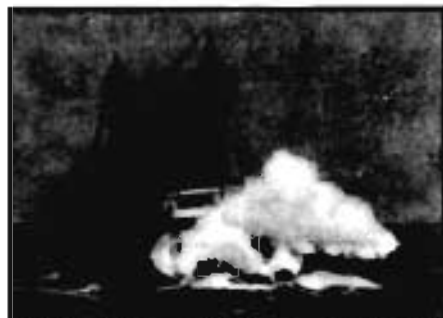
To our Statesmen wisdom lend;  
On Thy strength may they depend;  
Guard our sailors out at sea,  
From all dangers keep them free.

Shield our soldiers where they stand  
Guarding Freedom for our land;  
Bless our airmen in the sky,  
Safe as angels may they fly.

On the railroad be as light  
To the engine driver's sight:  
May each motor driver feel  
Thine own hand upon the wheel.

Every nurse and doctor bless  
In the hour of toil and stress;  
To our wounded, o'er the foam,  
Come as dawn comes here at home.

Lord, Whom stars and tides obey,  
Bring our nation 'neath Thy sway;  
May it seek the light divine,  
And obey no will but Thine."



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The squadron, which is under the command of State Skipper P. E. Scrivener, will be organised in flotillas of 32 vessels each. Each flotilla will comprise four divisions of eight vessels, except at small ports, where there may be a smaller number of vessels in a division.

Vessels will remain under the control of their owners, who will be trained in seamanship, navigation, signalling, and first aid. Duties and training of the patrol will be carried out in spare time and valuable experience will be given to all personnel. A thorough syllabus of training has been approved by the Naval Board.

Men with experience of handling fishing vessels and competent to carry out patrol work outside harbours are particularly sought. Offers of vessels and of personal service should be made to the headquarters of the unit, Broughton House, 181 Clarence Street, Sydney.

## RATES OF PAY IN THE R.A.N.

Rates of pay in the Navy are necessarily varied. An inexperienced ordinary seaman, or equivalent rating, under 18 gets 3/1½ a day, made up of 2/- active pay, 6d. deferred pay, and 7½d. kit allowance. If still inexperienced and over 18 he gets a total of 5/10½ a day.

As the rating advances his pay increases. Able seamen get a daily total of 9/4; experienced stokers get 9/10½; leading seamen and leading stokers get 10/7½ and 11/1½ respectively. Petty officers (seamen) and petty officer stokers receive respec-

tively a daily total of 12/5½ and 12/11½. Cooks get 9/11. Artificers (fitters and turners, etc.) start with as much as 14/5½. Pay is at the rate of seven days a week. All food and accommodation are found. There is an allowance for exchange when overseas.

Married men get a marriage allowance as well of 8/- a day, and, if with one child or more, 4/- a day. There is a straight-out child allowance of 1/8 a day for each child under 18. There is a dependant's allowance at rates which depend on individual circumstances.

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**COMMONWEALTH  
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OF AUSTRALIA****THE BATTLE OF THE ATLANTIC**

By Vice-Admiral J. E. T. HARPER, C.B., M.V.O.

What is the Battle of the Atlantic, and why is it so called?

Throughout history sea fights have received their names from the names of single ships or, in the case of general engagements from the name of the nearest well-known geographical landmark, strait or bay. "Trafalgar" took its name from a Spanish cape, "Jutland" from the nearest land, the battle of "The River Plate" from the river of that name, and the recent successful action in the Mediterranean from that prominent "Cape Matapan." In each of these localities rival fleets met and engaged one another. The meeting was not previously arranged, because in naval warfare rival fleets do not put to sea in battle array with the fixed intention of seeking action with one another; it is rarely, if ever, the case that both sides rush to fight.

The name "The Battle of the Atlantic" has been accepted by the public, and this name will stick. No definite battle has, however, taken place between large naval forces in the North Atlantic; but that ocean, especially its eastern portion, is the scene of Germany's main effort against our shipping.

These attacks on our shipping are, however, not limited to the Atlantic. In a lesser degree attacks may be made and must be met in any part of the seven seas. It can, therefore, be said that the Battle of the Atlantic refers to the contest being waged between the British Empire on the one hand and Germany and Italy on the other hand, to determine whether our supplies can or cannot be transported in safety by sea.

In short, the Battle of the Atlantic is a fight for the control of the High Seas.

In this lies its supreme importance to our war effort, because unless sufficient merchant ships can be kept on the move our food supplies in this country would dwindle to one-quarter of what we now enjoy; the transport of our troops overseas and their supplies would cease, and our gallant air force would be rendered

impotent for lack of fuel. The sea is our life.

The people of Great Britain have shown they have the courage to stand up to the horrors of bombardment from the air, but even the bravest and strongest of us would have to bow to the terrors of starvation.

We experienced a Battle of the Atlantic (although it was not so-called) during the Great War of 1914-1918, but this battle is rendered many times more difficult for us during the present war, partly because the menace from bombing aircraft is added to that from surface craft and submarines, and partly because of the occupation by Germany of ports and aerodromes in France and Norway. The starting point for enemy submarines and aircraft is now much nearer our trade routes, and surface raiders have the advantage of Norwegian waters from which to slip out unobserved. In 1914-1918, moreover, the British, French, Italian, Japanese and, finally, American Navies fought the German Navy. To-day we fight alone. And the Italian Navy has fought against us, while Japan is linked with our enemies. There is also, alas, the additional handicap of our ships being denied the use of bases in Southern Ireland which were used, with such good effect, during the last war.

The solution to the problem of protecting merchant ships on the high seas is to be found in an efficient convoy system, whether the menace is limited, as it was in the Napoleonic wars to surface vessels, or as it was in the last war to surface vessels, submarines and mines, or as it is in this war to aircraft in addition to the weapons formerly in use.

An efficient convoy system depends on careful training, and a sufficiency of escorting vessels and aircraft. The Navy sees to the training of those who man our ships, both naval and mercantile, and the air force to those who man the aircraft. But no amount of training will ensure success if the force available for escort duty is insufficient. This force was insufficient at the beginning of the last war, but the lesson then learned was soon forgotten and our escorting force is still woefully inadequate. This is due, in no small measure, to the influence of

(Continued on next page)

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## THE BATTLE OF THE ATLANTIC

(Continued from previous page)

those misguided idealists who advocated the reduction of our defence forces. The belief is widely held that Hitler's proposed invasion of England was delayed, and possibly abandoned, owing to the preparations made, at the eleventh hour, to counter an attack, but many of those who now hold that belief opposed the policy of the Navy League, which advocated the maintenance of a strong navy and air force to prevent not only a battle of the Atlantic but a world war.

The convoy system works thus: A number of merchant vessels assemble at the port of departure. A conference is then held, which is presided over by a naval officer, attended by the Captains and the Commodore of the convoy, usually an elderly retired naval officer. At this meeting the possible dangers to be met and counter measures to be taken are discussed. Methods of station-keeping, signalling and other details are explained. The ships then sail in company.

Careful station-keeping is necessary by day and by night, and this requires unremitting care on the part of all those in charge on deck or in the engine room. On arrival in a danger zone, which may vary from day to day, the convoy is met by escorting cruisers or destroyers and, on approaching narrow waters, by aircraft. Each merchant ship is also given some form of armament as defence against submarines or aircraft.

No one can say where an attack will develop, or what form it will take. The naval and air forces of the Empire may, therefore, be called

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upon to repel an attack at any point on our widely scattered trade routes.

It is not surprising that there is some shortage of commodities owing to the unavoidable losses of ships and cargoes, combined with the delay caused at the port of departure, the delay on the voyage owing to the speed being regulated by the slowest ship, and the delay at the port of arrival, due to many arrivals at one time.

The Battle of the Atlantic has no boundaries; it covers every ocean, every sea, channel or strait—even every harbour, because the ships which take part in this battle can be attacked from the air while lying in dock.

Every unit of the Royal Navy, a considerable portion of the Royal Air Force, all our merchant vessels and fishing craft, and last, but not least, the people of these islands are engaged in this battle against the sea and air forces of Germany and Italy.

The public has an important part to play, and it cannot too often be stressed that anyone, be he civilian or a member of the forces, who wastes any fuel, food or other commodity in giving direct assistance to our enemies, because every ton of cargo which can be saved is to our advantage.

It has well been said that victory depends on the result of the Battle of the Atlantic. It might be even better said that survival depends on it. On and by the sea the British Empire lives or dies.

### PLEASE NOTE

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

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

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## SEA CADET NOTES

Cheerio to Lieut. Haydon Farr, formerly an honorary officer of the Navy League Sea Cadet Corps, Woolwich.

Mr. Turley, formerly Second Officer of "Victory" Depot, Navy League Sea Cadets, is serving in the R.A.A.F. The good wishes of all Cadets will accompany Mr. Turley.

Cheerio to Mr. Keig at Flinders Naval Base. Thanks for letter. Before joining up, Mr. Keig was a C.P.O. of the Navy League Sea Cadet Corps.

The many friends of Mr. John T. Partridge, Superintendent of the Royal Naval House, Sydney, will be glad to know that he has recovered from his recent severe illness.

When H.M.S. "Anson" was wrecked on the Cornish Coast on the 27th December, 1807, her gallant commander, Captain Lydiard, was

among the many who lost their lives. When a lieutenant, Captain Lydiard had greatly distinguished himself in action against the French, and, later, against the Dutch at the island of Curacao. Lieutenant Lydiard, a direct descendant, served in the world war of 1914-18, and is at present serving in the Royal Australian Naval Reserve.

Officers and Navy League Sea Cadets are requested to bear in mind Saturday, October 18, when the whaler races will be held on the Lane Cove River. Boats and crews should assemble at Woolwich Depot not later than 2.30 p.m. on that date. All Officers and Cadets are cordially invited to be present, together with their friends and supporters.

Glad to know Chief Officer Crosskill is back at Woolwich Depot after serving a period in camp.

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## THE GERMAN TO-DAY

There are amongst us to-day people who assert that the German of 1941 is inferior in fighting quality to his father in 1914-18; they go farther and maintain that the German army to-day is not as ably led and officered as was the old army. As results are the criterion of a nation's ability and fighting efficiency, organization and initiative, surely, we are foolish to minimise German capacity as exemplified by their tremendous and world shaking successes to date: successes achieved on European fields in this war against the flower of the British army, the French, Belgians, Dutch, Poles, Greeks, and now in their mighty assault on Russia. What may happen during the next few months no man knows, but to Sept. 1941, the German star has been, and still is brilliantly outshining all other stars in Martian glory. It is obvious that if Germany completely defeats Russia the British Empire will be the next victim to face the fiery ordeal. Make no mistake, Germany will side-step the British and American naval power and utilise the land and the air. Germany has a gigantic and hard task, but she is strong and relentless. With a few notable exceptions, most of the British Empire can be challenged without recourse to long ocean

voyages, and this is precisely what Germany aims to do. The obstacles are very formidable, but an extremely powerful foe, superbly led, organized and equipped with mechanised and air units will take a power of stopping if, and when, Russia is brought to her knees. There is no doubt that the German leader intends to fully exploit the land and air avenues to achieve his aims without at present offering any serious challenge to British sea-power other than merchant tonnage. Should Russia fall Iran, Iraq, Turkey, Egypt, Syria and Palestine will certainly come within the striking power of German arms. The influence on Spain and Portugal would be seen almost immediately in their more pronounced swing to Berlin. Without under-rating the immensity of the task which confronts Germany, it is not difficult to visualize the tremendous efforts Britain would have to make to successfully fight her off and preserve British African possessions—India, Burma, Malaya. The fate of these places, and perhaps Australia and New Zealand too, will depend on the result of the Russo-German conflict, and on man-power, organization, air-craft, mechanised equipment, superlative leadership, and—Japan.

### TONNAGE

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

This may be ascertained by calculating the volume in cubic feet of the water displaced by the ship when afloat and dividing by 25, as there are 25 cubic feet of sea water to one ton.

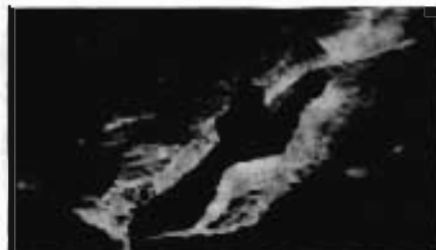
For merchant vessels there are three tonnages: The gross, the net or register tonnage, and the dead weight.

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

partments are, however, excluded.

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

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



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Photo courtesy "H.M.C. News"

*H.M.A.S. "Perth" narrowly escapes destruction.  
This picture shows one of the many bombs aimed  
at the ship and exploding nearby.*

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THIS ASSOCIATION is non-political and non-sectarian, and does not take part in industrial disputes.

MEMBERSHIP is restricted to Officers and Men who have served in the Royal Navy, Royal Dominion Navies, and Royal Marines for a period of at least 12 months and are now retired.

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This Association works for you and yours. When you return to civilian life, join up with us — attend our monthly meetings, and keep in touch with your old shipmates.

### ALL ENQUIRIES ARE WELCOME

Further information may be obtained from Section Secretaries.

### SECTION ADDRESSES:

Victoria: 390 Russell Street, Melbourne. Phone: F 5740. Meetings: Victoria Hall, Russell Street Melbourne (1st Wednesday).

New South Wales: 75 Pitt Street, Sydney, or Box 3082NN, G.P.O. Phone: BW 5036-UM 8193. Meetings: I.O.O.F. Hall, 100 Clarence Street, Sydney (4th Monday).

South Australia: 12 Herbert Street, Franklin, South Australia. Meetings: Association Hall, Lipson Street, Port Adelaide (1st Tuesday).

West Australia: Box 1095N, G.P.O., Perth, West Australia. Meetings: Club Room, Marquis Street, Perth (3rd Tuesday).

Newcastle: 131 Dunbar Street, Stockton. Phone: Stockton 10. Meetings: Anzac Hall, Parkin Street, Newcastle (2nd Saturday).

AUTHORISED BY THE CENTRAL COUNCIL

R. M. SOMMERVILLE, Hon. Federal Secretary, 19 Gertling Street, Lane Cove, Sydney.

## DEFENDING MALAYA

In British Malaya, Australian squadrons are standing by and are being trained to achieve close co-ordination with other defence arms.

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reconnaissance squadrons would equal that of the Sunderland Squadron in Great Britain.

Nine members of the R.A.A.F. have gained the Distinguished Flying Cross, one the Distinguished Flying Medal and seven more have been mentioned in despatches. An Australian serving as a member of the R.A.F. has won the Victoria Cross and 37 have been awarded the D.F.C. The V.C. winner and 24 of the D.F.C. winners were trained at Point Cook, Victoria.

—From the Department of Information.

## OBITUARY

Captain Maurice Blackwood, D.S.O., R.N., who died on the 27th August last, had a distinguished career in the Royal Navy. Captain Blackwood served afloat throughout the World War of 1914-18, and when this war broke out he at once offered his services, although retired, and served afloat until the illness which proved fatal compelled him to relinquish his active service in the war.

Captain Blackwood was a member of the Navy League Executive Committee, N.S.W. Branch prior to the war and took a great interest in the Navy League Sea Cadets and their work.

To Mrs. Blackwood and family the Navy League extends its sincere condolence.

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## THE ATMOSPHERE

(By F. Deavers-Power, F.G.S.)

(Continued from last issue)

Sunlight appears white, but is really composed of rays of different wave lengths, each of which, if observed singly, has a characteristic colour. These colours are seen in the rainbow or through a prism as red, orange, yellow, green, blue indigo and violet. The red rays have the longest wave length, the other colours have shorter in consecutive order, the violet have the shortest. Besides the visible colours, which give off luminous rays, there are others past the red that we cannot see, called infra-red, which are heat rays. The invisible rays at the other end of the spectrum are known as ultra-violet or chemical rays.

Breaking up a beam of white light into its constituent parts is known as "dispersion," and may be brought about by various substances, such as a glass prism, or spray of water. The extent of the separation of the colours depends on the magnitude of the refracting angle: the greater the angle, the greater the effect of dispersion; it also varies with the medium.

We can confirm the fact that white light is composed of colours by reversing matters. This may be done by constructing what is known as Newton's disc, which consists of a disc divided into sectors, painted in the colours as they appear in the rainbow. When this disc is rapidly revolved, the colours can no longer be distinguished and the disc will appear to be white.

The blue colour of the sky is due to the scattering of light by small particles in the air. Were it not for this, the sky would appear black. Light is only rendered visible because the particles of dust in its track are illuminated by it. Remove these particles and the beam of light would be invisible. This can be demonstrated by darkening a room and allowing a ray of light to pass into it through a small hole. If the end of a poker is made red hot and placed in the track of the sunbeam, the dust is burnt up, and the end of the poker will be surrounded in darkness.

A perpendicular ray of light passing from one transparent medium to another of greater density, as from air into water, will continue in a straight line without deviation, though in the denser medium its velocity will be diminished; if, however, a ray passes through the air at an oblique angle, it will not continue in the same direction when it passes into the water, but will

dip towards that portion of a line drawn perpendicular to the boundary surface of the media which is in the water. This phenomena is known as "refraction." If a ray of light is passed through the water to the air, the above course will be reversed. Should a ray of light enter the water at a very oblique angle, the ray in passing out of the water may be parallel with the boundary surface of air and water, or may even be unable to pass out of the water; this will cause total internal reflection. A simple experiment can be made by placing a straight stick vertically in water; it still appears straight, but shorter than it actually is. If, however, the stick is placed at an oblique angle, that portion in the water will appear to be bent upward. A pool of water appears to be shallower than it really is on account of refraction, an error often experienced by bathers. This may be illustrated by placing a coin in a teacup, and then moving back just far enough not to be able to see it; if water is now poured into the teacup, the coin will again come into view.

Refraction, or the bending at an angle of a ray of light, is always accompanied by reflection. When we see an object reflected in water, the rays from the object partly enter the water and become refracted and are partly reflected from the surface towards the observer. It is on account of some of the light being refracted that the reflected object is not so vivid as the actual object.

(To be continued)

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To enlist the support of all classes in Maintaining the Navy at the Requisite Standard of Strength, not only with a view to the safety of our Empire, but also with the object of securing British prestige on every sea, and protecting our vast Mercantile Marine.

To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in Conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.

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## NELSON

Twenty-first of October, 136 years ago, Admiral Lord Nelson died in the hour of his greatest triumph. As Napoleon has been accepted as the world's greatest soldier, so the world has recorded Nelson as the greatest of seamen. Perhaps when the true history of this war is written another Napoleon or Nelson will be given pride of place: of that no man can at present judge. Though Trafalgar was one of the most decisive naval battles of all time, the losses is now compared with the standards to-day were surprisingly light. The British casualties were 448 killed and 1,241 wounded. The destruction of a single ship—the British battle-cruiser, "Hood," in the Atlantic recently by the new German battleship, "Bismarck" (herself sunk later by the British), entailed the deaths in action or drowning of more than fourteen hundred gallant officers and men. Whatever future history may record, Nelson and Trafalgar will endure as Britain's crowning achievement in naval leadership and victory in the days of ships of oak and sail.

Nelson's famous prayer, written some hours before the Battle of Trafalgar:

*"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 anyone tarnish it, and may humanity after victory be the predominant feature in the British Fleet."*

*"For myself individually I commit my life to Him that made me, and may His Blessing alight on my endeavours for serving my country faithfully. To Him I resign myself—and the just cause which is entrusted to me to defend. Amen."*

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## NAVY LEAGUE SEA CADET CORPS COMES OF AGE

Twenty-one years ago, 21st October, 1920 (Nelson Day), the Navy League, N.S.W. Branch, launched its first Sea Cadet Company at Royal Naval House, Sydney, in the presence of a distinguished gathering of visitors and citizens. The Executive Committee of the League had previously adopted the Secretary's (Captain Beale) recommendation that a Sea Cadet Corps, similar to that already existing in England and Canada, should be established in New South Wales. Mr. W. L. Hammer, of Cockatoo Island Dockyard, expressed his willingness to co-operate in the formation of the first unit at Balmain and was appointed to the command, being the first officer to occupy the position. The unit was the first established by the Navy League in Australia, and consisted of boys between the ages of 10 and 14 years. Later, the age was raised to 18 years and the Corps comprised junior and senior divisions. Since the Corps' inception twenty-one years ago, many thousands of young Australians have been associated with it and more than 600 (including enlistments in the present war) have adopted seafaring careers.

## THE NAVY'S HARDEST TASK

By FRANCIS McMURTRIE, in the "NAVY"

It is a curious but unfortunate fact that, in spite of the trouble taken by the Press to explain the position at sea in the simplest terms, there are still many people in this country who appear incapable of appreciating the tremendous task the Royal Navy has in hand.

From time to time I come across individuals who imagine themselves to be well informed of the progress of events, yet utter such inane remarks as "Why isn't the Navy doing something about it?" or "It's a long time since the Navy did anything."

Short of sending such critics to sea in a corvette, where they would doubtless continue to produce foolish comments at the most inappropriate moments, it is hard to drive it into their heads that the Navy was never busier or faced with a tougher proposition. In the war of 1778-83, in which the combined attack of France, Spain and the Netherlands "became a grave menace to England's existence as a great

power," our sea forces were given much more breathing space than they are able to obtain to-day, so greatly has the pace of warfare been accelerated.

For the first eight months of the war the situation at sea, though serious, appeared to be well in hand. It is true that the enemy started unrestricted submarine warfare against commerce at the very outset, so that the intensity of the attack was the same as in 1917; but this time the Royal Navy was forearmed with the antidote. In a very few weeks a system of convoy was in full operation. Moreover, our warships were armed with an ample supply of depth charges, the weapon which the U-boat fears most.

It was the surrender of France that precipitated a crisis. With the withdrawal from Allied Service of almost the whole of the French fleet it was no longer possible to spare enough escorts to ensure the safety of every convoy. To make matters worse, almost simultaneously Italy entered the war, with a navy comprising six battleships, 19 modern cruisers, over 100 destroyers and seagoing torpedo boats, and a similar number of submarines.

To many neutral observers the situation at this stage may well have seemed desperate, and our Navy's task an impossible one. Yet there was no flinching on the naval side, whatever qualms civilians of the type already described

may have felt. Steps were at once taken to reinforce the British Mediterranean Fleet, and in the absence of any guarantee that French warships at Oran and Dakar would not be used against us, drastic action was taken to immobilise them by force. In consequence, the battleships "Richelieu," "Dunkerque" and "Provence" remain in a state of disablement, while the "Bretagne" has become a total loss.

Fortunately, we are able to dispose of one invaluable asset in the quality of our naval personnel, which counted for everything in this crisis. A parallel to this can be found in 1778, when, as observed by Sir William James, "England could command the services of men who had won their spurs in the Seven Years' War," and "possessed the will to win."

It is to this advantage that we owe the fact that, every time the Italian fleet has met ours, its paper superiority has proved illusory. Leaders such as Sir Andrew Cunningham, Sir James Somerville, and Sir Henry Pridham-Wippell, trained in 1914-18, have been able to achieve victory in spite of the odds against them. In the first fight between cruisers, H.M.A.S. "Sydney" had no difficulty in defeating two Italian ships, each of which was her nominal equal in armament. One of her opponents was destroyed, and the other fled after being set on fire. Only a single hit was received by the "Sydney," doing some damage to a funnel and slightly wounding a couple of men.

In the Battle of Cape Matapan the story was similar, three Italian cruisers being sunk without loss to us. Again, in the night torpedo attack made on the Italian fleet at Taranto on Novem-

ber 11th, 1940, by aircraft from H.M.S. "Illustrious" and "Eagle," the battleship "Conte di Cavour" was sunk, and two other battleships and a couple of cruisers disabled for some time to come.

At times, it is true, our naval forces have been obliged to fight under conditions which have made their task almost impossible. But for superhuman efforts on the part of all concerned, backed up by remarkable foresight in organising an immense flotilla of small auxiliary craft, the withdrawal from Dunkirk might well have been a disaster. As it was, the losses in men-of-war of the categories most in demand for anti-submarine duties were decidedly serious.

In the evacuation of British troops from Greece, and later from the island of Crete, similar handicaps were imposed on the Royal Navy. Should such hazardous military operations as these again be undertaken in future, it may well become a question whether, if they prove unsuccessful, we shall be able to afford the lavish expenditure of valuable warships, with their trained personnel, for the sake of bringing away military units whose importance in present circumstances cannot be rated so highly.

(Continued on next page)

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## THE NAVY'S HARDEST TASK

(Continued from previous page)

It may be as well to examine the extent of our losses in cruisers and destroyers since the war began. So far we have lost nine cruisers, the "Bonaventure," "Fiji," "Gloucester," "Southampton," "York," "Effingham," "Calypso," "Calcutta," and "Curlew." It will be found that four of these, or over 44 per cent of the total number, and nearly 48 per cent of the total tonnage, were sunk during the Cretan withdrawal.

Of destroyers we have lost exactly 50, so that the reinforcement of 50 received from the United States Navy last September did no more than make up for wastage. In fact, owing to the ex-American vessels being of an old type, this is actually an over-statement.

Dunkirk deprived us of six destroyers, three others having been lost in coastal operations in support of the Army a few days earlier. Seven French destroyers, which otherwise might conceivably have been retained for Allied service after the collapse of French resistance, were also sacrificed at Dunkirk. During the evacuation of British troops from the Greek mainland and from Crete, our destroyer losses numbered eight, some of them ships of the latest type.

Even more serious than the actual sinking of these valuable cruisers and destroyers is the loss of the brave and highly skilled officers and men who manned them.

Fortunately, new warships which were on order when war began, or which have been put in hand since, are being delivered with increasing frequency. Thus the deficiency in escorts is being slowly but steadily remedied, with a consequent rise in the rate of U-boat mortality.

This increasing of U-boat destruction was emphasised last month by Mr. A. V. Alexander, who said:

"It was on the Atlantic that our life depended and if we defeated the U-boat and the long range aircraft our strength would steadily become overwhelming. As to the defeat of the U-boat, he was not going to give facts and figures for which the German Intelligence Service would certainly be prepared to pay many thousands of pounds. He would say, however, that during a recent period he received a series of reports which would encourage any First Lord.

"There was a room at the Admiralty containing a number of highly sceptical officers, who refused to accept any doubtful claims to the destruction of U-boats. The gentleman who had the job of passing a camel through the eye of a needle was on an easy wicket compared with the captains of our little ships who hopefully report an attack upon a U-boat. When he was informed that a U-boat had been accepted as destroyed he knew that there was no shadow of doubt that she was in Davy Jones's locker."

## PLEASE NOTE

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

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**T**HE myth that Australia is predominantly an agricultural country with little possibility of developing heavy industries to world standards has vanished after two years of war. The history of Australia's munitions industry is a record of resource and tireless energy which has worked the miracle of achieving what so many well-qualified critics had declared was unattainable.

The report of Sir Alexander Roger, the leader of the British Ministry of Supply Mission which was present at the Eastern Group Supply Conference at Delhi last year, throws into relief the remarkable achievements since the war began of Australian engineers and workmen.

"It is quite clear," the report states, "that the possibilities for the production of armaments and war supplies generally in Australia far exceed the possibilities of any other country in the Eastern Group. The engineering industry has been developed to a very high extent and developed too, on the latest and best production methods. The manufacture on a mass scale of such articles as radio sets, petrol pumps, shoe machinery, motor tyres, refrigerators, electrical equipment generally, agricultural machinery, automobile bodies and all forms of wire and cable have provided a framework on to which it has been possible to graft an ambitious programme of munitions production with much less difficulty than will be the case in either India or South Africa.

## GIANT STRIDES IN MUNITIONS PRODUCTION

### AUSTRALIAN RECORD

"Labour itself, while limited in numbers so far as the skilled element is concerned, is intelligent and very adaptable. Managements are not frightened by the obvious difficulties which face them. If they cannot obtain the plant they require, they will, if it is humanly possible, make such plant for themselves. We have been astonished at the speed with which manufacturing programmes, both large and small, have been planned, put into operation and brought to fruition. We are of the opinion that this should be brought to the notice of His Majesty's Government in order that they may consider whether it might not be advisable to give some measure of priority to Australia in the supply of those items of highly specialised plant which have not been, and cannot be, made in the country and for the lack of which important programmes may be held up.

The scope of this development has been vast both in the quantity and variety of types of munitions produced. Figures, when they measure in millions, become vague reflections of the achievement. The production of small arms ammunition in four Government factory units alone is many millions a week. It is more significant that actual production is 50 per cent. above designed production; that new factories are being built rapidly in a number of States and that it will not be very long before Australia will produce more small arms ammunition than Great Britain herself.

Australia entered the war with less than 20 of one type of anti-aircraft gun—a 3 inch 20 cwt. weapon mounted on a mobile carriage. Now the most modern type of anti-aircraft gun—the 3.7 inch—is being turned out in weekly batches—an all-Australian-made gun that could toss a shell over Mt. Everest with room to spare.

There is a single component in this gun, the fuse setting cam, which is a piece of steel machined out in a series of blended curves in three dimensions with no less than 800 separate measuring points. Each measurement must be accurate to one-ten-thousandth of an inch; and this and similar jobs are being performed all over Australia, frequently in shops where the standard commercial tolerance, or margin of accuracy, might have been one-thirty-second or one-sixty-fourth of an inch.

Fifty Australian firms, co-operating under a major contractor, have succeeded, in face of exceedingly difficult problems of metallurgy and machining, in bringing the two-pounder anti-tank gun to the mass production stage. They are stepping up production to-day, but very soon they will be stepping it down—to develop the manufacture of a much heavier type of mobile anti-tank gun which will supersede the two-pounder.

Then there is the romance of optical munitions, the development in Australia of an en-

tirely new industry in face of technical problems that were stated to be impossible of solution. The last war had nearly ended before Britain and America had established satisfactorily the production of precision lenses, prisms, telescopic gun-sights, dial sights, range finders and the like. The tolerance in some of these instruments is fantastically small. Measurements in certain cases must be accurate to one-millionth of an inch—or a thousandth of the thickness of a cigarette paper.

Intensive experimentation has evolved substitutes for the rarer types of optical glass of which Germany had, virtually, a world monopoly. The industry has been established; it is in production and it has come to stay.

Behind the production of every gun, shell, Bren-gun carrier and telescopic sight are thousands of machine tools. When the engineer sets out to make an article he must first make a tool. The simple phrase: "Australia makes her own machine tools" covers an epic of determination, ingenuity, hard work and courage.

Members of the British Supply Mission summed up after they had seen what Australia was doing: "Our people at home should know at once how you have tackled such and such a job. We want you to let us have the fullest particulars so that our munitions industry can benefit from your enterprise and ingenuity."

But it is well to remember that, great as the achievement has been, there is still more to be done. Australian industry has laid the foundations; Australian industry must finish the job.

—From Dept. of Information

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**SEA CADET NOTES***A Group of Navy League Sea Cadets who are now serving Australia and the Empire.*

Cadets representing North Sydney, Woolwich and Manly units, under the command of Mr. Williams, were present in Martin Place, Sydney, on the occasion of the Commonwealth War Loan Rally, on October 8th.

October 18th have been postponed to November 15th, owing to the numerous calls made on the cadets in recent weeks. The races will be held on the Lane Cove River, Woolwich, as previously announced.

On the invitation of the Board of Directors of Mort's Dock & Engineering Company Ltd., cadets from North Sydney, Woolwich and Manly Companies, under the command of Mr. Collins, witnessed the launching of H.M.I.S. "Punjab" by Her Excellency the Lady Gowrie. After the ceremony the cadets were provided with light refreshments.

A well attended parade of cadets under Mr. J. H. Hammond took part in the Dedication Service held in Martin Place on the 18th October. Mr. Barton, O.C. Manly unit, is assured of a good muster of cadets on the occasion of the big parade to be held in Manly in December.

Commander R. G. Hart, R.D., R.N.R. (Rtd.), Superintendent of the Sydney Sailors' Home since 1923, has lost none of his breeziness since he retired from the sea.

Commander Hart served in the 10th Cruiser Squadron in the World War. The Rear-Admiral in command was Sir Dudley de Chair (afterwards Governor of New South Wales) and the patrol stretched from Norway, via Iceland, to the Greenland coast. Commander Hart, in reminiscent mood, regales his listeners with stories of a landing party's "moist" reception by the Icelanders, and of many experiences afloat, in calm and storm, ice and fog, and, over all, the colourful and mysterious phenomenon of the Aurora Borealis. Commander and Mrs. Hart have entertained many of our cadets.

The Sea Cadets boat races set down for



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**QUEER SEA HAPPENINGS**

In 1892 the full-rigged ship, "Aberfoyle," of Glasgow, was running her easting down between the Crozets and Kerguelen Island, about half way from the Cape of Good Hope to Australia.

Taking in sail on a pitch black night in the middle watch, an apprentice fell from the fore upper topsail yard. Lifebuoys were thrown to the lad as he tore past the ship's poop on the crest of a huge wave, but nothing else could be done, for had the ship been brought to the wind she would have been damasted and the heavy sea would have stove in her hatches, for her to go down like a stone.

Eighteen days later the vessel berthed at the Port Melbourne Town Pier. Half an hour after mooring, one of the remaining apprentices left their quarters to return the dinner-kids to the galley. When passing the recently placed gangway, he was observed to throw up his arms, scatter the empty kids around the deck, and scream "Teddy: his ghost coming up the gangway." He then fell in a faint across the half-deck door sill. However, it wasn't Teddy's ghost, but Teddy himself. After being in the water supported by a lifebuoy for nearly thirty hours, he had been picked up by the four-masted barque, "Glenisla," of Dundee, and in that vessel had beaten his own ship to port. He rejoined his own ship and finished serving his time in her, to be finally lost some three years later as second mate, while the ship was still in tow of the Frederickstad tug.

This was believed to be an act of murder by a member of a mutinous crew. Later in the voyage the first mate was found to be unaccountably missing while the ship was in the doldrums of the North Atlantic, while the Captain, Robertson, died while the ship was running her easting down.

—oOo—

The first "Victory" was 560 tons.

The last "Victory" was 2,162 tons.

The first had six, and the last thirty-one sails.

Cost of first, £3,500. Cost of last, £100,000.

The "Victory" carried a crew of over 800 men. She had 55 officers, and amongst the crew there were 31 boy powder monkeys, eleven of them under fourteen years of age, and one little chap of ten.

**NELSON**

By S. A. PIDGEON, R.D. (Captain, R.N.R., Retired)

Not a great man physically, a man minus an arm and an eye, a man of many failings, a man who always suffered when the sea was rough.

A boy whose chance of growing up to manhood seemed remote.

A man who felt prematurely old at forty, who was often oppressed and pessimistic, always impetuous and often petulant, a man who had more than his share of illness—such was Nelson.

Trafalgar Day calls to mind a visit paid to Nelson's birthplace at Burnham Thorpe, a small village in north-west Norfolk, where, in 1934, I had the privilege of seeing the place where our hero spent his boyhood.

The village has not altered very much since Nelson lived there, and the church, All Saints, where his father, the Rev. Edmund Nelson, was the Rector for forty-six years, has been restored to as near as possible exactly as it was one hundred and seventy years ago.

On the chancel floor is a stone with the plain inscription upon it: "The grave of the Rev. Edmund Nelson, Rector of this parish," and beside it is the grave of Catherine Nelson, his wife.

On the wall of the chancel is a bust of Lord Nelson in marble, a most beautiful memorial, which faces one of his father on the opposite wall. The lectern, made from oak of the "Victory," presented by the Lords of the Admiralty, bears this inscription:

"To the Glory of God and the memory of Horatio Nelson, this lectern, made from the wood of H.M.S. 'Victory,' on the deck of which he fell, thanking God that he had done his duty, is dedicated A.D. 1886."

There are several stories of the early life of Nelson, showing the character of the child, and some of these are specially attractive to the visitor to Burnham Thorpe, as the particular scenes referred to can readily be identified.

The terrors of a midnight visit to a churchyard for the country folk a century ago are well known, and the people of Burnham Thorpe even to-day are certainly not free from superstition. Nelson, known already as a courageous lad, was dared by his companions to go to the churchyard at midnight and bring back as evidence of his visit a twig from the yew tree standing beside the church. He went at the appointed hour and returned with the evidence of his visit. The yew tree can be seen to-day

(Continued on next page)

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## NELSON

(Continued from previous page)

close to the church at the south-west corner, looking very much as it did one hundred and seventy years ago.

Another story is that when a mere child he strayed from home bird-neating in company with a cowboy. The dinner hour passed, but he was absent and could not be found. The alarm of the family became very great, for they feared that he had been carried off by gipsies. At length, after a search had been made for him in various directions, he was discovered alone, sitting composedly by the side of a brook which he could not get over. "I

wonder, child," said his grandmother when she saw him. "that hunger and fear did not drive you home." "Fear, grandmamma," replied the boy, "I never saw fear; what is it?"

There are numerous short stories which go to show his early indications of that indomitable courage which, in after life, infected the entire Navy, whose love for his men rendered him the most popular commander afloat, whose wonderful pluck made his ship a terror to the enemy, whose powers of seeing the weak spot in the enemy's tactics and striking home amounted to inspiration, whose tenacity of purpose was marvellous, whose strong religious convictions enabled him to conquer where others would have failed, whose confidence in himself was equalled only by his freedom from bluster and self-assertion.

His name looms large through the mists of time and exercises an influence for good which only the true hero can exert on his country, whose fame burns undimmed, whose transcendent genius even more fully than when at the conclusion of a great life he laid down that life for his country's welfare.

With Trafalgar and Nelson, we think of his ship, H.M.S. "Victory." How glad we are to know that this beautiful monument to Nelson and his old sailing Navy is safe in dock, and visited by thousands of our people, to be a source of inspiration to young and old, for years to come.

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## THE ATMOSPHERE

(By E. Danvers Power, F.G.S.)

(Continued from last issue)

A common phenomenon noticed on hot days is the quivering appearance above the ground, called by some people "heat rising." We cannot, however, see heat, but only its effects. This quivering is due to the irregular refraction of light as it passes through moving layers of air of different densities, for as one layer is heated by the ground, it expands and rises, and its place is taken by a cooler layer which, in turn, becomes heated and behaves in a similar manner. A mirage is an image of some object, that may be out of sight, which is made to appear above the surface of the ground, owing to refraction and reflection. The object may appear in its natural position, reversed, or double. This optical phenomenon is more often seen in hot or cold countries than in those which are temperate, since the necessary contrasts of temperature are more frequently met with in such places. As the lower stratum of air becomes heated when passing over hot ground, it expands and its density is decreased. A ray of light from a distant object, situated in a denser medium, entering this rarefied air at an oblique angle, nearly parallel to the earth's surface, becomes

more and more refracted, forming a concave curve, and the rays of light that, under ordinary circumstances would strike the ground, reach the eye and make the image appear as if reflected on the ground, just as a tree may be reflected from water. If the object reflected is the sky, it will look like water, and the delusion is more complete on account of the irregular surface of the ground and the rising of the heated air, which gives a wave-like effect. When at sea, the denser layer of air is next the sur-

(Continued on next page)

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**THE ATMOSPHERE**

(Continued from previous page)

face of the water, and the rarer layers higher up. In this case a convex curve is formed by refraction and the image would appear to be in the sky.

Transparency is simply a matter of degree. Substances such as air, water and glass all cut off a number of rays of light, no matter how thin the layer; but if sufficiently thick, they become opaque. A mixture of two transparent substances may cause reflection to take place so often that they become impervious to light. It is on account of this repeated reflection that clouds appear black as their transmitted light is diminished. On the other hand, their whiteness is due to reflected light.

In a medium of uniform density like water, deflected light occurs in a straight line; but with our atmosphere the density becomes less at high altitudes, so the deflection takes the form of a curve. One result of this is that we do not see the heavenly bodies in their true positions except when overhead, as this deflection causes us to see the sun, moon and stars above the places they actually occupy. In other words, we see them above the horizon when they are actually below it. In temperate climates the time of apparent sunrise is hastened, while the apparent sunset is retarded; thus we get twilight. At the Poles the periods of light and darkness are extended into several consecutive days of twenty-four hours' duration.

When the sun or moon appear near the horizon, they seem to be distorted and look oval instead of circular. This peculiarity is due to the fact that the amount of refraction changes rapidly near the horizon, being greater below than above, thus raising the lower edges of these luminaries more than the upper, which causes a reduction of the vertical diameter, but does not affect the horizontal diameter. When near the horizon the sun is usually a reddish colour. A similar effect is observed when the sun is seen through a fog: we are also familiar with the beautiful red and yellow tints of sunrise and sunset, which are due to the red rays of light being less refracted than the blue at the other end of the spectrum, which are reflected from dust particles, water vapour and ice crystals.

Nitrogen and oxygen, the main constituents of air, absorb scarcely any heat from the sun, the sun's rays passing through them nearly as

readily as through a vacuum. It is very different, however, with carbon-dioxide and water vapour, which possess a very considerable absorbent power. This heat is not all lost to the earth, for though some is radiated outward, more is sent down to warm the lower air and surface of the ground. It is well known that the air is always warmer on cloudy nights than when the sky is clear. The lower portion of the atmosphere contains practically all the water and water vapour, the upper region being so rarefied that it cannot absorb much heat. It will thus be clear why the lower layer of air, though furthest from the sun, is warmer than the higher layer which is nearer to the source of heat. There is a fairly rapid fall in temperature as we rise from the lower layer of air to, say, about eight miles, while the temperature varies very slightly above that.

Wind is air in motion. The direction from which a wind blows is indicated by a wind-vane or weather-cock, while the rate at which it travels is measured by a little instrument called an anemometer, which is like a miniature windmill, the revolutions of which are registered by suitable mechanism. Wind distributes heat by carrying it from a warm place to a colder region, or the reverse. Cold is only a degree of heat. Winds may be hot or cold; wet or dry. Some winds leave sickness in their train, while others bring health with them. The former are mostly those which blow over populated land; the latter over oceans. Man applies wind to his use for propelling sailing vessels; he also converts it into mechanical power by means of windmills.

Wind is caused by a difference in weight or pressure of the atmosphere in different parts. This is brought about by the layer of air next the earth becoming warmer than that higher up: it expands and is displaced by the colder and heavier air. Air is circulated on the same principle in a room heated by a stove, when the air in the neighbourhood of the stove is warmed and rises to the ceiling where it passes away through the holes left for ventilation, while the cold air from outside travels along the floor to replace it. The warmer air near the ceiling may be felt without having to prove its presence with a thermometer. The direction of the current can be determined by the deflection of a candle flame held in different parts of the room.

(To be concluded)

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### SUPPLIES TO RUSSIA

Supporters of Russia were shocked to learn of the cessation of supplies to that country via Vladivostok. The reasons for the stoppage are obvious.

Routes remaining open are Archangel, the Caucasus, the Caspian Sea and India. To Archangel means past the north of German-occupied Norway and within the range of long-distance heavy bombers and submarines; the second and third means beating the Germans to the Caucasus and the Caspian. Supplies via the Indian frontier can have very little influence on Russia's western front.

Many people have planned their faith on the Archangel route without full knowledge of the realities. Archangel in normal years is icebound from November to May, and even assuming that ice-breakers succeed in the difficult task of maintaining channels of open water throughout the Arctic winter, there is the problem of handling cargo under adverse climatic conditions. While port facilities are better than a few years ago, it is extremely doubtful whether large volumes of heavy material can be expeditiously dealt with there. Railway equipment is also limited and haulage in a snow-bound land to points south with heavy goods for the armies will be a slow process. Archangel is 700 miles north of Moscow and is most widely known as the place where British, American and French troops in 1918-19 suffered many casualties, much frost-bite and physical suffering at the price of millions of pounds sterling and, through no fault of their own, accomplished exactly nothing.

The Caucasian and Caspian routes through Iran are the climatic opposites to the White Sea route and no less difficult or costly. That giant efforts are being organised to cope with the problems of transport and delivery is certain, but no short view of the situation will help, and those wishful optimists who see supplies "pouring" along to the sorely tried Russians are living outside reality.



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**THE MEN OF THE SEA**

Bishop Hillard, speaking in Sydney recently, emphasised the part played by the Navy and merchantmen in assisting to maintain the rights and liberties of the world.

"Many of the brightest pages in our national life have been written by these men who go down to the sea in ships and do business in great waters," he said. "All great crises in our national life have been bound up with the supremacy of the sea. We think of the struggle with Spain in the 16th century and with Germany in the 20th century, and remember that it was the supremacy of the seas and the courage of our men of the Navy who sailed them that kept for us the freedom and liberty we enjoy to-day. We think, too, of the work of the mercantile marine in mine-sweeping, in conveying supplies and men through danger zones, a duty performed with courage and devotion, and thank God for such service. In every instance, these sacrifices were for the liberty and freedom of the human race."

We in Australia had reason to think gratefully of men like Cook and Phillip, who discovered and helped to make possible settlement in this country. Other brave men carried the flag to unknown parts of the world, opening up routes for trade and commerce and preserving the rights of those who used them.

**COMPLIMENT TO THE RED  
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The "Empress of Britain" visited Australia some years ago. In the present war this fine ship rendered good service till she was attacked and sunk by the Germans off the Irish Coast.



*A British lifeboat beached in a storm.*

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## HEROIC DEEDS OF ARMED MERCHANT CRUISERS

By E. R. YARHAM, F.R.G.S.

The might of the Royal Navy is felt over the whole of the vast stretches of the Seven Seas, as the Germans and Italians know to their cost; as soon as an enemy ship makes a move it is spotted by one of the Navy's vigilant watchdogs of the oceans.

Yet powerful and numerous as are its components, in a war like this even the Royal Navy would be unable to carry out its multifarious duties, covering millions of square miles of ocean, without the aid of scores of vessels normally employed in commercial pursuits, and never intended to act in the role of warships.

Most famous of these are the armed merchant cruisers, whose feats of daring are already immortal on the Navy's roll of honour, although the world seldom hears of them, except on such memorable occasions as when the "Rawalpindi," formerly a P. & O. liner, fought with a Nazi pocket battleship "Deutschland" until every gun was put out of action and the whole ship ablaze, and when the "Jervis Bay" sacrificed herself so that the ships she was convoying could escape the powerful enemy raider.

Those memorable actions are typical of the glorious and unflinching determination maintained by the crews of the Royal Navy's armed merchant cruisers, although they are often called upon to face overwhelming odds. Their duties take them into every ocean: in the Far North they form part of the celebrated Northern Patrol, watching the wild seas between Scotland, the North Cape, Iceland and Greenland, and where the "Rawalpindi" plunged to her doom, unconquered, and with flag still flying. The task of the Northern Patrol is to trap would-be raiders escaping into the Atlantic. In the warmer climes of the Indian Ocean and other tropic seas they guard the sea routes of Empire, barry raiders, and there and elsewhere guard convoys from attack by U-boat and bomber.

They are truly the "Eyes of the Royal Navy," and some idea of the amount of action their crews witness and their heroic quality is evident from the fact that during the World War the personnel of one celebrated shipping company, whose vessels were engaged on active service, earned, among other decorations, four Victoria Crosses, seventeen Distinguished Service Crosses, seven Distinguished Service Orders, and eight Military Crosses.

The cruisers are called upon to perform all sorts of jobs in the course of a war, as this account of the service of H.M.S. "Himalaya" during the last war proves. She was a P. & O. ship, usually engaged on the India and China run, and heard of the outbreak of war by radio. When she got to Penang she received orders to proceed at once to Hong Kong for conversion into an armed merchant cruiser, and was equipped with 4.7in. guns. Crews from the Chinese river gunboats, laid up on the declaration of war, joined her, and her first job was to stop eight German colliers escaping from Manila with the object of running supplies to Von Spee's squadron.

Later a Japanese cruiser relieved her of that somewhat monotonous routine, and she was sent in search of the schooner "Ayasha." The "Emden's" landing party had escaped in that after the German raider had been destroyed by H.M.A.S. "Sydney." The "Himalaya" succeeded in catching one of the "Emden's" prizes which was making for the East Indies, and then called in at Diego Garcia in the Chagos archipelago. She learnt that the "Emden" had been there, but had refrained from informing the inhabitants there was a war on, so the "Himalaya" broke the news.

Her next trip took her to the Suez Canal in order to defend it against the Turks. She arrived there just before the attack began and played no small part in smashing it up, and as she was not wanted there after that she

(Continued on page 6)





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## DAILY PAPER DISCOVERIES

Congratulations to the Daily Press on discovering that the British Empire has an Air Force. A writer in the "Daily Express," who has some reputation as an international war correspondent, disclosed on June 11 the fact that there is NOT going to be a war. A piece of negative information which this paper has been preaching for the past year or two, because we do not believe that even the financial interests which are hostile to the Anti-Komintern Powers are strong enough to force us into a war against our wills. And we are certain that the Anti-Komintern Powers do not want a war.

The discovery in the "Express" about the R.A.F. was the result of an interview with Sir Kingsley Wood, our Secretary of State for Air, at which the writer seems to have learned a great deal about the present strength of the Royal Air Force which he might have learned months ago if he had read "The Aeroplane."

In "The Daily Telegraph," a retired officer of the Royal Air Force is responsible for the definite statement that the present rate of production of aeroplanes in this country is 750 a month. Without assuming responsibility for any definite statement we are prepared to bet that it is a great deal more than 750, which is below the generally accepted figure of German output so far back as last October.

The fact that our output is so enormously high at present need not be an excuse for sitting back and patting ourselves on the back, or on the stomach, and feeling self-satisfied. The real problem at the moment is not to force up the output of aeroplanes still higher, but rather to produce a big and properly disciplined force which can use to the best advantage the aeroplanes which we already have.

—From the English "Aeroplane," 21/8/39.

(England declared war on Germany 3rd September, 1939.—Ed., "N.L.J.")

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The fundamental problem of the defence of England in the past has always been that of the most profitable use which should be made of our naval strength.

At the time of the Armada, the problem was a simple one, and consisted solely in the defence against attack on our territory from the sea.

In the long war which lasted, with a short intermission, from 1793 to 1815, these two great objects were of almost equal, and both essential, importance, and were combined, as our strategic counter attack, with the blockade of the enemy's coasts and the suppression of his sea-borne trade, and with the prosecution of such overseas attacks on his territory as could best be supported and maintained by the use of sea power.

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# SEA POWER THE WAR

By Admiral Sir SYDNEY FREMANTLE, G.C.B., M.V.O., in "The Navy."

These objects, together with the protection of the widely dispersed elements of the British Empire, remained as the end to which all our naval effort was directed in the four years' war, and may be summed up in the inclusive object of obtaining and maintaining for ourselves as thorough and general a security as possible of our sea communications, coupled with a denial of the sea routes to the enemy. The attainment of this great object, then, was that which faced our strategists in the present war.

At the beginning of the war we were handicapped as compared with the conditions of the four years' war in important respects.

The strength of the Royal Navy, and, indeed, of all three of our armed forces, had been allowed to fall to a dangerously low standard.

The enemy's preparations for the attack on our sea communications by submarine, air, and mining attack were in an advanced stage.

Our mercantile marine was of approximately the same strength as in 1914, but was markedly inferior in relative strength to that of the enemy and of neutrals whose attitude was doubtful, and was to a much greater extent dependent on overseas supplies of oil for the fuel which constituted its life blood. Our own production of coal of the best steaming quality was no longer of the same importance in securing for our own use the services of neutral cargo carriers.

The naval shipbuilding programme, commenced in 1939, was largely increased and accelerated.

On the other hand, although the convoy system was in full operation, the enemy's submarine attack had assumed considerable proportions, our lack of small craft in numbers sufficient for escort duties was very seriously felt, and the losses of merchant shipping were beginning to approach those of the worst period of the four years' war.

In the spring and summer campaign of 1940 the Navy played its full part. Great losses were inflicted by submarines in the Baltic on German sea transport to Norway and by overseas forces on such men-of-war as exposed themselves in North Sea waters and ports. The ex-

[Continued on page 13]

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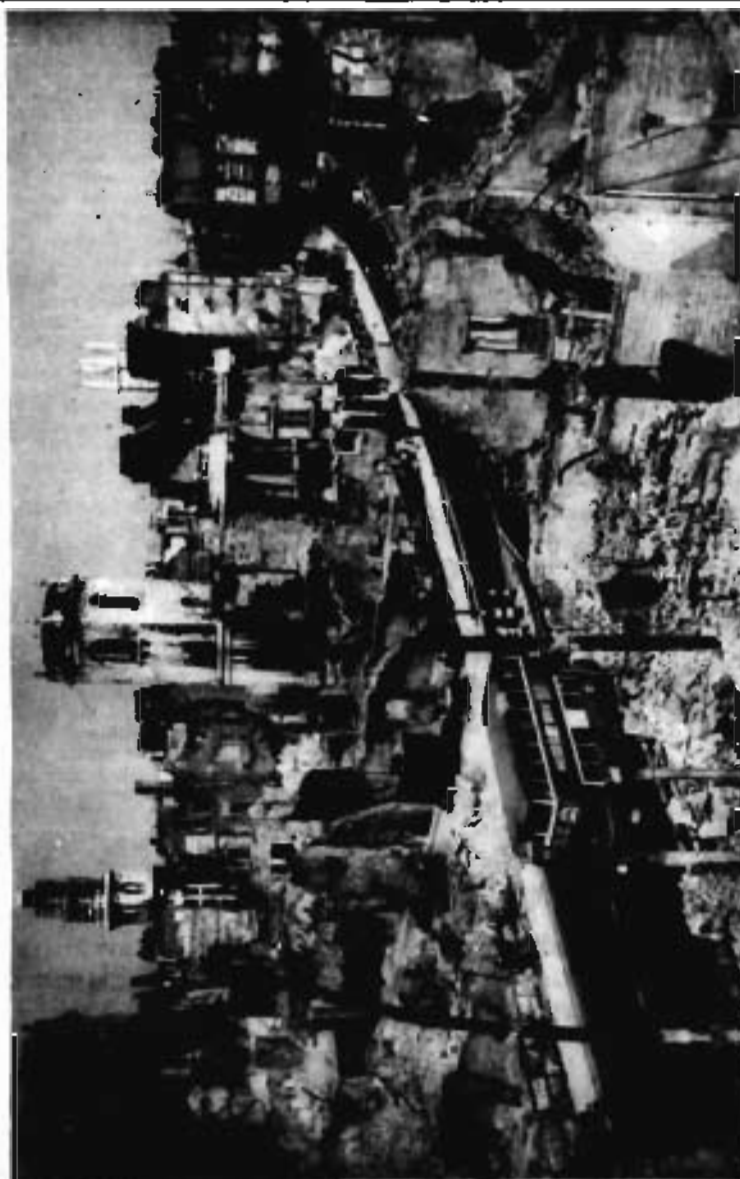
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**SEA CADET NOTES**

The writer does not recall in the history of the Cadet Corps in New South Wales a monthly period in which Cadets have been more in the public eye than during October. The Corps co-operated with the organisers of the Commonwealth War Loan and were on parade in Martin Place, Sydney. At the launching, by the Lady Gowrie, of a war vessel from Mori's Dock and Engineering Company's Yards, Cadets attended. Cadets were also present at a special Dedication Ceremony in Sydney later in the month. In between these events uniformed Cadets attended Recruiting Rallies and Church Parades at Manly and North Sydney.

Officers and Cadets of "Victory" Depot, North Sydney, extend a welcome to the lads of "Nelson" Depot to co-operate with them at public functions, and to join with them in friendly competitions and in boat races. Officers J. H. Hammond, H. Collins, E. Barton and the Officers, Petty Officers and Cadets under their respective commands are highly commended for making such a success of all the parades held last month.

O.C.'s report that routine work at the depots, including team work in the boats, is proceeding in accordance with their respective programmes.

The Executive Committee of the League is most appreciative of the voluntary activities of Sea Cadet officers and of the several local Committees, who devote time and work in the interests of the Cadets and depots.

It is hoped that the North Sydney and Woolwich Companies will muster in full strength at Manly on the evening of Wednesday, 17th December, to take part in a patriotic carnival. Mr. Barton, O.C., Manly Company, will furnish all the details in ample time.

**REMEMBER OUR ADVERTISERS!**

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**"THE NAVY LEAGUE JOURNAL"****SEA POWER IN THE WAR**

(Continued from page 8)

peditionary force sent by us to Norway after considerable delay was landed, and when our lack of effective air power demonstrated that it had no chances of success, was evacuated.

If any opportunity was missed it was that of an attack on Trondhjem at an early stage of the German occupation. But the expeditionary force was not then available.

It is undeniable that sea power alone saved the Allied defeat in the Low Countries and in France from being overwhelming. The state of preparation, the wise dispositions of our sea forces, and the gallantry, resourcefulness, and persistency displayed not only by our destroyers and other small craft, but by numbers of transports and storeships under the Red and Blue Ensigns, ensured that the great evacuation should be undisturbed by enemy sea power, and enabled the major part of our expeditionary force, as well as many resolute elements of the French and Dutch Armies and Navies, to be transferred to our shores.

The defection of France and the entry of Italy into the war changed the strategic conditions, much to our disadvantage. Not only was the protection of our Atlantic communications adversely affected by the loss of French naval support, but still more by the utilisation, both as sea and air bases, of the French ports in the Channel and on the Atlantic coasts. Our relinquishment of the South of Ireland bases, so heedlessly conceded to Eire, was severely felt, and the difficulties of convoy protection became acute.

The command of the Mediterranean was in dispute, and the route to Alexandria could be used only by men-of-war and an occasional heavily escorted convoy.

Malta was of little value as a base, owing to its proximity to the enemy's air bases in Sicily, and its defence, almost without extraneous support, should go down to history as an epic of gallantry and fortitude.

But the unceasing activity of our Mediterranean fleets, based on Alexandria and on Gibraltar, effectively checked the use by Italy of her superior sea power. The maintenance of her communications with Albania and Tripoli, although never wholly interrupted, was rendered precarious and subjected to considerable losses. Constant sorties by our fleet ended usually, when Italian ships were sighted at all, in long and ineffective chases.

(Continued on page 14)

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## SEA POWER IN THE WAR

At Taranto we successfully attacked the enemy in harbour, and Matapan was the only sea fight on anything like a large scale.

Our own despatch of a considerable land force to Greece was affected without loss. Heavy naval losses, however, were experienced in the subsequent evacuations, especially in the final evacuation from Crete, in which we lost 4 cruisers (of which 3 were of modern type) and 4 destroyers. The greater part of those losses were incurred from air attack while executing the important duty of preventing the landing of enemy forces by sea, and in the absence of adequate air support.

In the African theatre the direct support of the Navy in the military operations had been of great value. Sir Archibald Wavell has generously acknowledged the support received from the sea by bombardments of ports in advance of their attack by land, by keeping the coast road under fire, and by alleviating the traffic along the stretch of coast road in our possession, of supplies, prisoners of war, etc.

Similar support has been rendered to the operations in Syria.

The naval losses incurred in the evacuation of Crete are regrettable, but the immediate object in view was achieved, and they must be considered as part of the price to be paid for the exercise of the command of the sea, and in relation to the very small losses suffered by the Mediterranean Fleet in proportion to the extent of their operations.

The results achieved prove the energy and judgment of the Commander-in-Chief and the high efficiency of his ships, especially in evidence in the battle of Matapan, which took place at night when, as every sailor knows, only the very highest standard of training will ensure success.

The outbreak of the Russo-German conflict appears to be leading, as far as the Navy is concerned, and unless another war flares up in the Far East, to another period of "phoney" war.

But, as in the first period, the continuous Battle of the Seas, on success in which, together with the security of our home country, our very life depends, is being waged with the highest possible intensity.

Our tonnage losses are very serious, and we are not now permitted to know them in detail. The most recent ministerial pronouncement on

the subject is that of Captain Margesson, the Secretary of State for War, who stated in a speech on Saturday, August 23: "The Battle of the Atlantic is at its crest. Sinkings of British and Allied ships continue, and though the U-boats and raiding aircraft of the enemy are paying heavily, the struggle is not yet over."

Convoys are being subjected to attack by surface raiders, submarines and aircraft. An immense armada of ships of every class is engaged in countering them, and the wide dispersion necessary, as well as the efficiency of the Admiralty control of movements, was well exemplified in the successful hunt of the "Bismarck."

Special reference, in any account of the part played in the war by the naval forces, must be made to the submarine service.

Their operations obtain little publicity, but the tale of their successes indicates the results of their work, as the losses which they have suffered prove its hazardous nature.

The Fleet Air Arm, too, calls for special notice. Its operations have been characterised by great successes and considerable losses.

Its invaluable contribution to three great naval achievements, Taranto, Matapan, and the sinking of the "Bismarck", apart from many minor operations, constitutes a proof of the wisdom of the policy of granting to the Royal Navy the full control, executive and administrative, of its own Air Arm.

The hope of the Navy is that our high strategy, both military and diplomatic, for the future offensive may be directed in the first place to securing the sea and air bases necessary to enable us to control the sea more effectively, and, in the choice of land operations, to the selection of such objects as can be achieved with the support of what naval forces can be spared from the major object of keeping the sea communications open.

As I write, the figure of Nelson looks down on me from his pedestal in Trafalgar Square. May we hope that his spirit, overseeing the Board of Admiralty as his monument does the building in which they work, animates and inspires their labours in the great cause of securing and exercising the Sea Power of our Empire.

"England expects . . ." Surely if Nelson's spirit were able to send a message to the Royal Navy, he might well and deservedly say, "You have kept in mind my signal and have done your duty."



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## THE ATMOSPHERE

(By F. Danvers Power, F.G.S.)

(Continued from last issue)

Winds on land are less steady than those at sea, owing to the irregular surface of the ground, and the varying temperatures of different soils and rocks, with or without vegetation, all of which interfere with the movement of the air. When a current of wind becomes very violent it is known as a storm, of which there are many varieties. The force with which the strongest wind is likely to strike a building in any district has to be taken into consideration when calculating the stability of a structure. A rifleman also has to make allowance for windage, as air currents affect the course of a bullet. Winds may be classed as constant, such as the trades; periodical, such as land and sea breezes; and variable, which are local winds, such as the sirocco, a dry, dust-laden southerly wind blowing over the Mediterranean from Africa; the mistral, a violent north-westerly wind experienced in the south of France; and the simoon, a kind of cyclone that occurs in Africa and Arabia.

The cause of the trade winds is interesting. Air in the tropics being strongly heated it rises, while the colder air from the Poles takes its place, which in turn becomes heated and rises. Were it not for the rotation of the earth, the heated air of the Northern Hemisphere would flow north, and the cold air of the Northern Pole would flow south; while the heated air in the Southern Hemisphere would flow south, and the cold air of the Southern Pole would flow north towards the Equator. The earth rotates from west to east, which makes the sun appear to rise in the east. If the atmosphere was of uniform temperature, this rotation would cause an easterly wind at the Equator since the atmosphere does not rotate so fast as the earth itself. The rate, however, diminishes as we recede from the Equator, until at the Poles the speed is reduced to zero. These two forces exerted from north to south, and from east to west, cause the direction of the trade wind in the

Northern Hemisphere to take an intermediate course and become north-east, while that of the Southern Hemisphere blows from south-east, and these are known as the north-east and south-east trades respectively.

Some winds are due to seasonal changes, such as the monsoons of India. In summer large tracts of land become heated, which causes the air above to expand and rise, the cooler air from the ocean flowing in to take its place. Thus we get the summer or south-west monsoon. In winter the land is cooled by radiation, until it becomes cooler than the air above the Indian Ocean, so the current becomes reversed, and the winter or north-east monsoon sets in.

By observing clouds floating at different heights, one may often observe winds travelling in different directions and at different speeds at various altitudes. It is not an unusual occurrence in the Pacific Ocean for rain to be falling all round a coral island, but none to fall on the island itself. This is due to the air heated by contact with the ground rising and driving the clouds from over the island; at the same time the heated air is not favourable for condensation, and is capable of absorbing more moisture than cooler air.

Land and sea breezes that occur along coasts are due to the temperature of the atmosphere above the land and sea being alternately cold and hot. One of the inducements for people to visit the seaside in summer is to benefit by the cool sea breezes. The sea breeze generally starts about noon when the ground becomes hot, and ceases about sunset, which people who are out sailing and become becalmed have good reason to know; but they are able to tack back later on in the evening when the land breeze sets in.

(Concluded)



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To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.

To encourage and develop the Navy League Sea Cadet Corps, not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become Good Citizens, by learning discipline, duty and self-respect.

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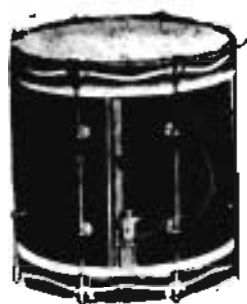
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SYDNEY, DECEMBER, 1941

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## FOR AUSTRALIA

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## WINSTON CHURCHILL

(By H. A. Gwynne, C.B., in "The Navy.")

I first met our present Prime Minister some forty years ago in South Africa. He had just returned from performing a very gallant action in rescuing under fire a wounded soldier caught in the wire. At that time he had made for himself a great reputation for bold courage and enterprise in his attempt to run the gauntlet of the Boers in an armoured train. After his capture the story of his adventurous escape ran round the world.

Our ways parted, and my next contact with him was made when I had become editor of a London daily newspaper and he had entered Parliament as a Liberal. In those days political feeling ran high, and a general election was a

veritable dog-fight. We of the Conservative Party were none too pleased with this young man for having helped to inflict on us the overwhelming defeat of 1906, and I can recall many tough fights and many hard blows given and received. Early in his career as a member of Parliament it was realised that he was an awkward man to attack, for even then his quick brain and his genius for finding the right word gained him a position in the House of Commons rarely attained by one so young.

This is not the place in which to describe the career of the man, but rather to give a portrait of him. I remember once saying to Neville Chamberlain, just before he took over the position of Prime Minister, that his chief weakness was, in a fashion, his chief virtue—loyalty to friends, causes and principles. I feared that friendships and ties of gratitude or affection might sometimes warp his judgment. Now, though Winston Churchill has a positive genius for friendship, and there is no labour he will not undertake, no inconvenience he will not suffer to help a friend, yet he keeps his private friendships in a private compartment.

I once said to a friend of the Prime Minister's at a time when we were somewhat bitter political opponents, that there was one man whom I would follow blindly if England were in danger, and that was Winston Churchill. To me he is the embodiment of what we all mean when we talk of John Bull—patient, quiet, but very, very determined. He has all the qualities of

our race and something more—imagination as well as constancy, and a courage far beyond the average.

I have heard it said that Mr. Wendell Willkie, describing the Prime Minister to his friends in New York after his visit to England, remarked that Mr. Winston Churchill could not endure bores. "If Churchill were working for me," he said, "his room would be between those occupied by two wise solid bores, so near that he had to hear them."

This impatience of platitudinous incapacity is understandable, but the truth is that there are many very talented men who are almost inarticulate. In the last war Kitchener, Douglas Haig, and Robertson found it difficult to express their thoughts in the spoken word, though all three were clear and concise in the written word. In this respect Churchill reminds me very much of Rudyard Kipling, for in conversation his mind works so fast that before you have finished your sentence he has grasped what you intend to say and answered it.

We journalists, whose tools are words, early recognised in him a man who possessed a perfect mastery of words and phrases. We often contrasted him with Mr. Asquith, whose speeches were perfect gems of expression. Winston Churchill in a debate uses clear, well chosen words, and his arguments are marshalled in admirable order with telling effect, but when he prepares a speech or writes he is simply magnificent. The contrast between him and his former leader, Mr. Asquith, was that the latter seemed to exhaust all his talents as a master of English in his speeches. Every sentence that he uttered was perfect in substance, in choice of

words and in argument, but when he sat down to write he seemed to lose the inspiration that possessed him when he spoke. Although he could never write a sentence that was not clear, his written prose was pedestrian and uninspiring.

Both have coined phrases which have become part of our language. Mr. Asquith's "juridical niceties" is an expression that cannot be bettered, for it expresses in two words meanings which it would be almost impossible to define in any other two words. Mr. Churchill's "terminological inexactitude" is subtler, and can be translated equally well by one word. The first flowed easily from the lips of Mr. Asquith, the second was an euphemism skillfully prepared, and delivered one could almost say, with a wink.

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### WINSTON CHURCHILL

one day Prime Minister of this country, but when Churchill was called upon in those dark days of last year to take over the responsibilities of this high office he might well have felt that it was no enviable task that he had taken up, and many men might well have shrunk from the awful responsibility that the position entailed. It is mainly due to his courage, his doggedness and his ardent love of freedom, that he accepted the responsibilities, and has brought us out of the slough of despair into the road to victory.

France collapsed, Hitler triumphant, Britain stricken and vulnerable—I dare say that never in our history has any statesman been called upon to face a situation so desperate. Pitt after Austerlitz, perhaps, was faced with a calamity almost similar, but it is well to remember that two months before the disaster of Austerlitz we had on the credit side the outstanding and decisive victory of Trafalgar.

Winston Churchill had nothing behind him save the indomitable spirit of this country. With unerring instinct he made his appeal to that spirit and we all sprang to life again, with courage high, and a fierce determination to win or die. And now the way to victory is open.

### THE ADMIRAL LAUGHED.

Life on a battleship even in War time has its humorous moments. Scene on the Quarterdeck of H.M.S. — flying the flag of Admiral —, flagship of the 2nd Division of the 1st Battle Squadron.

The Cook appears on the Quarterdeck accompanied by the Master at Arms (Ship's Police) and the 2nd Cook holding a dirty frying pan. The Master at Arms halting the party leaves to find the Officer of the Day who is in charge of all routine matters. The 2nd Cook stands at ease with frying pan held behind his back.

Mickey, the Admiral's Bulldog, appears and seems to find the dirty frying pan worthy of attention and licks it clean.

The Officer of the Day appears, Master at Arms called the 2nd Cook to attention and informs the Officer of the Day that the Chief Cook has frequently found fault with the dirty pots and pans and has now brought the matter before the O.C. to obtain redress.

Officer of the Day orders 2nd Cook to produce frying pan, which is accordingly done, and three pairs of eyes try vainly to find any dirt (the Bulldog had disappeared).

Result—Chief Cook reprimanded for bringing up frivolous complaints.

## SEA CADET NOTES.

The annual meeting of the Woolwich sub-branch of the Navy League was held at St. John's Church Hall on November 25; the Hall was kindly lent for the meeting by the Rector, Mr. Watkinson.

The Reports prepared and read by the Hon. Secretary, Mr. J. Holloway and the Officer Commanding the Sea Cadet Depot, Mr. H. Collins, indicated a very satisfactory position in regard to the finances of the sub-branch, the training of the Cadets and the marked increase in numbers. The Chairman, Mr. C. A. Fairland, thanked Messrs. Holloway, A. F. Lee (Hon. Treasurer), H. Collins (Officer Commanding) and members of the Committee, Officers and Sea Cadets for their splendid and unselfish work during the year. To Mrs. Brownlow for her untiring work in connection with social functions, the Chairman paid a special tribute.

The Navy League thanks the Editor of the Manly Daily for the generous publicity so freely given to the activities of the Manly Navy League Sea Cadets.

## ANNUAL COMPETITIONS.

Held on Lane Cove River, Woolwich,

15th November, 1941.

### WHALER BOAT RACES.

Cooper Cup (Seniors).—Manly 1st, 12 lengths; Woolwich 2nd; North Sydney 3rd, 5 lengths.

Lea Wilson Shield (Juniors).—North Sydney 1st, 6 lengths Woolwich 2nd, Manly 3rd.

Cochrane Shield (Seniors).—Woolwich 1st, 3 lengths; Manly 2nd, North Sydney 3rd, 2 lengths.

The Girls' Auxiliary Whaler Race Resulted.—Woolwich 1st, 14 lengths; North Sydney 2nd.

There were also several skiff races, which proved most exciting, one resulting in a dead-heat between Manly and North Sydney, and one resulting in a win for Woolwich.

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In a building programme which will provide more than 50 vessels for the Royal Australian Navy, Australian shipyards are now launching naval vessels at an average rate of three a month.

This programme is expected to be speeded up considerably to meet the ever-growing and insistent demands for ships and still more ships, and the intervals between launchings are already shortening rapidly. In one month recently as many as five naval vessels left the building berths.

During the economic depression, the Australian shipbuilding industry, which had grown up in the last war, fell into idleness. In the months immediately preceding the outbreak of this present conflict, with the international situation progressively becoming worse and tension rapidly reaching breaking point, the industry, languishing and neglected for so long, revived under the stimulus of the first intensive programme of naval shipbuilding; plans were drafted and work got under way.

With the actual outbreak of hostilities it became obvious that, to replace the terrific shipping losses, a still more ambitious programme of building, both for the naval and merchant fleets, would have to be undertaken—and implemented with the utmost rapidity.

Though only one shipyard was engaged in naval construction before the war, to-day at seven shipyards in the Commonwealth the keels of naval vessels are being laid; four States—New South Wales, Victoria, Queensland and South Australia—are driving their yards to the utmost of their capacity, and staffs are working in continuous shifts so that there will be no lag in the completion of the schedule.

In April, 1939, with war almost a certainty, orders were placed for a number of sloops and a boom defence vessel. By the outbreak of war one sloop had already been completed and others were in an advanced stage of

*(Continued on next page)***J. W. MCGREGOR & CO.**

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construction.

It then became necessary for plans to be drastically revised and expanded, and a programme, scheduled for completion by the end of 1942, was drawn up. Orders were lodged for the construction of about 80 minesweepers, and later this was still further expanded to include a number of corvettes for our own Navy and for the Royal Indian Navy.

This programme also included the construction of three "Tribal" class destroyers, a type rated one of the most modern and efficient in use by the Royal Navy, and an additional number of boom defence vessels.

A great deal of work is entailed in the fitting out of a ship before she is complete and considered ready for service, and here light industry plays its part. For the further speeding up of the naval programme the Government has here followed a policy of decentralisation; workshops all over Australia, and in many cases hundreds of miles from the sea, are engaged in turning out parts and fittings which are later assembled in the shipyards.

Apart from actual construction work, shipyards have also been engaged in the conversion of many well-known Australian passenger and cargo vessels into armed merchantmen and auxiliary cruisers and hundreds of other vessels of all types have been defensively armed and

equipped with anti-mine devices.

Though not concerned with the building of ships, the great £3,000,000 graving dock now in course of construction in Sydney, is an essential and complementary part of Australia's development and rise to prominence in this industry. It deals with one most important phase of shipyard activity and no account of Australia's shipbuilding and maritime engineering industries would be complete without some reference to it. It will be completed early in 1944, and, when finished, will take any vessel afloat, with a reasonable margin allowed for future increases in the size of ships.

Australian workmen, with Australian materials, are being used in the construction of these ships. Two years ago—in many cases only as long as one year ago—the majority of these men now engaged in the industry knew nothing at all of this old and highly skilled trade. But they proved themselves quick to learn from the leaving of experienced men brought out by the Government from Tyneside and Clydebank.

The fact that they are now turning out vessels equal to the world's best is a tribute to the adaptability and resourcefulness of the Australian workman.

—From the Department of Information.

## AXIS SHIPPING LOSSES.

Professor S. H. Roberts, of Sydney University, writing in the "Sydney Morning Herald" (15/11/41) refers to the sinkings and damage to Axis shipping. He then goes on: "Damage of such magnitude to the 'irreplaceable' mercantile marine of the Axis. . . . Seamen who know the European seaboard and the shipbuilding and repairs facilities under German domination will not wholly agree with the Professor's use of the adjective 'irreplaceable.'"

Professor Roberts is accepted as a writer of repute, and we have a right to expect from him (and from all reputable writers) a balanced view and a true sense of proportion when assessing the results of sinkings or damage and their probable effects on the losers and their means of replacement. We believe that any statement likely to gull and lull our own people into a condition of false security is of more value to the enemy than to us.

## EARLY SHIPBUILDING IN AUSTRALIA

By F. DANVERS POWER

It is interesting to compare the small wooden sailing ships in which Capt. Cook in the Endeavour reached Australia in 1770, and Capt. Arthur Phillip (the first Governor), who arrived in the Sirius in 1788, with some of the gigantic steel, oil-driven vessels, up to 80,000 tons, which plough the seas at the present day, and one wonders at the daring of early navigators who had to trust to their own initiative in making repairs and providing food and water.

The late Captain James H. Watson (who was a frequent contributor to the Navy League Journal) read an interesting paper on Ship Building in Australia, before the Royal Australian Historical Society which was published in the Journal and Proceedings of that Society. Vol. vi.: p.p. 96-120, from which the following notes are culled.

It seems that a Royal decree was signed on the 25th April, 1787, that craft of any sort should not be built in N.S.W. for the use of private individuals without special permission. This was apparently for fear that they would interfere with trade settlements of the East India Company, and with that on the coast of China. The colonists could not rely on boats which called at Sydney for a short time, in order to get about the Harbour or for coastal trade, so in spite of the decree, the building of colonial boats was soon started, and overlooked by those in authority, who realised the necessity.

The first vessel was built about 1788, and was a ferry of 10 tons. Its official name was the Rose Hill Packet (Rose Hill being then the name of Parramatta), but it was commonly known as the Lump, as it was heavy and unwieldy, having more hardwood in its construction than was necessary. It was built on the present site of the Customs House. This boat was privately owned and used to ply between Sydney and Parramatta.

In 1790, Phillip found it necessary to build two small schooners and a barge. As this was a Government matter, and not for private purposes, Phillip was within his rights.

In 1798, the Commandant at Norfolk Island built a small sloop of 25 tons at that island which was called the Norfolk, to enable dispatches to be sent more regularly between New Norfolk (which at that time was a penal settlement) and Sydney. This was the first vessel to sail round Tasmania with Matthew Flinders and George Bass.

Up to 1804 there were three schooners and 19 sloops built in Australia belonging to private individuals varying in tonnage between 8 and 38 tons.

Up to the end of 1805 there were several colonial built vessels varying from 6 to 185 tons, the latter being the King George, used for whaling purposes, the other vessels being used on the coast.

A full rigged ship of 300 tons called the Australian was built on the Hawkesbury, of Australian timber, and rigged with rope made from New Zealand flax. She was in the whaling trade for 30 years.

In 1819, the brig Glory was built as far up the Hawkesbury as Richmond, and from 1819 to 1843, nine other vessels were built on the river, including the clipper schooner Guldung Star.

Ship building yards were started near wherever suitable timber grew, and there was not a river from Moruya at the south up to Brisbane without its ship building yard. The chief yards were at Moruya, Jervis Bay, Port Jackson, Blackwell near Woy Woy, the Hawkesbury (Broken Bay, Pittwater and Richmond), Coal River near Newcastle, Raymond Terrace, the Hunter River, Port Stephens, the Nambucca River, the Manning River, the Macleay River, the Bellinger River, the Clarence River, the Tweed River and Brisbane.

It was on the Manning River that the brig Spec of 250 tons was built, which was lost in Bass Strait in 1870; also the barque Rosetta Joseph of 262 tons, which was built in 1847. She was piled up on Elizabeth Reef when returning from San Francisco in 1850. She laid on the reef for eight years exposed to winds and seas, and was as sound as when launched, which speaks well for the material of which she was built, and the good workmanship put into her. Eventually the Captain of another ship landed his men and set her on fire with the object of salvaging the copper bolts used in

her construction. Another Manning River vessel was the Fanny Fisher, a barque of 263 tons which sailed from Sydney for sixty years, engaged mostly in carrying sugar from Mauritius to Sydney. She was eventually broken up at Folly Point in 1906.

The wood brig Royal Tar of 598 tons was built on the Nambucca River in 1876 and was probably the largest vessel built in New South Wales before the Commonwealth was formed. A party of socialists wishing to carry out their scheme had requested the Government to give them a grant of land where they could carry it out, but on being refused, they obtained a grant in South America, which they went out to on the Royal Tar. Human nature asserted itself as is always the case in such ventures, quarrels resulted, and after a very few years the colony broke up.

In 1831, the Surprise, the first steamer launched in Australia was built by Mr. Millard at Neutral Harbour, North Shore. It was built of wood, had a capacity of 40 tons, and was driven by a 10 h.p. engine. It conveyed produce between Sydney and Parramatta and took three and a half hours over the trip.

The first steamer to reach Australia from England was the Sophie Jane, which was built in 1826. She was originally intended for the English Channel trade, and was described as one of the fastest vessels ever built. She was driven by a 50 h.p. engine, and in smooth water could travel at the rate of eight miles per hour. She was 126 feet long and had a beam of 20 feet. Her measured tonnage was 250. In Australia she was mostly engaged in the Newcastle trade and in towing. She was broken up after ten years of service.

The early steamers were propelled either by side paddle wheels or a stern wheel. They had sails as well as steam power in case of a breakdown of the machinery or lack of fuel.

The first iron steamer to be built in Australia was launched from the Australian Steam Navigation Company's yard at Darling Island (Port Jackson) in 1853 and named the Australian Star. The same company built iron gunboats for New Zealand river warfare, one of which, the Waikato was 140 feet long with overhanging stern wheel.

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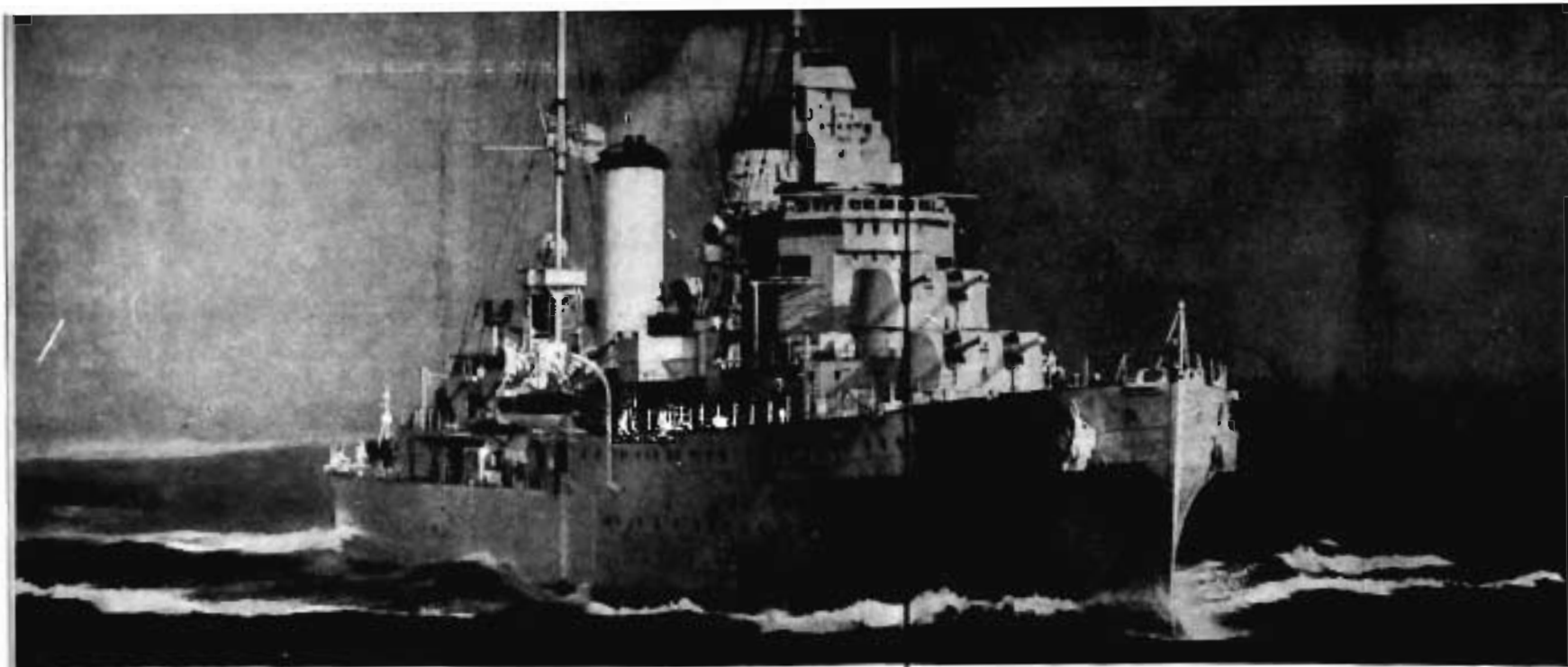
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**A.I.F. CASUALTIES.**According to the latest advice from the Middle  
East, the A.I.F. has suffered a total of 12,950  
casualties in Cyrenaica, Greece, Crete, Syria and  
Palestine. This total comprised 641 officers and  
12,209 other ranks.

Details of the casualties are:—

	Officers.	Other Ranks.
Killed in action .....	83	1,117
Died of Wounds .....	18	354
Prisoners of War, Deceased .....	1	7
Wounded in action .....	258	4,305
Wounded and missing .....	7	119
Missing .....	92	2,294
Missing, believed killed .....	7	86
Missing, believed prisoner of war .....	43	985
Prisoners of War .....	124	2,687
Prisoners of war and wounded .....	8	216
Not yet diagnosed .....	—	39
	641	12,209

In announcing these figures, the Minister for  
the Army (Mr. Forde) said that any discrepan-  
cies between these and the September figures  
were explained by the fact that several hundreds  
of men posted missing at the end of September  
were now known definitely to be prisoners of  
war.**V.D.C. Rifles Not Exempt.**A published report that rifles of members of  
the V.D.C. are exempt from the recent impress-  
ment order for .303in. rifles is incorrect and likely  
to give rise to considerable confusion, according  
to authorities at Army Headquarters.It was pointed out by the Army authorities  
that this exemption applies only to members of  
the V.D.C., who are acting as Vulnerable Point  
Guards.Match rifles purchased from gunsmiths and  
rifles held by persons for the purpose of earning  
their living are also exempt.However, Army Headquarters are anxious to  
remove any impression that as a result of the  
order, members of the V.D.C. will be deprived  
of their own rifles.It will be necessary for all .303 rifles to be  
passed in. They will then become an Army issue  
and will be placed on strength, but wherever  
possible a rifle obtained under this order from a  
member of the V.D.C. will be returned to him on  
issue.**Air Co-operation With Army.**A plan for direct air co-operation with the  
Army in Australia is now being considered by the  
chiefs of the two fighting services concerned. On  
receipt of their report, War Cabinet will then  
decide whether the suggested methods, which  
have proved successful in the Middle East will  
be applied to the defence organisation here.The Minister for the Army (Mr. Forde) said  
that the plan was embodied in a report made  
by General Sir Thomas Blamey, Deputy G.O.C.  
Allied Forces in the Middle East.General Blamey reported that the plan now  
before the Australian Service Chiefs was devised  
as a result of experiments and exercises carried  
out in the Middle East to determine the most  
effective methods of co-operation between land  
and air forces.While details of the plan cannot be given, it  
can be said that it is now established and in  
operation in the Middle East.

—From the Department of Information.

Mr. Winston Churchill is reported in the Lon-  
don "Daily Express," of 22nd June, 1939, as  
saying:"The time has come when further acts  
of unprovoked aggression will be resisted  
by the united strength of Britain and of  
the Empire, of which we are the head.""We believe that in such resistance we  
shall be moving in alliance or in compan-  
ionship with at least three-quarters of the  
population of the globe."It has been said that really good liars are  
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West Australia: Box 1035N, G.P.O., Perth, West Australia. Meetings: Club Room, Marquis Street, Perth (2nd Tuesday).

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We will maintain. We'll not forget.*

—A.H.

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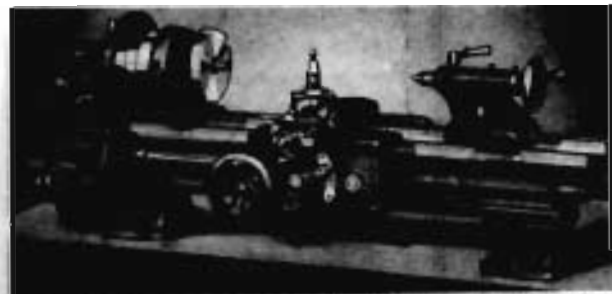
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