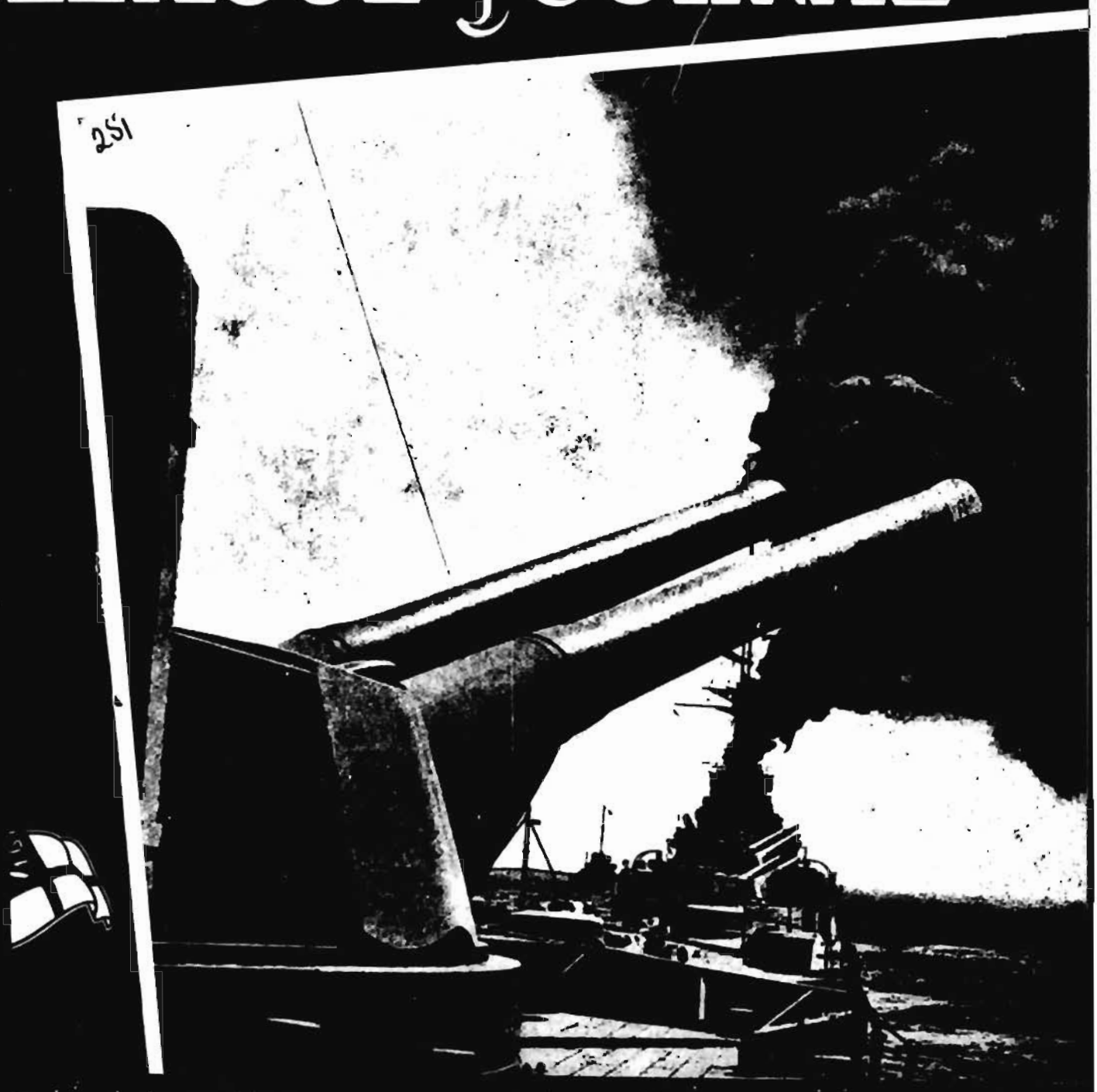
THE NAVY LEAGUE JOURNAL



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"THE SEA IS OUR LIFE"

DAY after day we are heartened by reports of the achievements against the enemy of the Allied Air Forces over land and sea. Spectacular air victories appeal to the imagination, and the brave men who patrol the skies on distant fronts in the face of difficulties and dangers, are ever in the public eye. And Allied airmen by their skill, courage and devotion to duty have richly justified the praise directed to them. But let not our vision be dazzled by the exploits in the air lest we fail to see the desperate labours of the foot-slogging soldier going forward through feet of squelching mud in the face of shellfire, bombs and bullets; nor of the seamen keeping the seas in fair weather and foul against all that a relentless enemy can bring against him in the shape of shells, mines, torpedoes and bombs. Let us not forget these seamen in battleship and destroyer, in submarine or corvette; nor yet those sailing in merchant liner or tramp or in coastal ship. For all these men are engaged in a life and death struggle, and if they fail, the British Empire at least will perish. But they will not fail as long as they have ships. Death or lack of ships only will stop them from transporting troops, munitions and essential food supplies to keep the armies in fighting trim; and, for some countries, to keep the civil population fed. Only those who have experienced the slow strain of ship-life in modern warfare can truly appreciate its effects. When we think of the seamen in Atlantic convoys subjected daily and nightly to enemy peril, their ships the playthings of tempests and flooding seas or, in dripping fogs, as the blind groping their precarious and hazardous way where a lurking enemy listens to destroy, we realise, in part, what we owe to them.

And from our Australian ports ships sail, never to return. Ships vital to Allied Victory.

Ships and crews are still the trump cards of maritime nations, for without them it is not possible to win a world war; not possible to transport enough men, weapons and supplies to ensure the final knock-out blow being dealt.

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Gallant men of the sea! we salute you. We know the dangers you face every day and night at sea. We know that your long-sustained devotion to duty is the product of a courage our seafaring race has written indelibly into history; and we know that to no single factor does the landsman owe his safety as to the men who guard the sea-arteries, and to those who man the ships of supply and transport.

THE ABOLITION OF WANT

By SIR WILLIAM BEVERIDGE in "Britain To-day"

[In June, 1941, the Government appointed an inter-departmental Committee to make a survey of existing national schemes of social insurance and allied services, and to make recommendations. Sir William Beveridge became Chairman of the Committee. As other members of the Committee were civil servants, the Report, presented to Parliament in November, 1942, in a White Paper of 299 pages, was made by the chairman alone.]

The Plan for Social Security is put forward as something which should, if possible, be in force as soon as the war ends. It is put forward as a measure necessary to translate the words of the Atlantic Charter into deeds. It is put forward as part of a concerted social policy attacking not Want only, but the four other evils of Disease (by development of health services for prevention and cure); of Ignorance (by development of education); of Squalor (by better planning of the location of industry and population and by housing); and Idleness (by maintenance of employment and prevention of mass unemployment). The last of these objects, namely, maintenance of employment, is described as one of the assumptions underlying the Plan for Social Security, without whose realisation much that might otherwise be gained through the plan will be wasted.

The Report makes a survey of the existing national schemes of social insurance and allied services and recommends a Plan for Social Security designed to abolish physical want, by ensuring for all citizens at all times a subsistence income and the means of meeting exceptional expenditure at birth, marriage and death. The schemes and services surveyed include health insurance, unemployment insurance, old age pensions, widows' and orphans' pensions, workmen's compensation for industrial accident and disease, non-contributory pensions for old age, public assistance and blind assistance.

The Survey shows that in a system of social security better on the whole than can be found in almost any other country there are serious deficiencies which call for remedy and anomalies and lack of co-ordination which cause needless expenditure. The recommendations of the Report are based on a diagnosis of want, that is to say, of the circumstances in which, in the years just preceding the present war, families and individuals in Britain might lack the means of healthy subsistence.

Social surveys in a number of principal towns in Britain showed that want was due either to interruption or loss of earning power or to large families. The Plan for Social Security is a plan for dealing with these two causes of want, by a double redistribution of income—between times of earning and not earning (by social insurance) and between times of large and small family responsibilities (by children's allowances). Social security for the purpose of the Report is defined as maintenance of subsistence income. The main feature of the plan is a scheme of social insurance embodying six fundamental principles: flat rate of subsistence benefit; flat rate of contribution; unification of administrative responsibility; adequacy of benefit; comprehensiveness and classification.

The plan is summarised in paragraph 19 of the Report as follows:

I. The plan covers all citizens without upper income limit, but has regard to their different ways of life; it is a plan all-embracing in scope of persons and of needs, but is classified in application.

II. In relation to social security the population falls into four main classes of working age and two others below and above working age respectively, as follows:

1. Employees, that is, persons whose normal occupation is employment under contract of service.
2. Others gainfully occupied, including employers, traders and independent workers of all kinds.
3. Housewives, that is, married women of working age.
4. Others of working age not gainfully occupied.
5. Below working age.
6. Retired above working age.

III. The sixth of these classes will receive retirement pensions and the fifth will be covered by children's allowances, which will be paid from the National Exchequer in respect of all children when the responsible parent is in

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receipt of insurance benefit or pension, and in respect of all children except one in other cases. The four other classes will be insured for security appropriate to their circumstances. All classes will be covered for comprehensive medical treatment and rehabilitation and for funeral expenses.

IV. Every person in Class 1, 2 or 4 will pay a single security contribution by a stamp on a single insurance document each week or combination of weeks. In Class 1 the employer also will contribute, affixing the insurance stamp and deducting the employee's share from wages or salary. The contribution will differ from one class to another, according to the benefits provided, and will be higher for men than for women, so as to secure benefits for Class 3.

V. Subject to simple contribution conditions, every person in Class 1 will receive benefit for unemployment and disability, pension on retirement, medical treatment and funeral expenses. Persons in Class 2 will receive all these except unemployment benefit and disability benefit during the first 13 weeks of disability. Persons in Class 4 will receive all these except unemployment and disability benefit. As a substitute for unemployment benefit, training benefit will be available to persons in all classes other than Class 1, to assist them to find new livelihoods if their present ones fail. Maternity grant, provision for widowhood and separation and qualification for retirement pensions will be secured to all persons in Class 3 by virtue of their husbands' contributions; in addition to maternity grant, housewives who take paid work will receive maternity benefit for 13 weeks to enable them to give up working before and after childbirth.

VI. Unemployment benefit, disability benefit, basic retirement pension after a transition period, and training benefit will be at the same rate, irrespective of previous earnings. This rate will provide by itself the income necessary for subsistence in all normal cases. There will be a joint rate for a man and wife who is not gainfully occupied. Where there is no wife or she is gainfully occupied, there will be a lower single rate; where there is no wife, but a dependent above the age for children's allowance, there will be a dependent allowance. Maternity benefit for housewives who work also for gain will be at a higher rate than the single rate in unemployment or disability, while their unemployment and disability benefit will be at a lower rate; there are special rates also for widowhood as described below. With these exceptions all rates of benefit will be the same for men and for women.

VII. Unemployment benefit will continue at the same rate without means test so long as unemployment lasts, but will normally be subject to a condition of attendance at a work or training centre after a certain period. Disability benefit will continue at the same rate without means test, so long as disability lasts or till it is replaced by industrial pension, subject to acceptance of suitable medical treatment or vocational training.

VIII. Pensions (other than industrial) will be paid only on retirement from work. They may be claimed at any time after the minimum age of retirement, that is 65 for men and 60 for women. The rate of pension will be increased above the basic rate if retirement is postponed. Contributory pensions as of right will be raised to the full basic rate gradually during a transition period of twenty years, in which adequate pensions according to needs will be paid to all persons requiring them.

IX. While permanent pensions will no longer be granted to widows of working age without dependent children, there will be for all widows a temporary benefit at a higher rate than unemployment or disability benefit, followed by training benefit where necessary. For widows with the care of dependent children there will be a guardian benefit, in addition to the children's allowances, adequate for subsistence without other means.

X. For the limited number of cases of need not covered by social insurance, national assistance subject to a uniform means test will be available.

XI. Medical treatment covering all requirements will be provided for all citizens by a national health service.

XII. A Ministry of Social Security will be established, responsible for social insurance, national assistance and encouragement and supervision of voluntary insurance, and will take over, so far as necessary for these purposes, the present work of other Government departments and of Local Authorities in these fields.

The Plan thus summarised extends social insurance in four directions by bringing in, so far as possible and so far as their needs require

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it, all citizens and not only those employed under contract of service; by giving new benefits in cash as for funerals, maternity and training, and in the form of comprehensive medical treatment and post-medical rehabilitation; by extending the period of benefit so as to make it, in the case of unemployment and disability, last as long as the need lasts; and by raising rates of benefit up to a level determined after examination of subsistence needs as sufficient to meet these needs in normal cases without other resources. The Plan is part of a policy of a national minimum.

The rates of benefit and contribution will depend to some extent on the cost of living when the Plan comes into force. On the assumption of a cost of living about 25 per cent. above that of 1938, provisional rates of benefit and contribution are suggested, the most important of which is a joint rate of 40s. a week for a man and wife in unemployment or disability and as retirement pension. The 40s. rate is for a man and a wife who is not herself gainfully occupied. For single men and women, or men whose wives are gainfully occupied, the rate is 24s. There is a general maternity grant of £4 for all others and maternity benefit of 36s. a week for 13 weeks for women who are gainfully occupied. For prolonged disability resulting from industrial accident or disease there will be industrial pensions of two-thirds of the earnings lost, subject to a minimum (of not being less than would have been paid for ordinary disability) and to a maximum of £3 per week. For widows there is a temporary benefit for 13 weeks at the same rate as maternity benefit, that is to say, 36s. a week, followed, if, and in so long as, the widow has dependent children, by a guardian benefit of 24s. a week. All these benefits and pensions are exclusive of allowances for dependent children at the rate of 8s. for each child except, when the parent is earning, the first.

In addition to social insurance, the Plan for Social Security covers children's allowances, national assistance and free comprehensive health and rehabilitation services. The total cost of all these is estimated to amount to £697 million in 1945, assumed as the first full year of the Plan, and £858 million twenty years after in 1965. These sums include both present and new expenditure; the additional charge on rates and taxes for all the purposes named above, as compared with the present schemes, is put at £86 million in 1945 and £254 million in 1965. The contribution suggested is 7s. 6d. a week in the case of an adult man in employment of which 4s. 3d. will be paid by the man and 3s. 3d. by the employer, and 6s. a week for an adult woman in employment of which 3s. 6d. will be paid by the woman and 2s. 6d. by the employer; there are lower contributions for non-adults, and for persons other than employees. It is estimated that, when the scheme is in full operation, the contributions of employees will provide about one-quarter of the total cost of their cash insurance benefits, exclusive of children's allowances and of national assistance, both of which will be provided wholly by taxation; the remaining three-quarters of the cash insurance benefits will be provided by taxation and the employers' contribution.

The Plan is based on the contributory principle of giving benefits as of right in return for contributions rather than free allowances from the State, of making contributions irrespective of the means of the contributor the basis of a claim to benefit irrespective of means. It accepts the view also that in social insurance organised by the State all men should stand in together on the same terms and that there should be no differentiation of contributions by risks except so far as separation of risks serves a social purpose (as it may do in relation to industrial accident and disease). In accord with this view of the nature of social insurance, the Report proposes supersession of the present system of approved societies giving unequal benefits for uniform compulsory contributions, of the exceptions from insurance accorded to particular occupations and of the special schemes of insurance in particular occupations. It is proposed to keep Friendly Societies and Trade Unions which give sickness benefit as responsible agents for the administration of disability benefits.

The Report, while emphasising the advantage to the citizen of unified and co-ordinated social insurance, points out that to obtain these advantages a number of changes are indispensable. Paragraph 30 of the Report gives a list of 23 changes, of which the following are the most important:

Change 4. — Supersession of the present scheme of workmen's compensation. This change turns the present system of workmen's compensation based on individual liability by employers and legal procedure into a social service. By

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making it part of the unified social insurance scheme it avoids demarcation difficulties, delays and duplication of machinery for raising funds and administering benefits. In place of throwing the whole cost of accidents in an industry on that particular industry it shares the cost in part between different industries, on the ground that in social insurance different industries and individuals should stand in together. At the same time it recognises the special character of disability due to industrial accident and disease, first, by providing larger pensions where the disability is prolonged, and grants additional to the ordinary widowhood provision where death results; second, by raising part of the money through a special levy on employers in hazardous industries, designed to maintain an incentive for prevention of dangers.

Change 8.—Recognition of housewives as a distinct insurance class of occupied persons with benefits adjusted to their special needs, including (a) in all cases marriage grant, maternity grant, widowhood and separation provisions and retirement pensions; (b) if not gainfully occupied, benefit during husband's unemployment or disability; (c) if gainfully occupied, maternity benefit in addition to grant, and lower unemployment and disability benefits, accompanied by abolition of the Anomalies Regulations for Married Women.

Change 14.—Making of pensions, other than industrial, conditional on retirement from work and rising in value with each year of continued contribution after the minimum age of retirement, that is to say, after 65 for men and 60 for women. The Report emphasises the fact that in view of the great and rapidly-growing number of persons of pensionable age as compared with the total population, provision for age is the largest single problem for social insurance. It is proposed further that contributory pensions should rise to the full basic rate gradually over a transition period of twenty years.

Change 18.—Inclusion of universal funeral grant in compulsory insurance. Meeting of the universal need for funeral expenses is a subject specially suitable for compulsory insurance. The Report proposes that the business of industrial assurance should be converted into a public service under an Industrial Assurance Board.

While giving this long list of changes, the Report emphasises the fact that all its proposals are based on experience of the existing schemes and retain their essential features. In particular, the plan retains the contributory principle of sharing the cost of security between three parties, the insured person, his employer if he has an employer and the State. It retains and extends the principle (which distinguishes British social insurance from the schemes of most other countries) that compulsory insurance should provide a flat rate of benefit irrespective of earnings in return for a flat contribution from all. It retains as the best method of contribution the system of insurance documents and insurance. It provides for retaining on a new basis the association of friendly societies with national health insurance. It provides for retaining within the general framework of a unified scheme some of the special features of workmen's compensation. The Scheme of the Report is in some ways a revolution, but in more important ways it is a natural development from the past. It is a British revolution. It concludes "Freedom from want cannot be forced on a democracy or given to a democracy. It must be won by them. Winning it needs courage and faith and a sense of national unity: courage to face facts and difficulties and overcome them: faith in our future and in the ideals of fair play and freedom for which century after century our forefathers were prepared to die: a sense of national unity overriding the interests of any class or section. The Plan for Social Security in this Report is submitted by one who believes that in this supreme crisis the British people will not be found wanting in courage and faith and national unity, in material and spiritual power to play their part in achieving both social security and the victory of justice among nations upon which security depends."

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.

Telephone - - - - B 7808

JAPAN'S MERCHANT TONNAGE

When Japan entered the war she had approximately six millions gross register tons of merchant shipping in operation. To-day, after allowing for Allied ships captured and Japanese vessels missing or sunk, together with new Japanese construction, the probabilities are that Japan boasts more ships than ever before. Another advantage in her favour is that practically the whole of these ships can be, or are, used in a space in the Pacific bounded, roughly, by the 180th meridian, by latitude 15 deg. south, and by the China Sea and the Malacca Strait. In other words, a preponderance of this tonnage could be concentrated on a given point at a given time if the occasion is deemed favourable.

THE JOURNAL

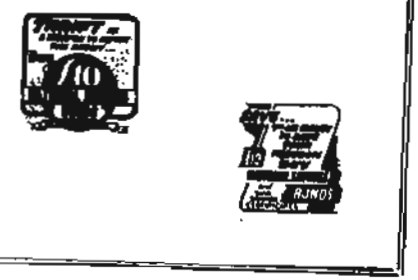
We hope readers find our little Journal informative and interesting.

Your friendly comments, your constructive criticism, your literary contributions will be welcomed.

The production of this Journal becomes increasingly difficult owing to various restrictions and to the calling up of many of our helpers. But as long as it is issued we shall value your co-operation.

Please pass your copy to a friend when you have finished with it.

Except for a period of three years during the leanness of the depression, the Journal has been published monthly since it was founded by its present editor in April, 1920, with the League's approval.



Japanese Trawler Finished Off by Torpedo

A Japanese trawler blowing up when struck by a torpedo from an American submarine. The submarine first engaged the trawler with her guns, but when an officer was killed by Japanese fire the American launched a torpedo. (Official U.S. Navy photograph.)

WIRELESS DIRECTION FINDING IN PRACTICE

By D. R. J.

The wireless direction finder is a navigational instrument requiring the same amount of intelligent use as do other navigational instruments. Its calibration curve is somewhat similar to the deviation curve of a magnetic compass, and it requires frequent checking. When taking observations two persons are necessary: one at the D.F. instrument and one at the standard compass, both observing simultaneously.

The seven possible sources of error are: (1) the D.F. instrument itself; (2) the D.F. observer; (3) the compass observer; (4) the compass error; (5) changes in the permanent influences affecting the D.F. instrument; (6) sunrise, sunset or night effect; (7) coastal refraction or land effect.

(1) As regards the first of these, it is essential that the D.F. instrument be properly calibrated. Compensated instruments in which no calibration chart or curve is used are just as vulnerable to changes made in the set and its surroundings as are the uncompensated instruments. The calibration, or compensation, should be frequently checked by visual bearings when opportunity offers, and especially after a long stay in port. The instrument should be recalibrated at periodic intervals and always when there is reason to suspect that calibration has become inaccurate.

(2) The D.F. observer obtains bearings by revolving the search coil until the signal disappears or becomes a minimum. He can estimate the approximate accuracy of the signal by the extent of the arc of silence or of minimum strength; the best indication of a properly operating instrument is the sharpness and completeness of the arc of silence. There is no method by which bearings can be singled out for this particular accuracy, although an observer can often say that a bearing has been taken under unfavourable circumstances, such as "night effect," "poor minimum," or "unreliable sector." A bearing noted as doubtful involves a more than normal possibility of a large error, but a bearing noted as good may have as great an error, with no indication of it. This difficulty can be solved by taking the arithmetical mean of a large number of bearings, which is most probably nearest to the true bearing. To eliminate all "accidental errors" and errors of the observer when navigating by direction finder, the average of at least ten bearings should be taken. Apparently inconsistent bearings should never be discarded, for the accuracy of the result may be impaired, and too consistent results should be treated with caution, as the observer may possibly be influenced by the first bearing.

(3) Apparent errors in the D.F. bearings may be due to the officer at the compass, who notes the direction of the ship's head as each D.F. bearing is taken and averages the results. In heavy weather compass lag can be obviated by taking an odd number of bearings on both D.F. and compass.

(4) To obtain good D.F. bearings the correct compass error for the direction of the ship's head must be known. Apparently inaccurate readings may be caused by using the wrong compass error, or by applying the right one wrongly.

(5) When D.F. bearings are being taken other aerials and movable parts of the ship's superstructure (derricks, davits, rigging, etc.) must be in the same position as they were when the instrument was calibrated. Large quantities of metal by the compass may also cause error.

(6) Bearings taken from one hour before to one hour after sunset, or sunrise, are subject to variable and incalculable errors, and should be treated with caution. This night effect, which is usually greatest at twilight, may be detected by a broadening of the arc of minimum signals and by a fluctuation in their strength. It may also be shown by difficulty in obtaining a minimum, by an uncertain minimum, or by an actual shift in the direction of the bearings.

(7) Bearings taken from signals crossing land or running parallel to it are subject to refraction, as light is in passing through the atmosphere. This error cannot be ascertained and all bearings taken under these conditions should be rejected.

To obtain good results in fixing position by D.F. cross bearings the transmitting stations should not be more than 50 miles distant, and a position of the search coil should be found in which there is absolute silence. The precision of the direction finder has been overestimated by bearings intercepting in a point or small triangle. In celestial navigation, and with visual bearings of fixed shore objects, such a result may be taken as a good fix; in direction finding it has not the same significance. Observations by sextant are generally of high precision and the crossing of three position lines in a point is evidence that there has been no mistake. Observations by direction finder are, on the other hand, of low precision and the usual three-bearing cross gives a comparatively large triangle; three D.F. bearings meeting in a point may be the result of numerous compensating errors, giving a position which is possibly not that of the ship. Before taking bearings on a station broadcasting entertainment programmes, the navigator should consider that its frequency may differ greatly from that for which the instrument is calibrated, and that the published position of the station may be that of the studio and not of the transmitting aerial. Also, if the station is synchronised with other stations it may be impossible to distinguish on which station the bearing is being taken, and as the majority of these stations are inland the coastal refraction, or land effect, may be excessive. D.F. bearings can be conveniently utilised in coastal navigation by employing the usual well-known methods, such as the four point bearing, or a succession of single bearings with the intervening distances run.

In steering for a lightvessel on D.F. bearings the approximate distance off should be ascertained at frequent intervals by cross bearings or soundings, and at a safe distance from the lightvessel the course must be altered to pass clear. In modern navigation the wireless direction finder has become indispensable, and when used with due caution, particularly with regard to unfavourable conditions, its advantages are inestimable.

SPITFIRE RETURNS AFTER COMBAT EXERCISE WITH CATALINA

A Spitfire homeward bound after a sham battle with a Catalina flying-boat. These exercises between fighter and bomber teach Australian bomber crews how to protect themselves against attack by Zeros. The crews of both planes exchange notes on their experiences and so increase the efficiency in battle tactics.

Photo, courtesy of "The Sydney Morning Herald."

THE "FREE" NAVIES

MORE THAN 200 WARSHIPS SAIL WITH THE ALLIES

By SYDNEY KELLAWAY

The liberation of the French Empire in Africa will probably lead to a great increase in the strength of the Fighting French Navy. Even before operations in North Africa this was already a force of nearly 50 warships, manned by some 6,600 officers and men, an increase of over 2,000 on the number serving a year ago. It is only one of six "free" navies fighting with the United Nations, with a total of over 200 warships. Although the majority of these ships are small, they constitute in total a formidable force, and they are manned by men, the majority of whom have made great sacrifices to get the opportunity to hit back at the enemy who has devastated their country.

Numerically, the largest of the "Free" navies is probably the Royal Netherlands Navy, the latest figure being about 80 warships. When the Germans invaded Holland, many of the 250 cadets at the Naval College at Den Helder escaped to Britain and completed their studies in their own college in Britain. Again, after the Japanese invasion, almost the whole of the Naval College for Cadets at Sourabaya was successfully transferred. In addition, the Dutch managed to bring over a number of warships in commission or partly completed, including the cruiser "Heemskerck" and the destroyer "Isaac Sweers," which was towed to Britain from Flushing and completed.

The "Sweers" was lost in the North African campaign, with 138 of her crew, but only after a fine fighting career.

The Dutch have always been something of submarine specialists, and Dutch submarines operating in the Mediterranean have done notable work, accounting for many thousands of tons of enemy shipping. Recently their submarine force was increased by the "Dolfijn," entirely built in Britain, but incorporating some of the Dutch ideas.

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The Fighting French Navy has already been mentioned. It comprises units of all kinds from battleships to sloops. A feature of its work has been daring missions by submarines, and the officer commanding the submarine "Rubis" was awarded the British D.S.O. This submarine, incidentally, has as mascot a dog, who probably holds a record with his 2,000 hours of life under water. Although his breed is uncertain, he has the sea in his blood.

Amongst the Fighting French submarines is the "Minerve," whose escape from France was one of the most remarkable episodes of those difficult times. She was in Cherbourg, completely stripped down, with even her engines out, when the order came to get out. She was not only repaired before the Germans came, but put to sea with a crew most of whom had never sailed in a submarine before.

Little of the small Polish Navy, trapped in the Baltic, escaped the Germans, although the voyage of the submarine "Orzel," later lost, will always remain one of the great epics of the sea. To-day the Poles have ten ships and over 2,000 officers and men. Although the Polish Navy is numerically small, its destroyers have been in the thick of the fighting. They took part in the Narvik actions, where the "Grom" was lost, and then fought at Calais. "The Piorun," it will be remembered, was the first of Admiral Vian's force to sight the "Bismarck" on the night of May 26, 1941, and closed to engage.

The greater part of the Norwegian Navy was lost while fighting against great odds during the invasion of their country, but to-day it consists of some 60 ships and over 4,500 officers and men, an increase of 2,000 during the last year. The Norwegian Navy includes a considerable number of minesweepers and also four of the American destroyers transferred to Britain, one of which, the "Bath," has been lost. Amongst their most useful and adaptable ships are the whale catchers, fast, easily-handled ships, able to stand any weather. Norway has made a great contribution to the Allied Merchant Navies and nearly 1,000 Norwegians, specially trained for the work, are serving the defensive guns of these ships.

Belgium was never a naval power, but the Free Belgians were anxious to contribute to the Allied naval effort and a Section Belge of the Royal Navy was formed, with two corvettes and three trawlers manned by some 260 officers and men. To-day there are seven ships and the personnel has increased.

The Greek Navy, never very large, suffered heavy losses in the invasion and subsequent evacuation. But a number of warships, including the 10,000-ton cruiser "Georgis Averoff," survived and joined the Mediterranean Fleet. To-day the Greeks have about 25 warships, including destroyers and submarines, and the special knowledge of their crews of the difficult coasts is likely to be of exceptional value.

All these navies, of course, co-operate fully with the Royal Navy in all parts of the world.

SEA CADET NOTES

In reply to "ex Sea Cadet": The Navy League Sea Cadet Corps was first instituted in Australia under the auspices of the League in Sydney on October 21st (Nelson Day), 1920. Its foundation and launching was the work of Captain W. W. Beale, and its first officer in charge was Mr. W. L. Hammer.

The other Sea Cadets to which you refer were originally part of the Navy League and of much later date than 1920. In fact, in each case their original officers were in the Navy League and elected to start out on their own account. They had nothing whatever to do with the establishment of the first units of Sea Cadets in Australia.

The central headquarters of the Navy League Sea Cadet Corps is in London, and there are branches in many parts of Great Britain, in Canada, South Africa, New Zealand, Australia and other parts of the world.

The first Sea Cadet unit in Sydney, other than Navy League, was formed, financed and controlled by the late Mr. Harry Shelley. It was on the Parramatta River and ceased to function in or about the year 1917.

224 Navy League Cadets have joined the Navy since September, 1939.

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ALIENS

The Government should accelerate the calling-up of aliens. Are these people to live in comfortable security at the expense of Australians and Americans, while our own people make the sacrifices?

• • •

War funds in Sydney for the men of the sea are the King George Fund and the Merchant Navy Fund.

AID TO WRECKED SEAMEN

Emergency units of stores for torpedoed or shipwrecked seamen will be established at a large number of points along the New South Wales coastline, the chairman of the New South Wales division of the Red Cross Society, Mr. W. E. Johnson, said recently.

The emergency units will be redistributed when necessary to various ports, but stores will be available at the shortest possible notice along the coast. Each emergency unit will include supplies of trousers, shirts, cardigans, socks, pyjamas, slippers, towels, hot-water bags, tooth brushes, razors, hair and shaving brushes, cigarettes, handybags, tea, sugar, coffee, cocoa, bandages, mufflers, etc.

THE LANCASTER

Spectators dwarfed by the huge four-engined Lancaster bomber which arrived in Sydney recently. It was flown by an Australian crew, and will give exhibition flights over Australian capital cities.

Block by courtesy of "The Sydney Morning Herald."

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

The Navy League is a Voluntary Patriotic and non-Sectarian Association of British peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea.

■

Its Objects are:

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.

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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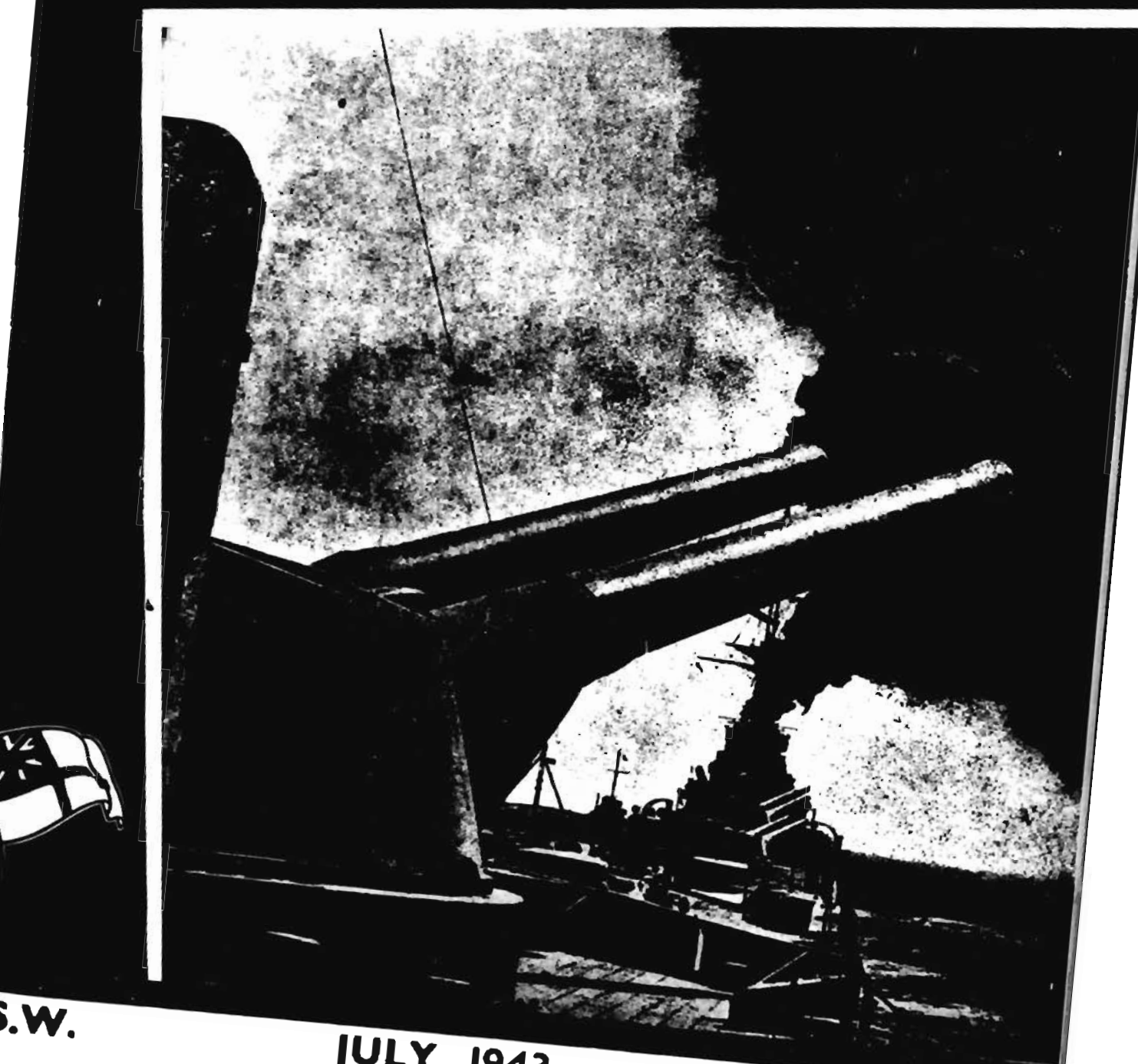

S.W.

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INVASION NERVES

THE German people and the German armies may or may not hear all the invasion talk designed to give them the jitters. If they are not permitted to listen to Allied broadcasts, and we have frequently been assured they are not, promises of invasion of German-held Europe which do not materialise may in time have a disturbing effect on the peoples of the Allied countries themselves.

Europe is a strongly defended camp and the task of successfully invading it makes the imagination stand still. Germany operates on internal lines and huge mobile reserves, even though suffering loss and disorganisation as a result of bombing, would be moved more swiftly to danger points than reinforcements of heavy equipment and essential supplies sea-borne for the Allies.

As the present writer sees Europe, the key to a really devastating Allied onslaught on German held territory is in Russian hands. If Russia can open the right door for her own armies to make an irresistible advance against Germany and her allies, or even hold them, the effort of Britain and America will be lightened and far more likely to achieve its objects.

What is in the mind of the Allied Staff we do not know, nor have we ordinary citizens an inkling of the plans of the German High Command to meet Allied landings on the mainland.

Likely invasion points have been guessed at by "experts" in Allied lands as being situate in Norway, Denmark, Holland, Belgium, France, Italy, Greece and Albania. Others see the road to Berlin starting in Turkey or Spain. Not having any inside information we are content to leave the secret in the locked safe of Time.

Invasion is dependent on many factors such as season, communications, local sentiment, complete preparedness in every detail of men, material, transport, jumping-off bases and, not least, the suitability of the chosen landing places.

The most certain fact of all is that after landing on a scale calculated to achieve overwhelming victory, the fiercest and bloodiest fighting of the entire war will ensue, and heavy casualties will be inevitable. The task the Allies have set themselves is indeed a gigantic one, calling for unswerving purpose and invincible resolution.

NEW R.A.A.F. AIR-SEA RESCUE BOATS

Speedy Australian-built motor boats have been [illegible] the efficiency of the air-sea rescue service. The boats have a good speed and a considerable range, and are structurally strengthened for ocean voyages. Top: One of the new boats during exercises off the Australian coast. Lower: Airmen being taught how to board the rescue craft. They are wearing pneumatic lifejackets which they inflate with carbon dioxide gas.

Block by courtesy of [illegible]

ARE THE ABORIGINES A CURSE?

By D.H.

A large native population in North Australia would be a blessing instead of a curse, in the cultivation of cotton and other tropical products. Those who have "battled" in the Northern Territory find the natives an acquisition; in fact, pastoralists would be in a bad way without the assistance of the much-despised black-fellow. It would be almost impossible for the police to track without the natives. In this they are unsurpassed, and naturally would make excellent scouts. Some people are of the opinion that the Territory blacks would make good soldiers. Had they been taken in hand early and trained, we would have a native regiment or two in the north to-day. They are splendid horsemen and fearless, and delight in a fight. It is only a matter of leadership. But, instead of being trained and guided from their chaotic and primitive condition, they have been allowed to drift downwards. They have, in consequence, become cunning and depraved, not because their natural instinct taught them to be so, but because white men and Asiatics have made them so.

But the poor black-fellow is the butt of everybody in the north. Australia is only now awakening to its responsibility after years of negligence. Their treatment has been shocking in the extreme. There is little disease in black camps in the interior where they have not come in contact with other races. But venereal disease is now prevalent and spreading throughout their districts. It is this disease that is killing them off. To speak of the disease emanating from the aborigines is quite wrong.

When the pioneer pastoralists of West Kimberley started sheep-farming on the Fitzroy and De Grey Rivers, labour could not be had, but the aborigines were there, and the squatters trained them. They taught them to shear, pick-up, roll, yard, cook, and drive the bullock waggon with the wool to the nearest port. The blacks not only took the wool, but brought back the stores. White men when bringing the stores out from the settlement, were in the habit of broaching the whisky. Some "runs" in the north could not be carried on without the black-fellow, because the areas are so large, and white men so few. The conditions of the natives have been improved immensely in the last few years, but there is still a lot to do for them yet.

The Australian black can be taught the same as any other race if taken in childhood. Of course, the old blacks cannot get out of their nomadic ways.

The blacks are very game, and often talk over their camp-fires of a fight to come. Of course, they are not taught in the fistic art; nevertheless, they hit hard. Train these men with a rifle and you would be astonished at their aptitude.

When the vast interior of Australia is developed and we realise our responsibilities to the blacks we can confidently count on them developing into useful and worthy citizens.

SEA CADET NOTES

The O.C. "Victory" Depot, North Sydney (Mr. J. Williams) reports:—

More than 100 of our P.O's. and cadets, under command of their officers, recently took part in the St. George Police Boys' Carnival, held at Hurstville. Our senior tug-of-war team was a successful competitor, winning a cup. O.S. Cook was our champion runner and for his fine effort was awarded a cup.

Chief Officer Lloyd, with the whaler and crew, visited "Beatty" Depot, Woolloomooloo Bay, and met Mr. Smith, the O.C., and his cadets.

The mast in front of our depot, formerly carried by the battle cruiser "Australia," has been re-painted and re-rigged and fitted with new signal halliards.

Former cadet, Keith Trimmer, is serving at sea with the U.S. small ship section. We wish him the best of luck and success!

Cadet Adlam is welcomed back to "Victory" Depot. His prowess as an expert bugler is well known.

The gear on loan from the Naval Authorities is proving most useful. We could do with a 12-pounder field gun for instructional purposes; also some gear for physical training—such as a vaulting horse, boxing gloves, etc.

It is pleasing to know that this company has achieved a Sea Cadet Corps record by reaching a total strength of 290 on its roll. And we are looking confidently forward to further progress!

The compliments paid by the Chairman and committee members of the Navy League to the O.C., officers, petty officers and cadets of "Victory" Depot, on the results achieved, are greatly appreciated by all hands and will encourage them to still greater efforts.

"Victory" Company sends its good wishes to officers, petty officers and cadets at "Warrego," "Beatty," and "Vendetta" Depots.

NEW GUINEA

By D.H.

One of the wildest parts of New Guinea is the Gulf division.

The natives of the Gulf only in the last few years have emerged from cannibalism, and until a little while ago bore an unenviable reputation for fierceness and treachery; but they are now peaceful, law-abiding subjects, which speaks well for Government administration, cannibalism having been put down, except, perhaps, in the more remote parts outside the sphere of Government influence.

The great thing when you get in touch with the natives, is to command their respect, and once this is achieved you can do anything with them. That applies to the very wildest of them.

One of the greatest difficulties that has to be contended with in Papua by Government officials and missionaries in their intercourse with the natives is that there is no dominant language; the number of tongues even is unknown, and no man can make himself understood throughout the Territory. Most of the natives around the white settlement speak "pidgen" English, the fewness of the words used and the ungrammatical structure of the sentence according more nearly with the form of their own language. It takes almost as long to learn this curious jargon as it does to learn a native language. Giving an example, if a native wished to say that he required an order on a storekeeper to get goods he would express himself in the following way: "More better you go make him paper; behind I go show him along white man." Which means that if the written order were given he would take it to the store and present it.

Papua has a very great future, as there is any amount of oil, coal, timber, and gold to be commercialised.

The timber resources of Papua are practically unexploited. If timber millers were to devote their attention to this country, they would be well repaid. Amongst the varieties of timber to be found in the country are elema, which is suitable for butter-boxes or cabinet work; cedar, and melila (similar to teak).

There is a wide field for enterprise in this fertile but yet uncultivated domain. It requires only labour and capital to utilise its undeveloped resources. Those who go forth to redeem to usefulness a generous soil, to make rich flats teem with sugar-cane, and the tropic wilderness to blossom like a garden, have before them the prospect of rich rewards.

LATEST AMERICAN WAR WEAPONS

Top: The new American "bazooka" gun being operated by two U.S. infantrymen. It is an anti-tank weapon weighing only 12lb., and its projectile, a 2½lb. rocket, contains an explosive said to be more powerful than T.N.T. The "bazooka" is open at both ends and has no recoil. Lower: First picture of the U.S. Navy's newest vessel in [illegible], a destroyer escort," it is especially designed to protect convoys against submarines and aircraft. These vessels are smaller but faster than destroyers. (U.S. Office of War Information photos.)

Block by courtesy of "R.M.M."

THE BRITISH MONARCHY

By E. L. WOOD in "Britain To-day"

The King's Most Excellent Majesty. . . . These words, familiar almost from childhood to an Englishman, may sound strange to those who do not live under a monarchical regime. What do such ancient titles and old-fashioned words signify to the people of modern Britain? What does it mean to live under a monarchy?

The "styles and titles" of the reigning sovereign are, in the first place, a link between the immediate present and the long past of our nation. A French writer, looking nearly a century ago at the troubled political history of his country, described royalism as "le patriotisme simplifié." For an old country there is a good deal of truth in this summary. Kingship in England calls up more than a thousand years of political development: a thousand years during which the English, through methods of trial and error, have established for themselves the rule of law. The kings and queens of England, the ancestors of King George VI., have been linked with this development for the greater part of ten centuries. They have been the centre of a conflict of wills; the will of the king, enforcing the subjection of the "unruly subject," compelling the turbulent feudal nobility to recognise the "king's peace," and later the will of the people, enforcing the king himself to submit his power to their control.

This double process has now reached its term. Kingship has fulfilled its direct governing and administrative functions. With the help of some kings, against the resistance of other kings, the rule of law has been established. There is no danger that the king will trespass beyond his recognised functions as head of the State, or that he will try by secret means to subvert to mischievous ends the political machinery of the State. Even if he wished to do any of these things, he would find himself powerless before the authority of the judges, the might of Parliament, and the latent but never-dying watchfulness of the English people to preserve the civil liberties which they have won.

The people of England, the peoples of the British Commonwealth of Nations owning allegiance to a common Crown, are of a practical turn of mind. They do not pay high respect merely for symbolical reasons to this Royal Family which is bound closely to the English past. They have not preserved monarchy merely as a museum piece, as a decorative element in the State. Monarchy has functions to-day, although those functions are different from those of the magnificent Queen Elisabeth, or the good-hearted but blundering George III.

What are the duties of the King to-day, and how do people regard him? The King's duties are quiet, and unspectacular, even though many of them are performed in the glare of publicity and press reporting. These duties require loyalty on the King's part as well as on the part of his subjects. The King, to the ordinary citizen in Great Britain, stands for the personal over against the impersonal element of the State. All modern States tend to be immense and inhuman machines. At worst, they crush the ordinary citizen, the "little man" of the newspaper cartoons. At best they leave him unsatisfied. They tax him, ticket him, protect him, insure him against destitution, register the fact that he has been born, that he has married, and, finally, that he has been duly buried. There is not much human warmth in all this ordering and registration, not much poetry in the clanking of the State machine. Hence, to the ordinary Englishman the King is a sign—and more than a sign, the King is living evidence—that the State is, after all, an assembly of men, and that, in the saying of the greatest of Greek thinkers, the State exists not only for life, but for the good life.

Hence also the apparent paradox that the King is head of the State and is, at the same time, "out of politics." Historically, the King has been politely "bowed out" of politics. In fact, his position is much stronger owing to this detachment. Whatever party is in office the King's functions are the same. He represents the living man, the element of goodwill at the basis of all civilised societies and of all large groups whose authority is not based merely

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THE BRITISH MONARCHY

(Continued from Page 11)

on fear. Of course, no Englishman thinks that this function of "humanising" the State to the ordinary citizen can, or need be, performed by monarchy alone. We are not insular enough to suppose that there can be no "humanity" in the working of the institutions of republics. We merely believe that the historical factors which have left us with us in the 20th century a most valuable instrument for "humanising" our own institutions. The King of England exists. Englishmen have not "chosen" monarchy. They have been born into it, and they have found that it serves a good purpose.

The King exists: he is a man, and not a divinity. His work might be ill-performed or neglected. This work requires qualities which are not easily found, and tend to be found least of all among those who have always had to struggle for power. A wide personal sympathy, an unselfishness and (again, in spite of the external publicity) a large measure of self-effacement, a quick but sure judgment of men, tact, friendliness, and, in modern conditions, very great industry. The King's functions and position thus require a good deal of personal sacrifice on the part of the monarch in return for the proud position which he enjoys. In exceptional circumstances these functions may require sacrifices which a monarch feels he is not justified in making, and which his subjects have no right to require from him. The short reign of King Edward VIII. ended in a recognition, on both sides, and with mutual respect, that there are such limits, and that they must be accepted.

It has been our national good fortune that, during the period of transition in the character and functions of monarchy, we have had monarchs possessing in an unusual degree the qualities necessary for their tasks. Hence, the popularity of monarchy as an institution and the personal regard for the reigning sovereign and his family have increased remarkably since the early years of the 19th century. This high personal regard has been paid because the ordinary man has seen that the sovereign and the reigning House have lent their prestige and influence to the forces in the country making for goodness, decency, and friendliness of life. Such forces are often too elusive and delicate to be listed or valued in percentages. One might say, in brief, that the ordinary citizen can be fairly sure that any cause which is patronised or encouraged by Royalty in England is unlikely to be a cause detriment, in the widest sense, to the national interest. There is a very large area of social life in which this prestige of Royalty can make itself felt on the right side without any danger of interference in party politics or in matters which have long been withdrawn from Royal action.

Monarchy, of course, has its dangers; so has every other form of power in the hands of human beings. The very fact that a movement or an institution supported by the sovereign is likely to commend itself to the pubilc at large is known to snobs and flatterers as well as to honest and disinterested people. Yet it should be remembered that snobbery and flunkeydom are not confined to throne-rooms or to the antechambers of royal palaces. The snob and the social climber have a nose for power wherever it is to be found, for ecclesiastical as well as for civil power, for money as well as for birth.

The test of an institution like the British monarchy is not whether some people try to capture or exploit it for unworthy ends, but whether they succeed in capturing it. The character of King George V., downright, plain-spoken, and sincere, did not give much foothold for flattery or much encouragement to snobs. To the ordinary man there seems no trace of any such encouragement in the characters and actions of George VI. and his Queen. On the other hand, few Englishmen would hesitate to say that they have taken pride and pleasure in talking to their King or Queen, or in entering the house of a family which has taken so dominant a part in the national history. It would be ludicrous for us to associate

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this pride and pleasure with servility or lack of independence. The English have many faults, but servility and lack of respect for themselves are not generally reckoned among these faults.

The King of England is our King; the history of kingship in England in our history, and the kingdom is our kingdom. Monarchy in England has survived great changes in the character and setting of our political life, and in the balance of power between social classes. The history of vigorous nations is, and should be, a history of continuous change. If we are to judge by our present Sovereign, his Queen, and his family, we may have good cause for thinking that monarchy will remain as a living force, and not as an ancestral curiosity, in our own national life, as well as in the greater life of the British Commonwealth of Nations. As we expect other nations to take due pride in their history and their institutions, so we in England will continue to be proud of our monarchy and to show respect for "The King's Most Excellent Majesty."

SUPPLIES ARRIVE IN THE SOLOMONS

A U.S. Office of War Information picture showing an American convoy at Guadalcanal, in the Solomon Islands. Landing barges are being lowered to carry valuable supplies ashore. En route, the convoy successfully fought off an attack by Japanese dive-bombers and [illegible].

Block by courtesy of "S.M.H."

CLOSE-UP OF THE JAP FIGHTING MAN

Condensed from U.S. Infantry Journal in "Readers' Digest"
By Lieutenant-Colonel Warren J. CLEAR, U.S.A.
(With acknowledgments)

The typical Jap. soldier is a runt, five feet three inches tall, weighing 116lb. He is paid 1.26 dollars a month, of which he is allowed to squander 9½ cents on himself. He can live on a handful of rice and a few scraps of dried fish a day, and accepts it as commonplace to march 30 miles, with full pack, in 24 hours. He is one of the toughest fighting men in the world.

This is our enemy. We will be wise if we learn as much about him as we can. "To know oneself and the enemy is the secret of victory," says General Sadao Araki, the evil genius of Japan.

I served with the Japanese army, as an observer, and came to know this little yellow man well.

After the great earthquake of September 1, 1923, I saw crowds of hysterical Japs. perpetrating the mass murder of thousands of inoffensive Koreans. Rumors had been circulated that the Koreans, seeking revenge for the many wrongs done them, were planning an invasion of Japan. Armed with the fearful Japanese swords and razor-edged bamboo spears, the mob fanned out over Tokyo; I saw shrieking Korean men, women and children hacked to pieces.

One can understand this bestial savagery only by a glance into history. The modern Jap soldier is the product of centuries of internecine warfare that made the island kingdom one vast blood-soaked battlefield. Imperial princes and the unarmed people were ruthlessly butchered, for human life was held at no value.

In the unending warfare between the clans, no quarter was ever shown. When the Taira clan fought the Minamotos in the 12th century, all prisoners—men, women and children—were beheaded. In 1598, during Kato's invasion of the mainland of Asia, his troops decapitated 38,700 Chinese and Koreans, their ears and noses being cut off, pickled and sent back in tubs to Kyoto. There a monument called the Ear Mound still stands. Up to 1870 it was the usual Japanese procedure to collect enemy heads after every battle. The official tally of casualties was always rendered on this basis.

History records no more terrible persecutions than those of Shogun Iyeyasu against the Christian missionaries and their Japanese converts. Christians were buried alive, torn asunder by oxen, tied in pairs in huge rice-bags which were pyramided and then set afire. Official Japanese records of the time reveal fiendish refinements of torture too revolting to be described. All this to satisfy a sadism which to this day remains a characteristic of the Japanese soldier.

I knew some of this background, and had acquired a working knowledge of the Japanese language when I proceeded from Tokyo to Aizu-Wakamatsu, in north-central Japan, for my period of attachment to the Second Division. The first thing I saw as I walked into Headquarters was this inscription above the door:

"Remember that Death is lighter than a feather but that Duty is heavier than a mountain."

General Hayashi introduced me to his staff, and then we entered a room where the Emperor's picture was hanging. All bowed at the waist, very low, in silence, for one full minute.

The next morning at 5 a.m. the recruits from the back-country farms were getting their first taste of army life. Let us look into one of these yellow heads and see what it contains.

First of all, the simple yokel knows he is descended from the gods. That is his faith and the faith of eighty million of his brothers. Beyond this he knows without questioning that his Emperor is the Son of Heaven, the Supreme Being, an incarnate god. Even the portrait of this little bespectacled man Hirohito is divine. Hundreds of Japs have given their lives trying to save his portrait from burning buildings. Principals of burned schoolhouses have allowed the children to perish in the flames, but have committed hara-kiri because of failure to rescue the Mikado's likeness.

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CLOSE-UP OF JAPANESE FIGHTING-MAN

(Continued from Page 15)

The recruit is further conditioned by years of discipline and hardship. Not even in Germany and Italy have the people known such regimentation. For years before induction the conscript has been fired by recitals in his schoolroom of stories of supreme sacrifice and devotion. From all sides, in the home, the temple, the classroom, the barracks, the plastic mind of youth is moulded to the army pattern. The child's military training begins at the age of six when he straps on his first knapsack and goose-steps around the schoolyard, singing military songs. At 12 he is in uniform, carrying a light rifle and participating in annual manoeuvres involving light field guns and hand grenades. At 15 he is shouting battle cries as he charges up a hill to take a simulated enemy position with the bayonet. A year later he is driving plyboard tanks through the fields near his school. At 19 he has already marched 25 miles in a day with his school battalion, rifle, pack and all; dug trenches, strung barbed wire and studied mapping. He has forded ice-cold mountain streams, shoulder-deep, slogged through mud and dust, and cooked his handful of rice in a little bucket over an open fire. Back to school again after days in the field, he resumes his schedule of reporting at 6 a.m. on cold winter mornings for fencing and judo (wrestling).

Impressive ceremonies—in marked contrast to our own casualness—attend the conscript's going off to war. I once saw a whole town assemble to honour its 50 departing conscripts. The mayor mounted a platform, and delivered a forthright speech. "As the dying leopard leaves its coat to man, so a warrior's reputation serves his sons after his death. Your sons will be nurtured by the army. They will be given the courage that will impel them to leap like lions on the foe. In the moment of national crisis our lives are of featherweight significance, and immense treasures as valueless as the dust in your streets. Each subject, as each least handful of earth, is in the service and possession of the Emperor."

Later I saw the same recruits lined up on the parade ground to receive their rifles. A major called them, one by one, to the racks where a company commander stood with a rifle in his hands. As each soldier stepped forward he bowed reverently before the rifle in the captain's hands, took the weapon, again bowed his head, and returned to his place in the platoon. The idea of making an obeisance to a rifle is something we had better reckon with soberly.

A few days later, on a practice march, still another facet of Jap character was illustrated. We started before dawn, with full packs. I asked Lieutenant Hirose, who had been assigned to me as aide, where we were bound.

"The regiment is going to climb Bandai-San and return to-day," he said.

Mount Bandai was 12,000 feet high, and I had just been released from St. Luke's Hospital in Tokyo after four months of stomach haemorrhages. It was a hot day and I soon began to feel the weight of my equipment as the climb grew steeper and the trail rougher. My heart was pounding and my breath coming in gasps. Finally I turned to my aide and said, "Please inform the regimental commander that I am going back to barracks."

Lieutenant Hirose turned on me almost fiercely. With great emotion he said, "If you cannot climb Bandai-San I must ask relief from duty with you. I cannot have the regiment taunting me for my association with one who is perhaps not strong. We demand that our officers be strong. Please, my apologies!"

I perceived that the prestige of my own army was involved. So I staggered on.

Lieutenant Hirose showed all his teeth in a wide smile.

"You will keep up with Japanese soldier?" he inquired delicately.

The seven-mile climb was a nightmare, and the descent was worse, but not a man in the regiment fell out.

The Jap fighting man's instant readiness to sacrifice his life has been frequently illustrated since that time. When one of our naval vessels shot down a Jap plane and threw life-lines to the crew, not a single Jap would touch the lines. They preferred death to rescue and surrender.

On Bataan three or four of them would expose themselves to sure death in the open in order to draw the fire of a hidden American machine gun, thereby revealing its location to spotters for their artillery.

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CLOSE-UP OF JAPANESE FIGHTING-MAN

(Continued from Page 17)

At Lagusayn, on Bataan, 500 Japs. held an almost impregnable concrete position. Our men finally took it—but no prisoners. Three hundred and fifty of the Japs. died fighting; the remaining 150 committed mass suicide by jumping from a high cliff to the rocks below.

This readiness of supreme sacrifice is predicated on thier faith in the Emperor's divinity invincibility. In this he is at once their present and his corollary attributes of infallibility and strength and their final weakness. For gods can't make mistakes and remain gods. Right now the Jap. soldiers are enthusiastically following a victorious Emperor-god. But let the realisation come to the troops, and to the masses at home, that not a god but a puppet has led them to great slaughter and disaster; let the disillusion of defeat strike Japan's legions and the people behind them—and then see what turn their fanaticism takes!

Once they realise that their "god" is merely a goggle-eyed little mortal who bit off more than he could chew, their morale will collapse. But to bring about such a collapse calls for administering crushing defeats in the field—no easy task against a nation continually and forever at arms.

There are, fortunately, tangible advantages on our side. We are going to put this war on a mechanical, industrial and scientific plane to which the Jap. cannot aspire with a heavy-industry potential one-tenth of ours. It will take our manpower and our machine power to win.

Meanwhile, the Japs. have no doubt of their eventual success—and in an undertaking that dwarfs Hitler's wildest dreams. Says Dr. Ichimura: "Those who have not yet received enlightenment under the Imperial rule anywhere are to be subjugated." And General Nonaka: "The ultimate conclusion of politics is the conquest of the world by one imperial power. The Japanese nation is bracing herself to fill her destined role." We shouldn't underestimate the strength of people like this.

BREAKERS AHEAD!

By Captain R. BARRY O'BRIEN, in that excellent Illustrated Quarterly, "The Seagoer"

Agents for Australia: Gordon & Gotch

(With acknowledgments)

In the middle of the Pacific Ocean, 16 degrees below the Equator, lies a large collection of coral islands known as the Paumotu Group, or Low Archipelago. Though they vary greatly in size, these islands all have the same characteristics and appearance. They are low-lying atolls—mere fringes of land bearing coconut palms and pandanus trees and enclosing smooth, blue lagoons.

Some of the lagoons can be measured in yards; others have a length and breadth of as much as 40 or 50 miles, by 15 or 20 miles. The fringes of land surrounding the lagoons are composed of hummocky islets. Some of the bigger islands, such as Rahiroa and Fakarova, have as many as 50 islets along their narrow, oblong rims. Here and there navigable channels lead between the islets into the lagoons. There are 80 to 90 islands in the Paumotu Group; and they are all surrounded by treacherous coral reefs over which, even in fine weather, the ocean spouts and roars majestically.

The total land area of this group of islands, which extends over a thousand miles in a north-west-south-east direction, is 330 square miles. Its inhabitants are Polynesians, who possess the cheerful disposition, simplicity and hardihood of their race. In other Pacific groups of islands, where European adventurers have left their mark, the natives are known for their indolence and vice, but this taint has not spread to the Low Archipelago, whose sturdy inhabitants spend their lives with the thunder of the sea in their ears, always in fear of those violent hurricanes which, between the months of November and March, occasionally roar across the wide expanse of the Pacific Ocean.

In February, 1906, one of the worst hurricanes on record swept over the Society Islands and Low Archipelago, causing a tremendous death-roll and damage to property to the extent of a million pounds. Papeete, the capital of Tahiti, was inundated by a huge tidal-wave and hundreds of houses and commercial buildings were levelled to the ground. The weight of wind here was nothing, however, to its fury among the unprotected islands of the Low Archipelago. Several of the smaller islands were temporarily submerged by the thundering waves, and hundreds of natives were swept into the sea or blown away from the coconut trees in which they had sought refuge. Several schooners that were out in the "blow" foundered, and when the wind abated the atolls were strewn with wreckage and dead bodies.

While the hurricane was at its height a large four-masted sailing ship, named the "County of Roxburgh," which had been blown out of her course, was driven ashore on Takaroa Island, ten of her complement of 26 hands all told being drowned. The story of the disaster and the survivors' remarkable escapes from death is the subject of this narrative.

The "County of Roxburgh" was a Clyde-built, Glasgow-owned iron vessel of 2,090 tons register. She carried yards on her four masts and a considerably larger sail area than she would have had if rigged as a barque. She was a pretty fast sailer in consequence, but she needed a strong crew and careful handling. Her length was 286 feet, breadth 44 feet, depth 24 feet. Her lines were a credit to her well-known builders, Messrs. Barclay, Curie and Co., Ltd., of Glasgow, who had turned out some of the finest sailing ships afloat.

On the 16th December, 1906, she sailed in ballast from Calders, a Chilean coast town about 400 miles north of Valparaiso, for Port Phillip Heads, Victoria, Australia, for orders. Her ballast consisted of 1,000 tons of sand, which was stowed fore and aft in the lower hold. Her draught of water on an even keel was 13 feet 4 inches. It was subsequently argued by some seamen that she should have had more than a thousand tons of ballast, and been trimmed at least a foot by the stern, but the Court of In-

(Continued over page.)

quiry which investigated the circumstances of her loss did not find serious fault on this account, though its president expressed the opinion that the ballast was "meagre."

The "County of Roxburgh" was under the command of Captain James Leslie, a successful and popular shipmaster who had made more than one creditable passage in her. Her chief mate was a young man named Miller. Ochenden was the name of the second mate. Being a smart, well-run ship, she also carried a third mate, whose name was Browne. Her afterguard was still further strengthened by four husky young apprentices, who were berthed in the after deckhouse. Her fo'c'sle hands were composed of half a dozen different nationalities, as was generally the way in "sail." Taken all round, they seem to have been a very decent crowd.

After leaving Caldera, Captain Leslie shaped a north-westerly course to pick up the S.E. Trades. This was at right angles to the direct route from Caldera to Melbourne, but there was no alternative as it would have been impossible for the vessel to make her westing across the Pacific in the teeth of the strong westerly winds that prevail in hifh altitudes. Even if she had been bound from Magellan Straits to the South Island of New Zealand she would still have had to make her way up into the tropics before attempting to steer due west. Only when she had reached the neighbourhood of the Fiji Islands would she have been able to shape a course direct for her destination. This semi-circular track added hundreds of miles to the passage of a sailing ship bound across the Pacific, from west to east, but it was unavoidable.

Sometimes a fine, strong S.E. Trade wind along the southern tropical belt made amends in some measure for the additional mileage involved, but from the time she set sail from the Chilean coast the "County of Roxburgh" had persistent ill-luck. Calms and light baffling airs were her lot, with the result that it took her nearly 50 days to reach the Marquesas. From here, as a glimpse at a map of the Pacific Ocean will show, the chief difficulties of her passage began, as her track now lay through myriads of unlighted reefs and coral islands.

At midday on February 5th, 1906, she was in Latitude 11.51 South, Longitude 142.50 West, approximately 180 miles north-east of Takaroa Island, belonging to the Paumotu Group. This position was the last her master obtained by a sun or a star observation, for shortly after noon the weather set in thick and wet, and by nightfall there was every indication, by the rapidly falling barometer and the greasy look of the sky, that a hurricane was working up. During the middle watch that night there was a brilliant display of lightning all round the horizon, and then, suddenly, the wind shifted from south-east to north-east and began to freshen.

So far there was no cause for serious anxiety, however. The "County of Roxburgh" was a staunch vessel; she was well-manned, her ballast was well-secured, and though the wind had shifted eight points it was still fair. Provided she was able to maintain her westerly course for another 24 hours, she would be safely past the islands of the Low Archipelago. She would then, for the time being anyway, have ample sea room in which to heave-to, or run, should the hurricane overtake her.

So much for Captain Leslie's hopes and optimistic calculations; but instead of remaining steady, the wind, in accordance with the law of circular storms, continued to shift against the hands of the clock. By midday on February 6th it was blowing a fresh northerly gale and a big, confused sea was piling up. The "County of Roxburgh," with an effort, was still lying her westerly course, but she was making a great deal more leeway than could be safely afforded. Her canvas had been reduced to double topsails, and as the dull threatening day wore on these began to carry away one after another. The glass had fallen to 29.50 inches, and was still tumbling rapidly downward. Captain Leslie had been on the poop for several hours, and the fact that he declined to go below even for his meals betrayed his deep concern.

(To be continued in the next issue.)

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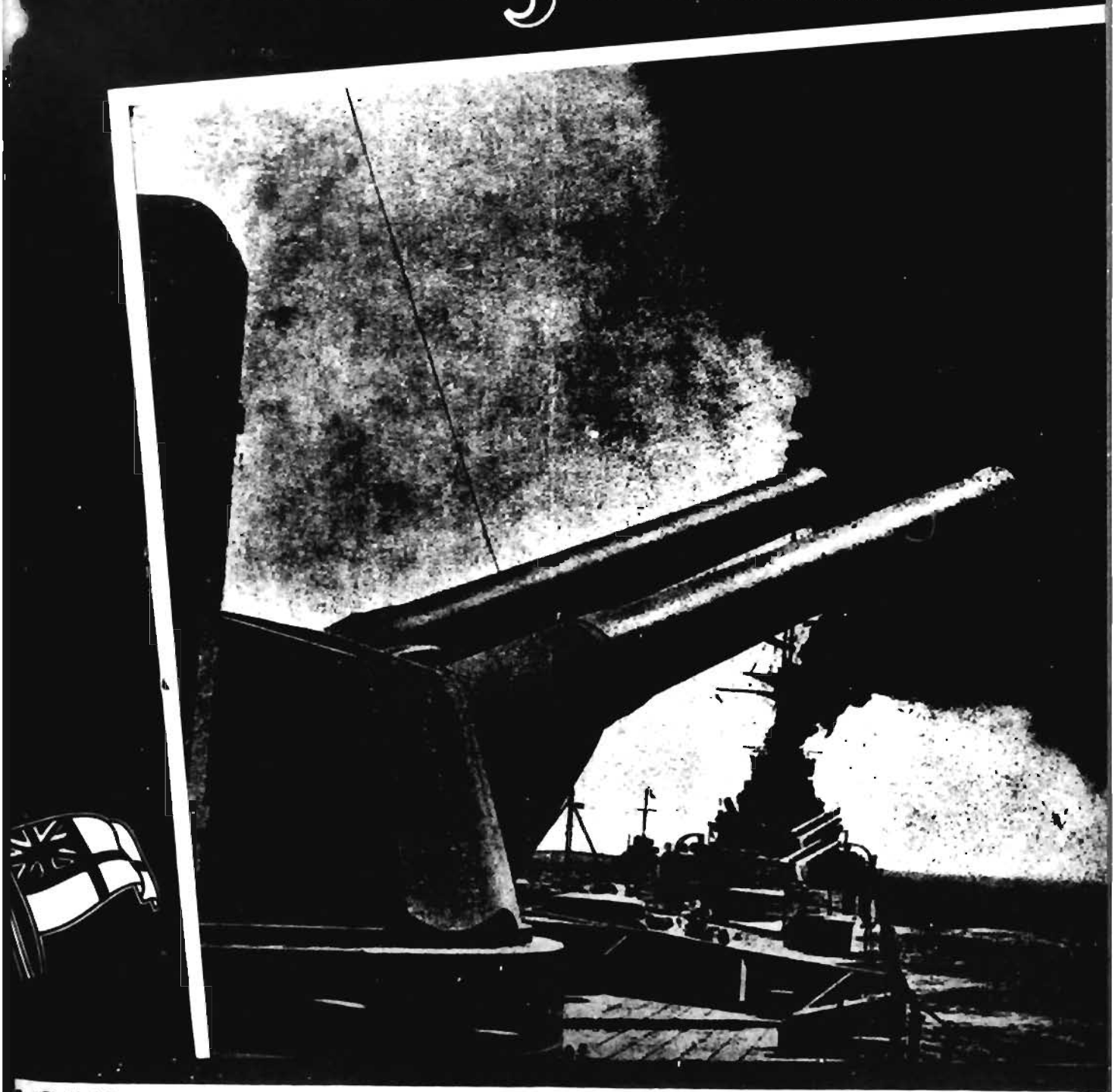
THE NAVY LEAGUE JOURNAL



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THE ANSWER IS

A READER writes to ask why the Italians have been ignored on this page. If memory serves aright, they have not been completely left out of account. Reference was made to them when in combat with the Greeks. Many people thought they would overrun Greece. It was an assumption subsequent events did not justify. The Germans had to do the job for them.

Remembering Italy's inglorious display in the 1914-18 war, it seems rather remarkable to-day that any of us should have overrated their qualities in the present conflict.

As a sidelight to Italian reaction in a terrifying situation, one recalls an incident in ship-life when two of our A.B.'s, natives of Italy, were in the port watch. It was south-east of Cape Horn. Nights followed days with the ship running like a scared animal before a pack of pursuing wolves! Overtaking seas cascaded over the ship's bulwarks, the wind shrieked through the rigging, filled the foresail and topsails with power till the ship groaned and strained as she lurched madly onward. Suddenly out of the impenetrable abyss of torrential night came a dull roar and a deluge of water, speckled with ghostly phosphorescent light, swept over the poop, smashing the wheel, disabling both helmsmen, filling the main-deck, the poop cabins, the half-deck, galley and both fo'castles. Ropes were unshipped from their pins, boats smashed, sails torn to ribbons, and the ship a thing of jumping life a moment before seemed a dead and sinking carcase in the engulfing seas bearing down over her quarters and sides. In that pit of blackness stinging hail lashed officers, and men of British, German and Norwegian race, as they strove mightily to save the ship and themselves, but the two Italian A.B.'s were not among them. When the cloud-veiled daylight revealed the havoc wrought by Cape Horn's warrior-waves and hurricane squalls of wind, and the bruised and lacerated watches were mustered, the Italians were missing. "Gone overboard," said some. But, no! Almost mad with fear the two Italians had taken refuge in the sail-locker; unseen in the blackness and unheard in the confusing noises, they wept and prayed the whole night through. They said their prayers had saved the ship!

(Continued on next Page)

THE ANSWER IS — (Continued)

But if the Italians are rarely rough-weather seamen or rough-house soldiers they have qualities of artistry. Visualise, for example, their painters, poets, sculptors, singers, composers, lovers: in comparison we in Australia are a nation of raw novices.

The present sends not heralds of peace, of beauty, of harmony, but the missiles of horror and destruction. And martial ardour cannot be laid against the hearts of a majority of Italians to-day.

THE NAVY'S HERE

Written in South Africa
by LEONARD FLEMMING

There were some men battened down in a hold,
In the bold of a ship that tried to sail the sea;
Counting them booty worth their weight in gold
The *"Altmark's" captain meant these men to be
Proof of the Nazis' sea power it would seem;
In Berlin streets—then getting very near—
They'd be exhibited; that was the Nazi dream
Which vanished with three words "The NAVY'S HERE."

And since those far off days, the Navy's ships,
Manned by incomparable Navy men
Have sailed the seven seas and come to grips
With enemy onslaughts time and time again;
Banishing Nazi dreams; fulfilling ours;
By day and freezing nights, year after year,
Delivering the goods to the United Powers.
The convoy safe — safe — has said, "THE NAVY'S HERE."

We on this continent have security;
Splendid our space within our guarded shore;
An army shield up North; prosperity;
Sweet air, unfainted with the stench of war.
We have our daily bred; petrol in cars;
Freedom—and being free—freedom from fear;
Thus, nights of blessed peace 'neath peaceful stars;
All this—and more—because "THE NAVY'S HERE."

Can we be worthy of this precious gift?
We can but try to make OUR sacrifice;
Here is a cause that does NOT call for thrift,
But true unselfishness, whate'er the price;
Give to our utmost, as they have given to us,
Give till it hurts, as much as we can bear,
And do it the Navy way—without any fuss,
Grateful, that the Navy's here—AND EVERYWHERE.

(Sent to the Navy League Journal by Captain A. W. Pearse, F.R.G.S., of Sydney, N.S.W.). ....
*The "Altmark" was the notorious "prison" ship.

Royal Australian Navy Trainees go through a most searching training. Here are shown recruits learning how to pull an oar.

SEA CADETS AND SEAMEN

The Admiral Commanding Reserves Explains Them

(Vice-Admiral J. G. P. Vivian addressed the London Rotarians on the subject of the Sea Cadet Corps. The following extracts from his speech are well worth the close attention of those who know the S.C.C. well—and especially of those who have not known it well enough.)

AN historical survey is usual on an occasion such as this, and I cannot let you off, gentlemen, for I want to make it quite clear that the Sea Cadet Corps is no hastily conceived baby, bred by war out of necessity.

Far from it, for the original baby from which the present organisation is directly descended celebrates its 84th birthday this year; I found it hale and hearty when I visited it last year.

The growth of that sturdy baby was slow, but it grew up and eventually gave birth to half-a-dozen children, which were somewhat weakly until in the early 1900's the Navy League appeared as a fairy godmother and, by 1941, was nourishing about 100 Navy League Sea Cadet Units, with a strength of some 11,000 Cadets.

I now come to modern history. Almost exactly one year ago, after delicate and, if I may say so, extremely amicable negotiations with the Navy League, the Admiralty took over the organisation and training of the Sea Cadet Corps and decided to expand the Corps to about 400 units, with a total of 50,000 cadets, with its officers holding commissions in the R.N.V.R. His Majesty the King graciously consented to become the Admiral of the Corps; thus the Navy League Sea Cadet Corps was reborn on February 1, 1942, as The Sea Cadet Corps. To-day, just a year later, there are 390 units and 49,000 cadets.

Without the willing help and assistance of the Navy League, which put into this effort all its vast experience, the difficulties could hardly have been overcome. The League now carries out the whole of the financial administration of the Corps on behalf of the Admiralty, and also is responsible for organising the welfare and social side.

As I have indicated there was no lack of boys only too anxious to join the Corps, but there was a serious difficulty in finding suitable officers and instructors.

Gradually, some 1,760 devoted men have been found, who not only give their services in what would otherwise be their very exiguous leisure hours, but make opportunities to go to naval establishments to undergo officers' courses for a week or so, to rub up their knowledge of seamanship and so forth.

And what of the cadets themselves? Gentlemen, if you had had the privilege of seeing and talking to several thousands of them as I have you would, I am sure, have come to the same conclusion as I have done; the shades of that great host of seamen of the past, who gave us our heritage, can be satisfied that these boys are made of the same stuff and have the same spirit as they had in their generation.

Boys can join a S.C. Unit at the age of 14; many have, in the past, joined much younger than that. Our sea history has taught us that the earlier a boy begins to learn the ways of the sea and of ships the better. The reason is obvious; the seaman's life is one long fight with those unrelenting elements, the wind and the weather, which give no quarter to the ignorant or unhandy sailorman. That fight starts the day a boy joins his first ship, for the elements won't treat him gently because he is young and inexperienced; so it is just commonsense to see that he starts off with confidence in his ability to contend effectively with his lifelong enemies.

I had a letter only last week from a man who asked if his son, just aged 18, could join as a midshipman R.N.R., although he had not done the required year at sea. He would have done this twelve months had his ship not been sunk in the Atlantic four months ago. This boy had found himself in charge of a lifeboat full of survivors, and for four days and four nights he had to bring that boat through gales and storm in the North Atlantic until they were eventually picked up by a rescuing ship. No boy without very early training as a seaman could have taken on a job like that.

The function of the Sea Cadet Corps is to train boys for the Sea Services, the Royal Navy

(Continued on Page 6)

COMRADESHIP

During a heavy day raid on Tobruk, when defended by the A.I.F., Representative A. McIlveen of the Salvation Army found himself trapped in an ambulance. He had gone out to a distant medical post to accompany two badly wounded soldiers back to the hospital. The ambulance had just reached the hospital when the raid began, and the bombing was so ferocious that it was impossible to remove the men while it continued.

Sticks of bombs were dropping nearer.

There was little anybody could do for the wounded men until the raid was over.

Suddenly the hospital was hit, and when it seemed that only a miracle would save the ambulance, the elder of the men painfully crawled from his stretcher to his youthful companion. Without saying a word he put his arms round him and tried to shelter him from any possible blow.

Isn't it natural that those two men should become firm friends?

"Firm friendship has been formed between American and Australian troops in the forward areas," said Lieut. E. Fouracre, of Essendon, Melbourne, Victoria, who has recently returned to the mainland after nine months in New Guinea.

"The Americans are good fighters and share with the Australians whatever they have," he said. "Fixed in my mind is the memory of the day I met an American soldier along a jungle trail.

"'Where can I get a drink?' I asked him. He replied, 'Right here,' and shared his last coffee ration with me."

SEA CADET NOTES

Mr. A. R. Armstrong, A./O.C. Woolwich Depot, reports:—

We are pleased to be able to report the enrolment of seven new cadets in the past week. This company has undertaken a recruiting drive, and recruiting posters have been placed in the windows of a number of suburban shops. Miniature rifle shooting and sailing are to be resumed with the advent of the warm weather. We were pleased to welcome an old officer of this company, Mr. Collison, R.A.A.F., who paid us a visit during the week.

Appointments: 2nd Officer A. R. Armstrong, of N.L.T.D. "Vendetta," to be A/C.O., N.L.T.D. "Warrego." Mr. R. Grant, Chief Officer, Mr. D. Wirth, 2nd Officer, Mr. R. Holloway, Junior Officer, and A/B A. J. Smith, Leading Seaman. The latter safely negotiated a fairly "stiff" examination before receiving his promotion.

* * *

Woolwich officers and cadets take this opportunity of welcoming their new Officer-in-Charge, Mr. Armstrong. All ranks may be depended upon to go about their duties with a will and help their new O.C. in every way.

All are glad to see Mr. Grant back on deck after his recent accident. Mr. Grant has been carrying on as Acting O.C., ably assisted by his Chief Officer, two Petty Officers and two Leading Hands. Three more cadets from "Warrego" have joined the Services. A.B. Ian Beck is now at sea with the Merchant Navy, P.O. K. Coggins has received his call-up for the R.A.N. and Writer N. Wishart has also joined the Merchant Navy. With these boys go our good wishes for the best of luck and we hope to soon have them back with us again.

A.B. Beck was fortunate in having a few weeks' leave last Easter, when he very willingly joined us in the Easter camp, which proved a marked success. Although Woolwich complement has been reduced as a result of the war the cadets are enthusiastic about their work and so it may be said that "both screws are turning over and 'Warrego' is under way and decks cleared for action."

Last, but not least, it is pleasing to know that Mr. H. Collison, who for a long time was O.C. of Woolwich, but is now in the R.A.A.F., does not forget his old Depot, and never misses an opportunity of paying us a visit. We say, "Good luck, Mr. Collison, and drop in any time."

(Continued from Page 4)

and the Merchant Navy. Many of these boys prefer the Merchant Navy. I asked one such boy, not long ago, what sort of merchant ship he would like to sail in, and he said that he was determined to go in a tanker, and his reason for that was that his father had lost his life in a tanker during the war and he wanted to take his place. That is just typical of the spirit one finds in these lads.

The ceiling of 50,000 cadets has been fixed because the annual output will then be roughly, very roughly, related to the number which the Sea Services may be expected to absorb in peace. Our aim is not confined to teaching these lads the technical side of their future profession; it goes far beyond that. We aim to produce the best type of citizen, lads with clean minds, strong bodies, mentally alert, and full of leadership and initiative; boys with a sense of that esprit de corps and good discipline without which a ship's company can neither be efficient nor happy, those two things which always go hand in hand.

Much of this training is common to the three Services; some of the technical training is also common to the three Services; so we have formed an Inter-Services Cadet Committee on which the Director of Army Cadet Force, the Director of the Air Training Corps and the Admiral Commanding Reserves sit.

That Committee exists to devise methods by which we can co-operate with one another, its aim being that the only rivalry between the three Service Pre-Entry Training Corps shall be a healthy rivalry, for our ultimate object is the same—to train boys for the defence of our country and empire.

Of course, in all this training we have had considerable initial difficulties. Equipment has been difficult to find for so many new units. Boats are hard to come by these days, but I appealed to yachtsmen to lend me dinghies in which, at any rate, boys could be taught watermanship, and I am having a very encouraging response.

If any of you or your friends have small boats which would be of value to Sea Cadet Units I would ask you to lend them for the duration of the war, when I can promise that they will be returned to the owners in good condition.

Suitable premises as headquarters have been a great difficulty. I look forward to the time in the near future when every unit will have its own headquarters, its ship, or stone frigate, as the Navy terms a shore establishment. What a difference that makes! Not only to training, but to the whole outlook of the cadet.

This year we hope to get 10,000 Sea Cadets into summer camps, where they can put into practice much of what they have been taught; where they will get plenty of fresh air, good exercise, good companionship.

I earnestly hope that employers will give these lads a holiday at the right time so that they can attend these camps. I sometimes wonder if all employers are fully aware of the amount of voluntary work these boys put in after working hours.

Is it not the duty of each one of us to do his part to ensure that, never again, shall this country suffer from that loss of memory? You may build ships—ships that fly, ships that float, ships that swim under the water, and fill them with all the most scientific instruments of destruction which the wit of man can invent or with all the desirable merchandise in the world, but if you haven't got the men, and good men, to man those ships, they are not much better than useless scrap iron. The Sea Cadets about whom I have talked to you to-day are those men of the near future.

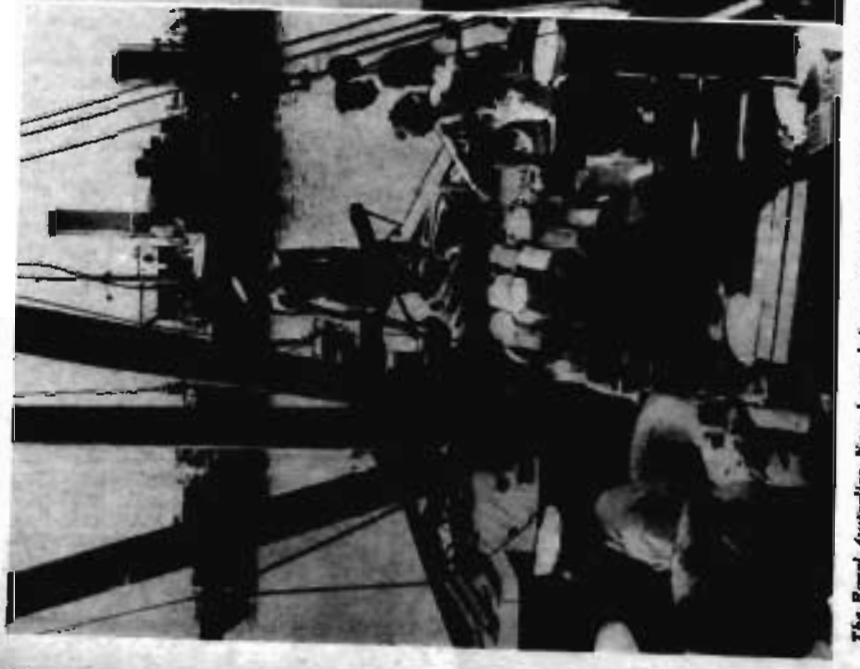
PLEASE NOTE

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.

Telephone - - - - - B 7806

LIFE IN BOOM SHIPS GUARDING NORTH-WEST HARBOUR



The Royal Australian Navy boom defence across the entrance of a harbour in the north-west of Australia. The men live in the boom ships, and every day hoist up parts of the steel nets for examination and repair. Left: A supply ship approaching the boom ships with a week's provisions. Right: Signalman R. Muir casting the hair of Engine-room Artificer Barwick.
Block by courtesy "Sydney Morning Herald."

THE TASK OF THE NAVY

By CAPTAIN RUSSELL GRENFELL, R.N.
(In "Navy League Quarterly")

THE task of the Navy in the days and months to come will be as onerous and important as it has been since war broke out. Its first duty has been, and will continue to be, to preserve the main foundations on which our national security and the development of our war effort must necessarily depend. Without a steady stream of food supplies carried by sea, neither the nation nor its armies in North Africa and Egypt could be fed.

Without a great volume of raw materials also coming in by sea, the war factories of this country could not be producing the weapons and munitions of war that are rolling off the production lines in such great quantities. Without huge supplies of petrol and oil, every drop of which has to be brought in tankers, not an aircraft could leave our aerodromes to attack the enemy. The maintenance of all these essential supplies is one of the Navy's primary commitments, which calls for great effort and ceaseless vigilance. There is never a day when many British warships, mostly small ships, are not at sea in the Atlantic shepherding and guarding the convoys moving inward or outward from these islands, Russia or the Mediterranean. Much depends on these watchdogs, and heavy is the strain imposed upon them, and especially on their captains, frequently young men in their twenties. We read of heavy U-boat attacks going on for three or four days and nights on end, and we think with satisfaction of the depth charges from the escorting destroyers and corvettes exploding with blasting force round the submarines which come within their reach.

We do not so often think of what this means in the shape of the captains being kept on the stretch for all this time, probably three or four sleepless nights running, and with the officers and men off watch, woken often and again by the roar of explosions, not much better off than their commanding officers. Little, moreover, can be said about their endeavours; and when an occasional announcement is made, it is invariably so long after the event as to have lost all the glamour of topicality. It is not for them the thrill of hearing on the wireless next morning how "a heavy weight of depth charges was dropped on several German U-boats in so many degrees north and so many west last night."

Nor should we forget the weather. The forces of nature are none the less violent and untamed because man is indulging his own worst excesses, and heavy winter gales in the Atlantic impose on their own account a severe ordeal on the crews of the smaller men-of-war. But the work of protection goes steadily on, and will, as we know, go on to the end.

Standing sentinel over it all is the main fleet. Silent, unpublicised and distant, it keeps an unceasing watch on the German surface fleet. The latter contains some fine vessels, whose power is by no means to be despised. The episode of the "Bismarck" showed us what kind of a fighting machine a German battleship could be, and gave us an inkling of what havoc a squadron of them could cause if they had the field to themselves. If the tale of their achievements is so far not a lengthy one, it is because our ships, heavy and light, in northern waters have performed so well that extremely exacting duty of constant and prolonged alertness that their opposite numbers on the German side have not been able to catch them off their guard. To prevent individual enemy ships slipping out into the Atlantic during the long dark nights of northern latitudes has never been possible. But those that have done so have had only a brief run in the open before being either destroyed or chased away.

Yet if the enemy successes have so far been meagre, the menace is always there and no one can say that the recent change in the supreme command of the German Navy will not result in a greater activity of its surface fleet in support of the U-boat campaign or for other but equally dangerous purposes. As long as the German surface forces remain above water our main fleet in northern waters will be needed to play its unspectacular but none the less vitally important role in protecting our coasts from seaborne invasion and in keeping the ring for the numerous smaller men-of-war engaged in the

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BREAKERS AHEAD!

By Captain R. BARRY O'BRIEN, in that excellent Illustrated Quarterly, "The Seagoer"

(CONTINUED FROM JULY ISSUE)

Agents for Australia: Gordon & Gotch)
(With Acknowledgments)

The 7th February was a day of incessant toil and discomfort for all hands. The wind had not yet shifted any further to the westward, but it had increased tremendously and was already hitting up to hurricane force in the squalls. Lying hove-to under what was left of her topsails, the "County of Roxburgh" was all but unmanageable. Drawing such a small amount of water she was like a balloon on the surface, and time after time she fell off into the trough of the sea, rolling with such violence that all hands feared she would shift her ballast and capsize. How far she was from the land at this time was a matter of conjecture, for Captain Leslie was working on dead-reckoning and he and his officers knew that this might be a great number of miles in error. Serious as matters were, however, the skipper still clung to the hope that the ship would succeed in clawing her way safely past the dangerous coral islands lying to the southward of her.

This hope was dispelled at daybreak on the 8th February. During a terrific hurricane squall the wind suddenly whipped ahead to north-west, forcing the ship's head off to south-west. The only thing for it in these circumstances was to get the vessel round on to the port tack without delay, and all hands were promptly ordered to the braces.

Owing to the fact that her fore topsails had blown away the "County of Roxburgh" refused, however, to pay off when her helm was put hard up. Lying in the trough of the big, thundering waves she began to roll more violently than ever, while sea after sea swept over her. Fearing that all hands would be washed overboard, and that the ship would be swamped, Captain Leslie ordered the helm hard down and quickly brought the vessel back on to the starboard tack. She now instantly began to ride more easily, but it was apparent that she was still driving down bodily towards shoal water.

A second attempt to wear her round was made an hour later, but again she refused to answer her helm. In loaded trim she might have done so, but with only 13 feet of her hull submerged she behaved more like a flat-bottom scow than a large two-thousand-ton-clipper. Her bow and stern alternately lifted clear of the water, and each time her forefoot pounded the waves all hands held their breath, fearing that she would jump her masts clean out of their sockets.

Hitherto there had been a brief lull between the squalls, but now there was no cessation in the wind's long-drawn, piercing shriek. There was nothing else for it in these circumstances—having regard to the fact that the vessel still refused to pay off—but to heave-to on the starboard tack again, and Captain Leslie reluctantly ordered the helm hard down.

The outlook at this stage was about as black as it could be. The sea had reached an alarming height, and even with oilbags trailing to windward, the "County of Roxburgh" was having her work cut out to stand up to it. If the barometer had been rising Captain Leslie would at least have had the consolation of knowing that the storm's centre was moving away from the ship, but it was still falling. Every stitch of canvas had blown away by now, and it was only by means of tarpaulins in the mizzen and jigger riggings that the vessel's head was held up to the wind.

Summoning Mr. Miller, Captain Leslie confided to him his grave fears.

"We must get her round on to the port tack!" he cried, as the two seamen pored anxiously over a chart of the Low Archipelago, spread out on the table in front of them.

"Easier said than done, sir!" replied the mate grimly, gripping the edge of the table as the ship took a terrific roll.

"I know," admitted the captain. "But we still have a chance, if we can manage to get some fresh canvas on her. Get all hands on deck and try to bend a new fore-lower and main-lower topsail."

The mate answered, "Aye, aye, sir," and staggered out on to the reeling, sea-swept decks to tackle the job. It wasn't an easy one considering that a man couldn't stand against the furious wind without holding tight to something. Realising that their lives were at stake, however, the crew responded gallantly. A gantline and tail-block were sent aloft, and after it had been rolled up tightly and secured with ropeyarn stops a foot apart a brand new fore-lower topsail of Number 00 storm canvas was dragged out of the sail-locker and hove aloft.

It took the crew three hours to bend it, and another three hours to bend a new main-lower topsail. That they succeeded in their task at all was little less than a miracle in the circumstances. It was five o'clock in the afternoon by the time the two sails were set. As a result of their long, bitter struggle with the thrashing canvas the sailors were well-nigh in a state of exhaustion, and their finger-nails were torn and bleeding. Having cleared up the litter of ropes washing round the decks they turned expectantly towards the mate, hoping to hear the order: "All hands to tea." A disappointment awaited them, however, because Captain Leslie had decided to make a third and last attempt to wear the ship round on to the port rack before the dull, grey day was swallowed up by a black, screaming night.

"Loose the foresail and fore-topmast stay-sail!" rang out his stentorian command, and a

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protection of our maritime communications. And the terms fleet and men-of-war used in this context must include also the aircraft of Coastal Command, who are an integral part of sea power.

These are the main defensive functions of the fleet, though carried out offensively. On the more purely offensive side of naval strategy the future of the war is big with possibilities. As long as enemy armies continue to operate in overseas areas where they are dependent or partly dependent on seaborne supplies, the Navy will have the active duty of attacking and endeavouring to sever their supply routes. Much notable work of this kind has already been done in the Mediterranean. The high degree of success achieved by our naval and air forces in the interception of Rommel's supply ships while he was still at the gates of Alexandria played a very big part in his discomfiture at El Alamein and his subsequent retreat to Tunisia. The contest has now been transferred to Sicily.

Almost daily comes news of sinkings by our submarines which are operating in the Sicilian narrows and off the enemies' coasts and harbours in the boldest fashion, sometimes even engaging shore targets with their guns. The chief honours of this supply battle must so far go to them, though our light surface and air forces, both naval and R.A.F., are also playing a part.

Meanwhile the work in progress of attacking his communications furnishes an excellent example of inter-service co-operation, in which sea and air are operating in support of the Army in its task of throwing Rommel and Von Arnim into the sea, where the Navy and R.A.F. will be waiting to welcome them.

When Sicily is conquered, the navy will be presented with a further and, one hopes, its final big problem of transporting the Army to the attack on the enemy in his continental base. It is in that operation that the peculiar strength residing in superior sea power when used amphibiously should weigh most heavily on the side of the Allies. For it bestows on those who are fortunate enough to possess it the immense advantage of being able, as we saw in the case of the North African landing, to strike where they will, and thus, with any luck, to surprise the enemy where he is weak.

The possibilities in this respect are obviously very great; for we now have stretches of enemy occupied territory four or five thousand miles in extent, at any one or several points of which we may choose to make our descents. If properly handled, the situation offers the opportunity of the most impressive illustration of the use of superior sea power that the world has yet seen.

(Continued from Page 13)

groan broke from the weary drenched sailors.

This was a lot of canvas for such a violent wind, but in view of the ship's refusal on two successive occasions to answer her helm it was justified. Directly its gaskets were cast adrift the big, double-reefed foresail began to thrash furiously, threatening to blow into a thousand ribbons. The sailors managed, however, to heave down its sheet and tack, and with a roar the wind rushed into the sail, stilling it.

Under its driving power the "County of Roxburgh" began to plunge violently into the huge combers hurtling down on her. Time and again she seemed on the point of burying herself, but Captain Leslie was watching her like a hawk, gradually easing her off the wind.

Suddenly his voice rang out loudly again.

"Hard up the helm! Square in the after yards!"

"Yo-ho-ho! Haul a-wey-hey!" came the sailors' lusty response, as they dragged frantically on the braces. The long, tapering steel yards began to move.

"That's the style, boys!" encouraged the mate, letting the lee brace falls run through his fingers. "Keep 'em on the move! The old girl's going to do the trick for us this time!"

It really seemed as if she was going to, but, having paid off to S.S.E., she suddenly hung fire, lifeless, refusing to bring the wind round on her port side. A big, curling wave roared down on her starboard quarter, and with the shock of an avalanche crashed aboard.

The sailors' cries were silenced on the instant. Only gasps and spluttered curses came from the submerged, struggling mass of half-drowned humanity. The crowd hauling on the cro'jack braces were washed in a heap across the deck, and the ponderous steel yards above their heads, momentarily taking charge, began to swing violently to and fro.

"Steady tight those cro'jack braces!" roared the captain in a frenzy. "Look alive, men, or we'll have the masts and spars down on deck!"

The sailors again responded, and as the water on deck drained slowly away through the washports the loose play of the yards was checked.

But still the ship refused to come round on her heel. Yielding to the wind pressure on her starboard quarter she began to fall back on to the old tack. There was nothing for it in these circumstances but clap on still more canvas, and the captain gave the order: "Loose the fore upper-topsail!"

Mr. Miller repeated the order vociferously, and dragging themselves into the fore rigging a couple of sailors began to clamber aloft. The wind flattened them against the shrouds and almost wrenched their heads from their shoulders, but they gamely continued their perilous ascent.

Having reached the upper-topsail they were in the act of casting off its gaskets, when suddenly one of them, a German named Paaschburgh, threw up his arm, and pointing over the bows, let out a blood-curdling shout:

"Breakers ahead!"

The sailors on deck instantly leapt up on to the bulwarks, where, clinging to backstay and shroud with one hand and shielding their eyes from the furious wind and spray with the other, they stared hard in the direction indicated.

It was not an hallucination. Through the curtain of rain and driving spume and spray a veritable wall of white, broken water leapt to their gaze. Stretching from broad out on either bow it meant one thing only—a long coral reef!

The "County of Roxburgh" was doomed, for the wind was blowing directly towards the reef and the ship, lying helpless and unmanageable in the waves, was little more than a mile from it. Captain Leslie knew that in 10 or 15 minutes she would strike the reef, and fearing that she would roll over on it and quickly go to pieces, he immediately tackled the problem of saving life.

"Belay the braces! Lay aft and clear away the boats, all hands!" he roared, and as the sailors came scrambling up on to the boat-skids lifejackets were served out to them.

As they slashed adrift the rope lashings on the boats some of the older hands shook their heads pessimistically. What chance would an open boat stand in such a sea they asked one another. Captain Leslie shared this doubt, but he was of the opinion that by no other means could anyone hope to reach the shore alive.

The port boat was turned out first. Directly it was clear of the skids the carpenter, steward, four able seamen and two apprentices, named Richardson and Stirling, scrambled into it. Other men were about to follow them when suddenly,

(Continued Overleaf)

through nervousness or excitement, the sailor standing by the forward tackle let go his fall. The boat instantly upended and everyone was thrown out of it. Lines were flung to the struggling men in the water, but before they could get hold of them the poor fellows were swept away.

The thunder of the surf was loud in everyone's ears by now; and realising the need for still greater haste the remainder of the crew scrambled across the skids and began frantically to turn out the starboard boat. This wasn't such an easy matter as turning out the lee boat, but after a tremendous struggle the sailors succeeded in thrusting it over the side. In the midst of the excitement and confusion a sailor named Diestel fell between the boat and the ship's side and was drowned. The poor lad was evidently stunned in his fall, for he floated away face downward without raising a hand to save himself.

The lifeboat was lowered to the rail, but before anyone had a chance of getting into it, the "County of Roxburgh" struck the edge of the coral reef and rolled over on her lee bilge.

The scream of torn and twisted steel and iron instantly rent the air, and as the ship slowly righted, an enormous curling wave broke aboard over her quarter, smashing the lifeboat to matchwood and tearing two of the crew, an able seaman and an apprentice named Parsons, from their hold and sweeping them into the sea. For a few seconds their heads were seen above the white, boiling surf; then they disappeared.

The ship lurched over on to her lee bilge again, tearing a still larger hole in her bottom, as she scraped and bumped along the jagged coral flat extending 250 yards off-shore. A second and a third monster wave came roaring down on her, breaking aboard like an avalanche and tearing away ladders, ventilators, doors and poop fittings, which made a frightful din as they swept to and fro in the riot of water on deck.

Each succeeding wave drove the vessel still further on to the shelving reef; and realising the desperate predicament of all hands a Norwegian sailor named Wagner volunteered to try to take a line ashore.

A coil of thin rope was brought out on deck, and its end made fast about his waist. With a cheery wave of his hand to his shipmates he lowered himself into the sea and struck out towards the waving coconut palms, just visible above the crests of the waves. The brave fellow had barely made a start on his errand of rescue, however, when the backwash of a big comber sucked him back under the ship's bottom. Ropes and a couple of lifebuoys were thrown to him, but he was never seen again. When it was hauled in there was nothing on the frayed and broken end of the line which had been made fast to him.

Night was falling by now, and fearing that he would lose touch with his men in the darkness, Captain Leslie ordered them all to muster in the saloon. There was nothing more anyone could do on deck, and the risk of everyone being killed by the falling masts and spars was imminent. Most of the survivors had sustained severe cuts and abrasions, and after they had all been accounted for, and given a stiff tot of grog, their wounds were attended to.

The noise of rending steel and woodwork was infinitely louder down below than on deck, and the rush of water sweeping to and fro in the hold seemed to shake the ship far more violently.

"She'll burst her sides open in a minute and fall to pieces on top of us like a pack of cards," said a sailor gloomily, giving voice to the fear that was uppermost in everyone's mind.

"Clyde-built ships don't go to pieces as easily as all that," retorted the captain sharply, but he spoke without much conviction.

Just before nine o'clock in the evening the ship was struck by an enormous breaker which rolled her over almost on to her beam-ends. The backwash righted her, but fearing that a few more shocks of that sort would be her finish, Mr. Miller volunteered to make an attempt to swim ashore with a line. The captain warned him that there was little chance of such an attempt succeeding, but he insisted that he should be allowed to make it. "Very well," said the captain gravely. "I admire your courage. I can only wish you good luck."

The coil of rope used by able seaman Wagner had been lost. A fresh coil of small stuff was brought up to the poop, however, and after divesting himself of everything but his lifejacket and a pair of trunks, the mate secured its end about his waist.

By now the "County of Roxburgh" had been carried across the coral reef to within a hundred yards of the beach, upon which the surf was pounding with such fury that the whole atoll seemed to tremble. The waves were running over 50 feet high and it seemed impossible that any man could stand a chance of surviving in them. Mr. Miller did not flinch in his gallant resolve, however. Having rapped out a few orders to the sailors standing by to pay out on the line he leapt up on to the rail, keeping one hand on the backstay. A big curler came roaring in over the reef, and as its boiling crest swept under the ship's counter he took a clean header into it. For a few seconds the men on the poop saw him swimming strongly; then he disappeared from their view. From the way the line continued to run out through their fingers, however, they knew that he was still making good progress.

Fortunately, the mate was a man of fine physique and an exceptionally strong swimmer. Having timed his dive perfectly he was carried almost without effort on the back of the big breaker right up to the beach, and flung high and dry among some palm trees. His first act on struggling to his feet was to unbend the line about his waist and make it fast to a tree. While he was doing this a crowd of chattering natives came running towards him. He did not understand what they said, but so demonstrative were they in their friendliness towards him that his momentary apprehension was instantly dispelled.

He had been wondering how he was going to get the tail-block and endless rope fall ashore, but this problem worried him no longer. Twenty or thirty brown-skinned, muscular islanders stood ready to do what they were told, and he promptly availed himself of their services. With a couple of vigorous tugs on the line he signalled the men aboard the "County of Roxburgh" to pay out the tail-block and rope fall, and then, thrusting the line into the natives' hands, he told them to haul on it.

They obeyed with enthusiasm and within half an hour communication with the ship had been established and an improvised breeches buoy was in position. To drag the survivors one by one through the surf did not take long, but by the time they landed most of the poor fellows had been badly lacerated by the jagged coral. Captain Leslie came ashore last. His first question as he staggered to his feet was to ask the name of the island they were stranded on.

An elderly native, who spoke broken English, informed him that it was Takaroa Island; he went on to explain that the "County of Roxburgh" was ashore at a spot three and three-quarter miles north-east of the native village, which stood on the eastern side of a channel, known as Tehavoroa Pass, through which vessels of shallow draught could enter the lagoon. Had it been possible for her to negotiate this channel the ill-fated ship might have found an anchorage in smooth, deep water. But having regard to the weather conditions and low visibility it would have been little less than a miracle if she had found its entrance.

The friendly Polynesians proved themselves practical people, for after a journey to their village a number of them returned to the scene of shipwreck with all manner of healing herbs, with which they treated the sailors' wounds, and also material for a tent which was erected on the beach. Under its protection, Captain Leslie and his men spent the remainder of the night in an unbroken sleep of sheer exhaustion.

They awoke to find that the ship had been driven so close inshore that, had they remained aboard her, they would have been able to land with comparative ease. Despite everyone's conviction that she would go to pieces she had withstood her terrible ordeal so well that even her masts and spars were still standing—an eloquent tribute, surely, to the fine workmanship and material her builders had put into her.

A fresh surprise was in store for the castaways. Later in the morning, Richardson and Stirling — the two apprentices who had been thrown into the sea, with six other members of the crew, when the port lifeboat upended—put in an appearance. The lads had been washed ashore on a lonely strip of beach two and a-half miles north-east of where the "County of Roxburgh" lay, and they had a remarkable story to tell.

For over an hour they had been dashed helplessly to and fro in the breakers, without knowing whether they were being taken in towards the beach, or away from it. Young Stirling could not swim a stroke, but his lifejacket supported him. When at last the beach loomed up in front of him he made a desperate effort to dog-paddle towards it, but time after time he was pulled back into the sea by the undertow. He was pretty nearly at his last gasp by the time he landed.

Richardson could swim, and this fact helped him considerably in getting ashore. A big breaker on whose back he had managed to climb deposited him in a clump of pandanus trees, and,

covering himself with some leaves, he instantly went to sleep. He imagined that he was the sole survivor, for in the darkness and wilderness of driving rain and crashing water he could not see his fellow apprentice or anyone else.

Stirling, who spent the night wandering aimlessly up and down the beach, was under the impression that he was the sole survivor of the shipwreck and that he was on an uninhabited island. The exhausted lad was overjoyed at daylight to hear a lusty shout and to see Richardson running towards him. The two boys were quite naked except for their lifejackets, whose tapes had cut deeply into their bodies. Having related their experiences to each other they set off in search of the ship. Rounding a point of land to the south-west they suddenly caught sight of her, and the remainder of the survivors.

The hurricane blew itself out at midday, and that afternoon the islanders launched their canoes under the lee of the wreck and paddled Captain Leslie, his officers, and some of the heavy list to port, with the whole of her bottom ripped open and several large holes in her sides, sailors out to her. The vessel was lying with a through which the ballast was washing out as the waves swept through her. She was undoubtedly a total wreck.

Most of the perishable stores in her lazarette were spoilt, but there was a sufficient stock of canned and bottled provisions to last the castaways for several months. These were brought up on deck and landed, together with the men's clothes, the contents of the captain's slop-chest, and some spare sails for tents. A second expedition was made to the vessel next day, and every empty tin that could be found was filled with fresh water—fortunately, the ship's fresh water tank had not been holed—and taken ashore. The islanders were allowed to replenish their supply of fresh water, which had run dangerously low, from the same source, and as a reward for their services were given a quantity of tobacco and ship's stores, which they regarded as a luxury.

A search was made along the beach for several miles in case any other members of the crew had reached the shore alive—but without avail. The body of Wagner—the gallant Norwegian who had attempted to swim ashore with a line—was eventually washed up, but no sign was ever seen of the other nine men. The fact that the waters in the vicinity of the Low Archipelago are infested with sharks may have accounted for this.

A week after the disaster a schooner called at the island, and her master agreed to take Captain Leslie and his crew to Papeete. The schooner, however, went on the reef and was wrecked. A second craft—a small cutter—visited the island a week later, and the three officers and six other members of the "County of Roxburgh's" crew took passage in her to Tahiti. Captain Leslie and the cook remained aboard the wreck, while the remainder of the survivors took up their quarters in the native village, where they were treated with such kindness that they expressed their intention of remaining on there for ever.

Captain Leslie persuaded them to change their minds, however, when a French schooner, the "Crois du Sud," called at the island, on the 19th March, with instructions to take them all off.

In due course, the third mate and two other members of the "County of Roxburgh's" crew left Papeete in an American steamer for San Francisco. Captain Leslie and the remainder sailed from the Tahitian capital in the Union Steamship Company's S.S. "Tavuini," bound for Auckland, New Zealand. From the latter port they returned home to England, bringing with them a story of South Seas adventure as stirring and romantic as will be found anywhere outside the realms of fiction.

The "County of Roxburgh" was subsequently put up for auction at Papeete, and realised a little over £40 as she lay! During the next hard blow she was driven right up on to the beach, where her red, rusty bones still lie under blue skies among waving coconut palms.

REBUKE

By R. A. MOONEY, Merchant Navy

Deep Night that once held peace within thy heart,
That once was welcomed for thy restful part
In Nature's scheme,
What horror now you hold within your grasp
That rains down death and hatred till we gasp
For Dawn's first gleam.

Earth Child, it is not I that horror holds.
But you have hidden hate within the folds
Of my dark air.
If I have changed, 'tis you who changed me so.
This thing called war is man made you must know,
And yours to bear.

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

The Navy League is a Voluntary Patriotic and non-Sectarian Association of British peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea.

Its Objects are:

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.

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 TASK AHEAD

JAPAN PROPER has been likened to a giant octopus, its tentacles reaching along the Kurile Islands, spreading to Manchukuo, China, and to fairly adjacent Pacific Islands east and south. But little less disturbing to opponents of Japan is the giant centipede the octopus has incubated in territories lately ruled by other nations. This virile centipede endowed with human mentality stretches its sinuous length from Burma, through Malaya, the great Singapore nerve centre, and the richest Indies; its multiple feet tread a hundred islands giving considerable protection, while allowing movement to its tough body. No intelligence of a high order is necessary to give a realistic picture of the task of prizing-up the many feet, or fatally puncturing a vital organ of this dexterous antagonist.

That the fortunes of the Allies appear distinctly more buoyant than when the first aggressive move was made against Japan is encouraging and should impel every man and woman to redouble their efforts to give to our own and Allied fighting men the equipment which not only ensures ultimate victory, but by its quality and volume gives our men on land, sea and in the air a greater measure of protection with a corresponding chance of survival.

Loose talk so often heard which claims: "We have got the Japs where we want them," is to be deprecated for it serves no victorious purpose, but rather engenders complacency. It is true that the centipede has had one or two feet badly damaged and the octopus has withdrawn a tentacle and lost some of its floating power, but both are alive and dangerous.

President Roosevelt, Colonel Knox and Admiral King are reported in recent weeks as stressing the many difficulties ahead. The octopus and the centipede will take a power of killing and even when dead their reflex wriggles may be no less damaging than the kick of the dead bullock reported from the abattoirs near Sydney, some time ago.

In the reliable "Manchester Guardian" of a few weeks back appeared a suggestion that instead of us having the Japs where we want them, the contrary is the case. The Japs still have us many, many miles from their homeland and the end of the war.

OUR NAVAL RECORD

It is over a year since H.M.A.S. Canberra was sunk off Guadalcanal in a night counter-attack by Japanese naval forces. Before that, Australia's naval losses had been severe.

But, thanks to new shipyards and to vessels made available by the British Admiralty, the Royal Australian Navy is still ranging the seas, a balanced force of cruisers, destroyers, armed merchant cruisers, sloops, corvettes, and depot ships.

Australia's total naval strength in September, 1939, was two 8-inch cruisers, four 6-inch cruisers, five destroyers, and two sloops with three auxiliary vessels.

Since then, fighting in naval battles round the globe, we have lost three cruisers, three destroyers, and three other vessels.

The cruiser Sydney took part in an offensive sweep of the Mediterranean within a few hours of the declaration of war, and for 12 months campaigned up and down that sea, claiming among her victims the fast, modern Italian cruiser Bartolomeo Colleoni.

During the historic siege of Tobruk, Australian destroyers continuously ran the gauntlet of Nazi dive bombers and torpedo bombers to maintain the famed Tobruk "Ferry Service."

These same destroyers took part in the evacuation of Greece, and scoured the sea-lanes against enemy sea reinforcements of Crete.

The cruiser Hobart covered the evacuation of British Somaliland. The cruiser Perth was in Malta harbour during one of the island's worst blitzes. The Perth and the destroyer Stuart took part in the Battle of Matapan, in which the Italians lost three 10,000-ton cruisers and three destroyers.

Australia's first heavy naval loss was on November 19, 1941. The cruiser Sydney, on patrol 300 miles west of Carnarvon (W.A.), was lost with all hands after sinking the heavily-armed German raider Steiermark.

Australian warships, during the Japanese drive on Singapore and the Netherlands Indies, fought up and down the island straits. First Australian ship in action against the Japanese Navy was the destroyer Vampire, which was on the destroyer screen of the Prince of Wales and Repulse when they were sunk by torpedo bombers off the coast of Malaya. The Vampire rescued 225 of the survivors. Fine rescue work was done by the sloop Yarra at Singapore, when she ran alongside the burning Canadian liner, Empress of Asia, to take off 1334 men. Fine work, too, in the Malayan Archipelago was done by Australian mine-sweepers (corvettes), especially in Banka Strait—or "Bomb Alley" as those who sailed in it called it.

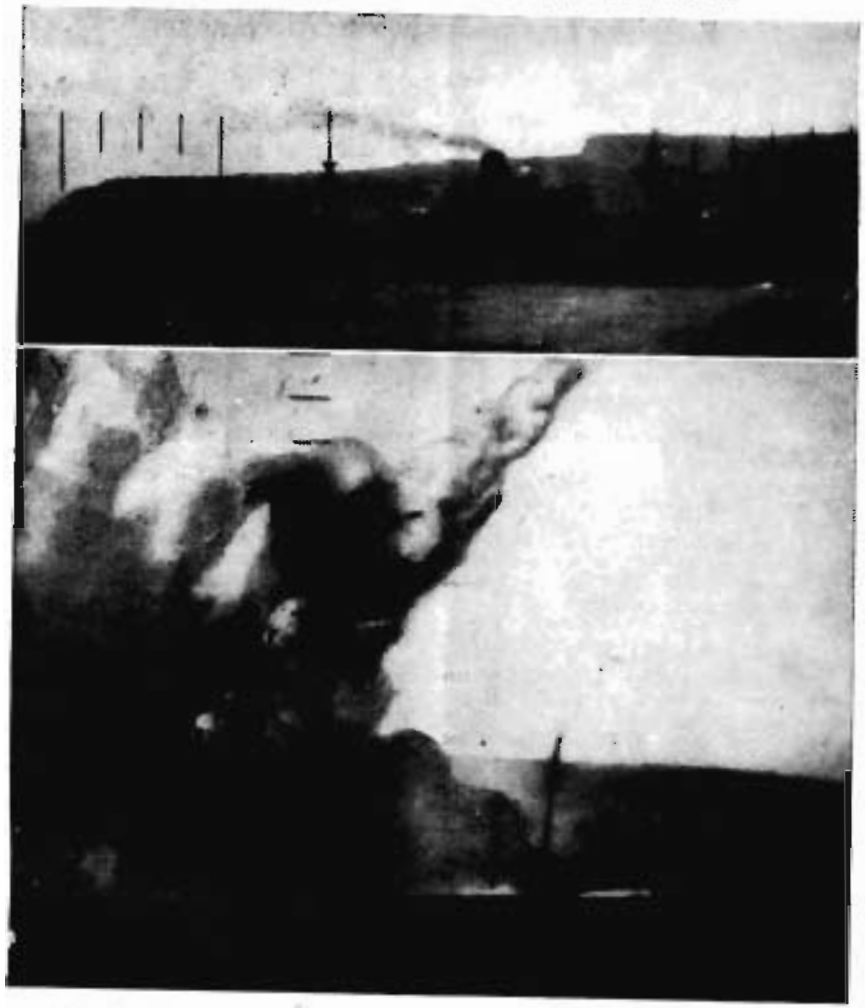
Australia suffered her second heavy naval loss of the war in the island battles. The cruiser Perth was one of a force of Allied warships which joined action with a stronger Japanese force, in Macassar Strait, in the Battle of the Java Sea. The Allied Fleet sustained heavy losses, and the following night the Perth left Tandjong Priok in company with the American cruiser, Houston. During the night, the Perth wireless from Sunda Strait that the two cruisers had contacted a strong Japanese force. That was the last heard from either ship. A few days later, the sloop Yarra, escorting two merchant vessels and a motor minesweeper, was sunk after an heroic action against three Japanese heavy cruisers and four destroyers. With the Japanese sweep southward, Australian cruisers and other types took part in naval actions ranging from those in reinforcing Mandated Territories to the Coral Sea Battle.

When the Battle of the Solomon Islands opened at dawn of August 7, last year, an Australian cruiser squadron commanded by Rear-Admiral Crutchley, V.C., led the simultaneous Allied naval attack on the islands of Tulagi and Guadalcanal.

Australia lost her third cruiser of the war in the early hours of the following morning. The Canberra was sunk in a Japanese counter-attack off Guadalcanal. From the outbreak of war to the present day, the Royal Australian Navy has increased in number of ships by more than 800 per cent. These include ships built in Australia, ships taken over from the Merchant service and ships built in Britain for the R.A.N. The number of men serving to-day in the Royal Australian Navy is considerably greater than it was when war broke out in Europe.

—Dept. of Information.

U.S. SUBMARINE SINKS JAPANESE FREIGHTER



The above pictures were taken through the periscope of a U.S. submarine operating in enemy-controlled waters in the Pacific. Top: The Japanese freighter about a mile off the shore of a Pacific island. Lower: The same ship blown up by a torpedo from the submarine. (Official U.S. Navy photos.)

Block by courtesy "S.M.H."

A WORLD FOOD POLICY

NUTRITION AND THE NEW HEALTH STANDARD

By SIR JOHN ORR in "Britain To-day." (With acknowledgments).

REPRESENTATIVES of the United Nations have been meeting in the United States to consider post-war food problems. A momentous meeting. Next to the war on infectious diseases, food is the most important factor in health. There are more people engaged in the production and distribution of food than in all other industries put together. Food is the most important of all trade commodities.

There should be no difficulty in reaching agreement* on the fundamental principle which should decide the policy. No one could dispute the proposition that the overriding objective in planning for food should be the provision of the food necessary for the nutritional needs of the people. Nutritional needs are known. They are the same for all races. Taking into account national food habits, the amounts of the common foodstuffs needed for a diet on a health standard can be estimated and, indeed, have been estimated for some countries. It will be possible, therefore, to plan for an objective on which there is universal agreement and to plan in terms of something concrete which can be measured.

To appreciate the great change which will be brought about by a world food policy based on nutritional needs, we must bear in mind the change which has occurred in our ideas of food requirements. Until about twenty-five years ago it was assumed that if people had sufficient food to satisfy hunger, their food requirements would be met. Now we know that though the quantity may be ample, if there is a deficiency of vitamins or minerals, some diseases, ill health, and increased susceptibility to some infectious diseases occur.

Even in the wealthiest countries, a considerable proportion of the population do not enjoy a diet on the modern health standard, and in the poorest countries the diet of the majority of the population does not come up to the standard. The further the diet in common use in any community falls below this standard, the greater is the incidence of disease and physical disability, and the shorter is the expectation of life. In the worst fed countries in the world, the expectation of life at birth is only about half what it is in England. Poor diet is associated with poverty, and there are other factors associated with poverty which affect health. But we know that food is of prime importance because, as the diet is improved, even without any change in other conditions, there is a corresponding improvement in health and physique. There is no measure which would do more to promote human welfare than one which would make a diet adequate for health available for every family.

A world food policy to achieve this end would bring about revolutionary changes in agriculture. Official estimates in the United States indicate that the production of the protective foods, e.g., milk and dairy products, eggs, fruit, vegetables, and meat, would need to be increased by from 15 per cent. in the case of butter to 100 per cent. in the case of vegetables to provide sufficient of the right kind of food on a free-choice basis for the adequate nourishment of the whole population of the U.S.A. In Britain, a group of members of the House of Lords have estimated that protective foods would need to be increased from 25 per cent. in the case of meat to 65 per cent. in the case of milk to provide a diet on the health standard for the whole population of Britain. In the poorest countries, the increase needed runs to as much as 300 per cent. in the case of some of the staple foods.

It is obvious that if the people of the world are to have sufficient of the right kind of food for health, which, by the way, is just the kind of food eaten by that part of the population whose choice of food is not limited by purchasing power, there will be a great new market which will absorb all the food which all countries can produce for many years ahead. There will be no post-war slump in agriculture as there was after the last war.

The prosperity in agriculture would overflow into other industries. The increased food production on the scale needed will call for a great output of agricultural implements and other industrial products needed for a rapidly expanding agriculture. And if food producers are to have the same standard of living as the food consumers, there will be a further demand for industrial products needed to give the man on the land better housing, furniture, and the other things required for a decent standard of living.

The increase in the output from both agricultural and urban industries would go far to solve the problem of unemployment. Instead of the stagnation of the 1930's, with town workers deteriorating in unemployment while, at the same time, the land which could produce the food needed by the ill-fed families of the unemployed lay idle, both town and country workers would be employed creating the new wealth needed to lift them both out of poverty.

Hence a world food policy designed to bring freedom from want of food to all men in all lands will bring about the elimination of undernutrition and malnutrition, the worst evil of poverty, with resulting very great improvement in health and an increase in the average length of life. It will go far to solve the problem of unemployment. It will also bring about an expanding world economy with resulting agricultural, industrial, and commercial prosperity which will be on a sound basis because it will be designed to promote human welfare and will be attained by the co-operation of nations to their mutual advantage.

It is fitting that the British Commonwealth should take a leading part in promoting this new food policy. In the United Kingdom we have been working towards it during the last hundred years. In 1846, when food was scarce, the Corn Laws were abolished to allow a free import of wheat. Food became abundant and cheap, and by the beginning of the present century social measures, such as old-age pensions and unemployment insurance, provided every family in the country with an income, which, however small, was sufficient to purchase enough food to satisfy hunger. According to the old idea of food requirements, the national food problem was solved.

But about twenty-five years ago there began a series of discoveries of the effect of food on health, the chief credit for which is due to British and American scientists. These discoveries led to the setting up of the new standard. The ten years before the war was a period of political controversy between those who still held the old idea that if people had sufficient food to satisfy hunger there was no social or health food problem, and those who advocated a food policy based on the new health standard. After free discussion and debate, both in Parliament and in the country, the new standard of requirements became generally accepted and, at the outbreak of war, we were moving towards a national food policy based on nutritional needs of the health standard.

But, even when food was still a subject of political controversy, a series of Government measures were introduced to improve the nutrition of the people. Schemes for providing cheap or free milk at meals for school children were introduced. Cod liver oil, dried milk, and other protective foods were provided free or at low cost to mothers and children at health centres.

(Continued Overleaf)

The allowances for children under the unemployment insurance scheme were increased on the grounds that the increase was needed to provide a better diet for children. Whatever differences there might be in the economic views of political parties, there was no disagreement on the necessity for improving the nutrition of the poor as soon as it was clearly understood that their health could be improved by better feeding.

As a result of the many unco-ordinated food measures taken, the national dietary rapidly improved. Between the 1914-18 War and the outbreak of the present one, the average consumption of the protective foods in Britain increased by roughly about 50 per cent. with a corresponding improvement in national health and physique. Gross nutritional diseases, which had been prevalent in industrial towns, almost completely disappeared. Infant mortality rate and deaths from tuberculosis, which are profoundly affected by the state of nutrition, fell by about 50 per cent. and children leaving school in 1938 were between two and three inches taller than their parents at the same age. This was a great achievement in twenty years—and twenty years is a very short time in the history of a nation.

In this war, the change-over to the new food policy has been completed. The available food is distributed according to nutritional needs, special provision being made for manual workers and mothers and children who have special needs. When there is a supply of oranges, a millionaire could not buy an orange until the poorest child in the country has had its supply. Nor could he in winter buy any milk in addition to 2½ pints per week until every mother and child has had 7 pints. As a result of this distribution according to needs, in spite of the shortage of many foods the poor are better fed than they were in peace-time, and the pre-war improvement in the health of children is being continued. We will not go back on this policy when food becomes abundant.

Even before the war, British statesmen were considering a world food policy designed to improve nutrition and health. In 1934, in the Assembly of the League of Nations, the Rt. Hon. S. M. Bruce, delegate from Australia, supported by Lord De La Warr, the delegate from Britain, advocated the world-wide application of a food

(*Continued on Page 8*)

BRITISH BEAUFIGHTERS ATTACK AXIS CONVOY

Vivid action photograph recording a phase in a successful torpedo attack by Beaufighters of R.A.F. Coastal Command, escorted by Spitfires and Mustangs of Fighter Command, on a large Axis convoy. PHOTO SHOWS: One of the aircraft sweeping low over the deck of a minesweeper after the daring attack. It was one of these vessels which a pilot saw being "blown 20 feet into the air."

Dept. of Information.

(Continued from Page 6)

policy which would bring about "the marriage of health and agriculture." An International Committee, with Sir Edward Mellanby as Chairman, was set up to define human nutritional needs. Then, in 1937, a Committee of economists, agriculturists, and health experts, with Lord Astor as Chairman, was appointed to review the whole world position to consider what means should be taken to improve nutrition. As a result of the work of this Committee, National Nutrition Committees were set up in twenty different countries. The representatives of these held their first meeting in 1938. Not the least of all the tragedies of the present war was the interruption of this international movement.

And now the gathering nations have come again to consider the same problem. There could be no doubt about the line which would be taken by the delegates from the British Commonwealth. A world food policy based on the nutritional needs of the people is merely a continuation of the social and public health measures in Britain before the war and of the efforts made under the League of Nations to get such a policy adopted by all nations.

There will be great technical difficulties in making the financial and other international arrangements to carry through the policy, but the benefits which would be conferred on mankind are so overwhelmingly great that these difficulties must be overcome. The delegates must not fail to reach agreement for, indeed, if they fail to reach agreement on such a simple straightforward policy which would confer such great benefits on the people of all nations, there would be no hope of getting co-operation in any international post-war planning. They will agree to co-operate on a post-war food policy which will prove to be the very foundation of the new and better world which the united victorious nations will build after the war.

* These words were written before conclusions had been reached.

BRITAIN'S AIR-SEA POWER UP-TO-DATED

First photographs to be released of H.M. Aircraft Carrier "Indomitable," one of Britain's latest and best examples of a type of fighter craft whose use was an unknown quantity before the war, but whose value has been amply demonstrated since. Few facts about her are available for publication, but it may be said that her flight deck and hangars are vast, and that she carries "Seafires" and "Albacore" torpedo-bombers.

Picture shows: "Seafires" ranged on H.M.S. "Indomitable" for take-off, with "Albacores" flying over.

Dept. of Information

THE DESTROYER

Listen ye Knights of the Carpet, harken ye listless throng.
If happen ye chance upon something as idly ye saunter along.
The ways of the sea are a mystery to you who have lived upon pap.
Yet the Empire depends on her Navy as a tree depends on its sap.

Then listen ye satisfied critic, and if it be that you care
Go out to sea in a destroyer and criticise then if you dare.
Find out how you feel in a tempest or running full speed in a fog.
When the mists close suddenly round you at 35 knots by the log.

There you will find out what nerve is,
In the rain and the wind and the cold
Each wave breaking solidly o'er you as you cling with a desperate hold;
But yet you are much to be pitied when life's dull peacefulness teems.
The responsible bliss of commanding is far from the thought of your dreams.

Your maddest of runs in a motor, your wildest of gallops on land,
Are skimmed milk compared with your feeling with destroyer work under your hand.
So pause and give hear for a moment while a tale of the sea I'll unfold,
And pray that yourself and the skipper were cast in a different mould.

Bounding, quivering, plunging, shivering into the sea she goes;
Rushing, springing white spray flinging over the waves she plows.
Whirling, splashing, curling, dashing, hisses the angry sea;
Lifting, spurning, falling, churning, savagely answers she.

Timbers groaning, rigging moaning, ceaseless the engine hums;
Rolling, gliding, spurning, sliding out of the night she comes.
Straining, creaking, wild wind shrieking on like a maddened steed;
Whirling, racing waves outpacing on for an Empire's need.

Eyes are straining, cold spray raining lashes the Captain's face.
Hearts are beating, fierce blood heating, nearer looms the chase.
Over the railing someone is hailing: "Starboard crew, stand by."
The gunner with a clear voice ringing answers him back: "Aye, Aye."

In awful tension, silent suspension, still stand the breathless crew.
Just like a greyhound with a supreme bound upon the Port beam she drew.
Suddenly a searchlight dazzles the dark night then comes the blinding flame.
Followed by a splashing, splitting, a crashing. A curse to their deadly aim!

Nothing shrinking though half sinking on goes the gallant boat.
Tho' hot the fire she'll never tire as long as she can float!
Starboard 10; stand by men! Fire when your sights come on
Midships. Steady! Are you ready? Fire! and our work is done.

A bright flash, a heavy splash and the torpedo is in the sea;
A long white track behind its back, ahead the enemy.
A sound of hell, a fearsome yell, an earthquake rends the waves.
The greyhound's blood runs cool again, the bravest of the brave.
Her rage is spent, she slowly turns to succour and to save.

All through the wild and hideous night though badly maimed and torn.
She labours at her rescue work until the early morn,
And 90 nerveless weary men from twice 400 souls,
Are shivering, dragged to life again: the sea must claim her toll.

Oh, God! It is a splendid sight to see a great ship move;
Majestic in its wondrous might her enemy to prove.
But God, it is a fearful thing to see that gallant freight
800 sailors of their King hurled to a sudden fate.

No wonder that the firing hand should pause a while in doubt.
No wonder that the victor stands dumb to a victor's shout.
Small wonder if his heart should turn to water in his breast,
And hideous dreams of drowning men disturb his nightly rest.
But still a pride, a thrilling pride, in the Captain's heart must ring;
For the crew in whom he did confide have done the great real thing.
For Nelson's spirit still survives as it did in Nelson's day,
He nothing wins who nothing dares, is the Ocean's law alway.

(Sent in by Mr. J. Williams.)

SEA CADET NOTES

WOOLWICH DEPOT

(Contributed by Junior Officer Molloway)

Cadets Smith and Champion, transferees from "Vendetta" were welcomed by Woolwich Company and it is pleasing to hear that Cadet Smith has successfully passed examination and "slipped the kellick."

Mr. Armstrong, Officer-in-Charge, has given "Warrego" a new lease of life and, but for the grass outside the Depot, the boys would think they were aboard a real ship. The whaler is in use every Saturday and all hands enjoy the instruction in boat pulling. Although sometimes over eager, the new crews promise to live up to the high standard set by Woolwich crews in the past.

The number of cadets is steadily increasing and uniforms are in strong demand. However, lack of uniforms does not dampen the spirits of the boys who show keen interest in their knotting, signalling, etc.

We regret that the Depot is again in need of a coat of paint both inside and out. The painting of the roof, commenced last Easter, unfortunately remains unfinished, because of insufficient time and labour.

As always we send our best wishes to "Victory," "Vendetta," and "Beatty" Depots, and remind them of the open invitation to visit "Warrogo" any time.

Reports of "Victory" and "Vendetta" Depots reveal that satisfactory progress is maintained.

Cadets at "Beatty" Depot are at a disadvantage as a result of the necessity of repairs to their training quarters. Shortage of suitable man-power is responsible for the delay, but officers and cadets are trying to carry on usefully.

* * *

Since September, 1939, 230 Navy League Sea Cadets have joined up—practically every physically fit lad over 17 years old.

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

The Navy League is a Voluntary Patriotic and non-Sectarian Association of British peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea.

■

Its Objects are:

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.

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 CHALLENGE

A T a recent Liberty Loan rally in Sydney a campaign organiser told a tragic story which won for his volunteer committee about two dozen new collectors.

He merely related an incident in a city street the previous day. Passing down the busy street he heard a cheerful laugh behind him. It struck him as something rather unusual in these days of war and rationing and so many other inconveniences that anybody could laugh so heartily.

He just HAD to look around to see where the laugh was coming from. And he beheld a sight which touched him deeply and greatly affected those to whom he related his experience.

He saw the man who was laughing. He was a young man, in the prime of life, and he was talking to an attractive young lady.

This young man had fought for his country and he was armless. Both arms had been amputated from the shoulders. Yet, to the organiser's astonishment, he was laughing heartily.

"It is an experience I will remember as long as I live," the Loan organiser told his hearers. "For I realised that in every hour of every day of every year he lived, that young soldier would have to have beside him somebody to do the little things that we do as a matter of course and often unthinkingly."

This touching story had results. Volunteer helpers came forward at the meeting to assist in the nation-wide drive for the Fourth Liberty Loan, which closes on November 9.

Talk about this Loan to your friends. Talk about it everywhere. It's a supreme challenge. We can accept it. We must accept it, in the name of Australia.

THE THINGS THAT MIGHT HAVE BEEN

By R. A. Mooney, Merchant Navy

Do you ever wander down the lanes of memory,
Recall the days that have been, that again you'd like to see,
Do you recall those happy times and all the things you've seen,
Or do you sadly ponder on the things that might have been?

Do you regret one moment that's slipped into the past,
Or do you say those days were far too good to last?
Do you wish you were a child again, a boy or girl I mean,
That you could carry out those things that might have been?

My friend, why do you worry, those days are far away,
The past is shrouded over, those hours came not to stay.
But think my friend of future days behind a hopeful screen,
And think about the things to come, not things that might have been.

BRITAIN'S LATEST BATTLESHIP

An aerial view of H.M.S. Howe, Britain's latest and largest battleship, one of the most powerful warships afloat.

SEA CADET NOTES

Mr. G. H. Smith, O.C. "Beatty" Depot, called at Headquarters office to report progress.

As this depot is on the list for essential repairs, the room available for training purposes is strictly limited and the intake of recruit cadets is necessarily but temporarily at a standstill. Meanwhile, the lads have been doing good work in effecting repairs to their boat, and ordinary routine work is carried on. The O.C. speaks highly of the keenness of his assistants and of the cadets themselves.

• • •

Opportunity is here taken to express to Mr. J. W. Forsyth, of Henley, the League's grateful thanks for his kindly interest in our Sea Cadet Corps, and especially for his kindness in permitting the use of his waterside premises on the Parramatta River. We trust that officers and cadets will more than justify Mr. Forsyth's support, and in Mr. A. R. Armstrong and Mr. Grant we are confident Mr. Forsyth will find courteous League officers who will be ever ready to consider his wishes regarding the proper use and care of the premises. Many thanks, Mr. Forsyth.

Mr. Grant, of Woolwich Company, is acting Chief Officer at Henley under the general supervision of the O.C. Woolwich Depot, Mr. A. R. Armstrong and, between them, good results are certain to accrue to the Sea Cadet Corps as a whole.

Since the re-organisation of Woolwich unit under Mr. Armstrong, progress so far has exceeded expectations. There is little doubt that given the right encouragement, this company will continue to advance in numbers and efficiency.

The Executive Committee of the League extends to Mr. Armstrong and to those associated with him in the good work, its very best wishes. It will watch with interest the fortunes of both Woolwich and Henley units and it has high hopes that between them they will achieve a good measure of the splendid success that has specially marked North Sydney Company under the untiring and able guidance of its O.C., Mr. J. Williams, his officers and petty officers.

The Governing Body of the League directly controls "Warrego" Company in the absence of a local committee. The O.C. will now only concern himself with the Cadets and with League Headquarters.

• • •

It is pleasing to hear from Mr. Barton, O.C. Manly Company, that training is proceeding satisfactorily under his control and that Mr. Perse is giving him excellent support, proving himself a very great asset to the unit. Best of good wishes, Manly.

• • •

North Sydney Company ("Victory" Depot), Mr. J. Williams, O.C. This unit has maintained its splendid record. The fine co-operation of all the officers and petty officers and the keen interest taken by the cadets in their training has for long ensured the continued progress and success of the unit. This company is by far the largest numerically ever achieved by an individual unit of the League in Sydney and its expansion is only limited by restricted accommodation.

The O.C. speaks highly of Mr. Lloyd and all other officers for their untiring efforts in the interests of the cadets, recognising, as we all do, that their unselfish voluntary labours have made possible long-sustained success and proud achievement the chief rewards of their willing minds and efficient hands.

The Sea Cadet Corps, always ready to aid worthy causes, mustered strongly on October 16, when it co-operated with other Youth Movements for the purpose of helping to promote the success of the Fourth Liberty Loan. The spectacle of the League Sea Cadets, the Scouts, Air League, Girl Guides, Police Boys' Clubs and other Youth Bodies lined up near the Mitchell Library, marching to Martin Place and filling that thoroughfare with action and colour, was most inspiring. The hearts of the organisers must have been glad at the sight. Let us hope that the Fourth Liberty Loan, as a result of the Appeal, will benefit much.

• • •

Nelson Day. One hundred and thirty-eight years ago, 21st October, 1805, the battle of Trafalgar was fought. Nelson died, England lived.

OUR OLD SOLDIERS

(By a Special Correspondent)

Those outside New Guinea will never know the conditions in which their sons, brothers, maybe their fathers, are living and fighting.

You trudge ankle deep in mud for miles, clambering up the slopes on hands and knees, grasping at every tree or vine. Anything to help you make the grade. Your lungs nearly burst when at long last you breast the crest of the rise. A brief spell and with a sigh you thankfully start on the downward journey, slipping and sliding faster than your legs can carry you. At this rate you'll make it in no time.

An hour of this stumbling downhill and you long for anything else, you pray for the track to level out, even for it to start rising. Anything but this jolting down step after step, your knees and ankles aching and burning at every step and, you feel, threatening to give under you. Your toes are jammed forward in your boots at every downward step. They blister, then break and bleed, but you must keep going.

You want your fill of cold water from your bottle. But that is tabu. You only sluice out your mouth occasionally. To swallow any quantity of water takes your wind, and that means falling to the back of the party, maybe losing them altogether. And a man alone on these tracks, with stray Japs wandering and waiting for just such a chance, is far from happy.

Almost done, the lads think of home, they even relish thoughts of their last camping spot, desolate though it seemed when they made it the night before. All they want is to rest—anywhere, to sleep, then perhaps to eat. But first rest and sleep.

With agony and a feeling of helplessness, you dread the miles yet to be covered. Not so much the distance, as the heartbreaking trail ahead. Miles don't matter. It's the track, whether it's up or down, hard or easy. You speak in hours and days. Sometimes you travel as much as a mile in an hour, often less than half or a quarter of a mile. If you have to get off the track and hack your way through the jungle, you're lucky to make a few hundred yards in a day.

At the end of the day the soldier rests—if he is lucky. First he must make his camp for the night. Or he may have to fight before anything else. It matters little. Next day he'll be doing one or the other—fighting or labouring over tracks on patrols or on the move with his unit. And he came to New Guinea to fight, so why not? Better now than never.

Journey's end. That means he throws himself to the ground, breathing laboured. He cares nothing for the mud, the slush, the twigs, wood and stones that pierce his back as he lies exhausted, nor for the evil-smelling jungle refuse surfacing the stinking ground. He lies prone, flat on his face or flat on his back, dripping with perspiration and more often than not drenched with rain. Flat to the ground, mud from head to foot he lies, his head almost completely covered with a handkerchief or his slouch hat, anything to shut out the jungle and its smells, and let him longingly dream of his people and home.

"Come and get it," shouts the cook in half an hour or so. A magician, the boys agree. Always a feed, by the side of the track or in camp. The lads walk and rest. The cook walks and works at the end of it. He knows that little extra is expected of him when they're on the trail. When they hit camp, he stays in the cookhouse practically the whole day and the other lads are out fighting and patrolling. He has the easy life then. Easy but not the best, thinks the cook. "I'd give a lot to be out with the lads having a crack at the Japs. But this is my job, I suppose." And after all I am someone, he thinks as he watches the lads munching the bully stew and biscuits.

"Good for you, cooko," they murmur as they file past. That makes a cook's job worthwhile. Ask any cook why he cooks, and he'll say, "I wonder. Maybe because the chaps like my cooking."

Tea over, the lads yarn for half an hour. They talk of the track, the men who have fought before them and some they have seen wearily making their way down the trail, walking wounded or sick most of them. A few are on stretchers, sixteen natives to carry one stretcher case. And how the devil do they get them over ridges, around those bends. I'd sooner be walking.

One of the lads tells the story of one wounded man. His shoulder had been badly hit and he was made a stretcher case. A few minutes out, they came to a sharp bend, with a sheer drop on the outside. The wounded man took one look over, told the natives to put down the stretcher, pulled himself out and walked the rest of the way.

Gradually their tiredness, lessening, is replaced with a feeling of pride. They made it and they'll do it again to-morrow, this time with the knowledge that they're as good as the other fellow.

More battling over the hills. Always at the day's end that devastating weariness, but now knowing that within an hour or two, though still weary, that feeling of utter exhaustion will be gone. Rest, whether wet or dry, and the dawn will bring new life.

These are the feelings of young, fit, men. They come through their first action with flying colours and back for a rest, half an hour from the front line they are veterans. They've never forgotten that track. What it is to be here, they think, and not have to get here.

Reinforcements totter into the camp, flop to the ground. "And who's this?" A man, fiftyish, slightly stout, sparse, greying hair, trudges in, hot, weary and exhausted as they were. He gives them a weary smile and wave of the hand, talks to their commanding officer for a minute or so and then with a phrase that speaks volumes, flops to the ground, just as they did. He shares a meal of bully rissoles and rice with the lads, and a mug of tea. He yarns about the war, the Jap, but most of all about our own soldiers. "They're the best in the world, and that's no kidding."

"A grand bloke, our general," said the cook. "But how did the old boy manage it? We looked worse than he did. We carried a pack but, hell, he's old enough to be our dad, and here he is off the track for an hour and yarning with the boys. And did you see him hop into those dog biscuits?"

The Australians feel proud of him. They feel they know him and that he remembers every one of them. Yet when they came up here they thought of him as a "red-cap."

And they see not only the general. They see fiftyish brigadiers, colonels, majors and other officers, and elderly sergeants, medical orderlies and others too old for front line service. They must all get to the front if their job demands it. The general has his maps but he must see the country. No-one can give him a picture of the country, its growth, its bellishness. He must see it if he is to ask his troops to fight in it. How can he set his men a task without knowing the country they must fight? Once he could ride in a staff car, sometimes an armoured car was necessary, walking only short distances mostly over easy country. To-day for him it's the same as for the troops—mud and more mud. It's the same for his officers whose duty calls them to visit the front line, whether they be young or old. It's the same for Mac, the sergeant. "It's hard, but worth it," says Mac. "I was in the last war and I'm seeing a bit of this one."

Many of the "fiftyish" cannot take it. A few weeks and they're done. Someone else must do the job. War in New Guinea is ruthless to the young. It is more so to the old. The country is here to climb, the jungles to pierce. Take it or leave it. There is no half-way.

Komiatum fell late in August. Close on the heels of a forward platoon racing up the track and killing stray Japs as they ran for cover, came their brigadier and a major general of the general staff.

Just after mid-day another patrol dashed west to link up with another Australian force on Laver's Knoll astride the Komiatum track. Within an hour their general walked along the same track and talked to them in their trenches whilst bullets whistled overhead.

Unnecessary, you think? You wouldn't if you knew war in New Guinea. These men were seeing new ground, and the general wanted to see it too. To-morrow they would be pushing on again and he wanted to know the country they had to master, where they should push and in what strength.

A few hours before dusk he bids the lads good day and starts off back to the camp. The boys talk of little but the general for a time. "Strike me lucky, how did he get here. He came from 'X'! And what a grand bloke. And if he gives me a job to do it's O.K. with me. He's a real soldier."

(Continued over page)

The general passes back along the track and gets to the Komiatum-Tambu junction. A company commander is nearby and the general takes a breather, shouting to the officer, "Cam, why the hell don't you get a new hat? You're like a tramp." A few minutes chat and he passes on. "You know," said the company commander, "the old man never forgets. Over in the desert one day when I was a sergeant he chipped me about my hat. And every time he sees me I get the same. I got it in Australia and I get it here. Do you think I'd change this hat? Not on your life. I'm hanging on to it like grim death just to beat the old boy at his own game. I tell you, the blokes like that guy."

And along comes another fiftyish, the padre. Once stout, now boyishly slim, he's lost perhaps four stone in months of hiking over the tracks. Visiting the units and chatting to every man, often under fire. He lives with the lads, talks to them and comforts them as they go into battle, waits for them to come out alive, dead or wounded, often going into the battle to bring out their shattered bodies for Christian burial. The jungle is his church, his pack his home.

The young man is fighting and winning the war. The natives are helping him magnificently. But the young know the older man is fighting and slaving, too. They take off their hats to the fiftyish, who walk almost step for step with them.

—*Dept. of Information.*

DUTCH SHIPWRIGHTS REPAIR FOR VICTORY

By WOGER

Correspondent Netherlands Government Information Service

Whilst Japanese planes were raining bombs on Sourabaya, Dutch naval shipwrights were destroying the installations of the naval base with systematic deliberation. Their job done, the Government authorities ordered them to evacuate. Together with other Dutch and Indonesian technicians they left Java—destination unknown. Harassed by enemy aircraft and dodging Japanese naval units the ships carrying these men and numbers of other evacuees did their utmost to outwit the enemy. A few only succeeded and these brought their invaluable human cargoes to ports in Allied countries. Some reached Ceylon, others Australia, and one or two landed in South Africa. From there, a number of men were later transferred to Madagascar.

The party of naval shipwrights who had applied the Netherlands Indies' scorched earth policy to the naval base at Sourabaya landed in Cape Town. There they found jobs waiting for them diametrically opposite to the job they had completed before leaving Java—instead of destruction, work of construction awaited them, the repair of damaged or salvaged ships.

Ships were literally queuing up for repair in Cape Town. It was at the time when much of the military supplies for the Near East had to be diverted round the Cape, and enemy raiders were prowling in the waters of the Indian Ocean and the South Atlantic. One fairly large ship was urgently required by the British Admiralty, but, for various reasons, its chances of getting dry dock facilities were rather remote. Without a dry dock the ship could not be repaired.

Then Piet van Overbeek, the naval architect in charge of the Dutch shipwrights, evolved a novel method which would enable his men to effect the necessary repairs without the help of a dry dock. Perhaps the history of the ship stimulated his brain to unusual effort. She was a German ship confiscated in East Indian waters by the Dutch at the time of the German invasion of Holland. She was put into service under an Allied flag, struck a mine on the high seas, but managed to limp to the safety of Table Bay. The possibility of turning this German vessel over to the British Admiralty for service in the Allied cause lent an added relish to the job.

Piet drew up his plans and set his 250 Dutch lads to execute them. They constructed a pontoon shaped to fit the underside of the vessel. The water-tight tanks of the pontoon were flooded to enable it to be pushed under the ship. This done, the tanks were blown, the water emptied from the bottom of the pontoon, thus lifting the forepart of the ship, and leaving a dry chamber between the floor of the pontoon and the bottom of the ship. The damage consisted of a buckled keel and a huge hole in her side with extensive damage for 75 feet from the bow. With her bows and the forepart of the ship high and dry inside the pontoon, the work of repair could be done. In fact, what it amounted to, was that the ingenuity of Piet van Overbeek had provided the ship with a sectional dry dock. The whole forepart of the ship was rebuilt and this one-time German vessel is now carrying military supplies to help beat the German armies in Italy.

In the meantime, exciting things were happening in Madagascar where ships were sunk in the harbour of Diego Suarez. A small group of these Dutchmen from Sourabaya got busy, and the first ship they salvaged from the bottom of the harbour, by a strange irony of fate, turned out to be another German, one scuttled by its crew on the arrival of the British invasion fleet.

Obviously the conditions under which the carrier-based machines could be nearer their base than the land-based machines are rare; but they are influenced by the numbers of carriers available. Carriers have been among the hardest-worked ships during this war, and their scarcity has restricted their use.

But supposing carriers to have been numerous and to have been operating machines of the latest type, it is not inconceivable that effective air cover might have been given to our troops in Crete—a thing not possible with the long-range machines that were tried.

(*Continued on Page 13*)

TIGHT BINDING

As the necessary facilities and apparatus for this kind of work were lacking, temporary repairs only could be made. And, as a crew was not available and the ship was wanted in London, the Dutchmen volunteered to bring her home. The voyage was hardly a pleasurable one. It was both comfortless and hazardous. The Captain was taken ill, and officers and men had to perform duties hardly in their province. Living quarters were non-existent. They had been burned out by the German crew before they scuttled the ship. Sleeping accommodation consisted of the hard unyielding deck.

Eventually, the dim outlines of their destination loomed into view. Safety and a few creature comforts were in sight at last. But, on sailing closer, they saw that the coastal batteries were trained on them . . . a warmer reception than they had expected. As illness had also put the wireless operator out of commission it was quite a job to try and restrain the wicked looking guns from spitting death at them. But they managed it with a bit of enthusiastic flag-waving. "Oh, yes, we had been told that you were coming," the harbour authorities explained later, "but we never thought you would make it; that's why we were rather surprised to see you coming in."

To-day, these Dutch shipwrights are back in Madagascar, salvaging and repairing other ships, whilst their mates in Cape Town are applying Piet van Overbeek's wet "dry"-dock system to other ships and reducing the length of the queue of ships waiting their turn to be repaired and made ready for service in the Allied cause.

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.

Telephone - - - - B 7808

AMPHIBIOUS AIR COVER

THE CASE FOR THE AIRCRAFT CARRIER

By OLIVER STEWART, in "The Navy"

Ship-borne aircraft have been the centre of so much controversy that it is not surprising that the doctrine of their utilisation has been obscured; and, as a consequence perhaps, the view is sometimes heard that ship borne aircraft and aircraft-carriers are a temporary expedient and will disappear when flying ranges have been sufficiently increased.

A study of the shifting ratio of flying range to what I may call air battleworthiness suggests, on the contrary, that ship-borne aircraft and aircraft-carriers are likely to play an increasing part in warfare as time goes on and that they are the key to successful amphibious operations.

Examine first this ratio of flying range to air battleworthiness. The small single-seat fighter has the highest battleworthiness of all types of aeroplane. It can pursue more rapidly and strike more effectively than any other type, and that has been so since the beginning of air fighting.

It is perfectly true that the United States Army Air Force based on Britain has demonstrated the power of the ultra-heavily-armed bomber to barge its way through thick fighter screens without suffering unduly heavy losses. But that does not affect the supremacy of the small single-seat fighter because the bomber is playing a defensive part. It is not pursuing and striking, it is evading—as much as its bombing mission will allow—and defending.

Britain could not be defended by Flying Fortresses, however numerous they were, for these machines would not be able, except on the rarest occasions, to make contact with attacking bombers. The small single-seat fighter, in which the starting point of design is armament and the aim high performance, is the best known formula for aerial combat.

It follows directly that the maximum flying range is short. The Vickers-Armstrong Spitfire, which is in service with the Fleet Air Arm as the Seafire, has an endurance of less than three hours. It can, of course, be given artificial aids to endurance. Extra tanks can be hung upon it, for instance. But directly its range is put up its battleworthiness is put down.

Range and battleworthiness never have gone together; they do not go together to-day, and they will never go together in the future. If two Seafires meet in imaginary combat, one carrying extra fuel tanks to give it increased range, the other not, and if all other things are equal, the machine without the extra fuel tanks will win the battle.

That is fundamental to all air fighting. No way is discoverable for getting round it. Look now at the tremendously important bearing this fact has upon the future of ship-borne aircraft, of aircraft-carriers, and indeed of the whole of the Air Branch of the Royal Navy.

Other things being equal, the air battle will be won by the aircraft which can work with the lowest weight of fuel; or, in other words, by the aircraft which can work nearer a landing ground.

Here, surely, is adumbrated the true air-sea doctrine. Here is the central reason why the Fleet Air Arm is capable of almost unlimited development with advantage. The ship-borne aircraft has a mobile landing ground and should therefore be able in many circumstances to produce an air performance in speed and climb and powers of manoeuvre superior to its rivals.

The mobile landing ground offers a means of escaping from the crippling disability of having to work at extended flying ranges and to carry large quantities of fuel which has no other purpose than that of conveying the aircraft to the combat area and bringing it back again.

It will be seen at once that the idea that the ship-borne aircraft may produce a superior air performance to a land-based rival goes against the dogma of the theorists. They have never ceased from pointing out that a land-based aircraft, owing to the absence of the wing loading and other restrictions imposed by deck work, must always be superior in air performance to a comparable ship-based aircraft.

(*Continued on Page 17*)

A Motion Picture You MUST See! ...

"CORVETTE K 225"

A Universal Picture

Factual sea drama filmed in co-operation with the Royal Canadian Navy.

Maclain, the commander of a corvette, returns to a Canadian port after losing his ship in a submarine attack. He meets Joyce Cartwright and tells her that her brother, one of his officers, had died a hero's death in action. Joyce at first bitter, later realises the need for men to die for freedom. A romance develops with the commander, and her young brother Paul is assigned to Maclain's new corvette. Paul learns in a hard school to become as fine an officer as his brother, and exciting sea battles to protect important convoys makes thrilling sequences.

Joyce with her younger brother Paul (James Brown), who is assigned to the new corvette.

Capt. Maclain (Randolph Scott) tells Joyce Cartwright (Ella Raines) and tells her of her elder brother's death in action.

Anti-aircraft guns swing into action on the corvette against Nazi planes. This is part of a stirring sequence of a naval action at sea.

Competent naval pilots, however, have frequently expressed to me the opinion—in the roundest terms—that they will operate from a carrier deck any and every high performance fighter that is in regular service as a land-based machine to-day. They have done more than that. By actual trial they have proved that the hyper-sensitiveness to such things as wing loading of the deck operating machine is a myth.

If now it be allowed that the highest performing fighters can be worked from the deck, it follows that in certain circumstances the deck flying machine will have an advantage over its land-based adversary. A simple example makes the point plain.

If air cover were to be provided for some combined operation at a point on the enemy-held coastline from which the nearest aerodrome was 100 miles distant, and if then an aircraft-carrier collaborating with the raiding force were able to launch its fighters at a less distance than this, those fighters would have an advantage over the enemy.

Every mile that is added between the scene of air battle and the fighter's base—whether ship or land—reduces the fighter's efficiency in combat.

It is true to say, therefore, that when naval pilots showed that high performance, single-seat fighters could be operated from carriers under normal conditions, they did something which sets the whole Fleet Air Arm position in a new light and suddenly enlarges the scope of ship-borne aircraft.

The first fruits were gathered at the time of the landings in French North Africa, when Fleet Air Arm Seafires prepared the way for land-based machines. Those Seafires, with the approximate air performance of the Spitfire V, were working hundreds of miles from the nearest Allied aerodrome. They were enjoying that special advantage which the carrier can give of combined high air performance and great total range.

Assuredly the employment of high performance aircraft from carrier bases will not stop with the fighters. The Americans succeeded, for the Tokyo raid, in putting heavily loaded, high speed, medium bombers into the air from the "Hornet." It is an example which must eventually be followed.

So the conception of the ship-borne aircraft as a poor thing, with a wretched performance relative to the land-based aircraft, is dead. At a time when the numerical strength of the Fleet Air Arm is at last being built up at a rate commensurate with its duties, it is particularly fortunate that there have been these concurrent advances in the technique of deck-landings and deck take-offs.

To establish the true doctrine of air-sea work so that the carrier finds its proper place in the war scheme has been extraordinarily difficult. But now the light has come; there is an appreciation of the great and augmenting role that the Fleet Air Arm must play now and in the future.

POLES POLISH AND CZECHS CHECK

LANGUAGE DIFFICULTIES IN TOBRUK

The moonless period of the month—those blackest 10 nights—were favoured by the Navy to take their destroyers into the harbour during the relief of Tobruk. Poles were replacing the Australians and several amusing incidents enlivened those grim times when perforce everything was done with a serious quietness and quickness. As usual, language difficulties provided a crop of anecdotes.

There is the story of the Polish officer who thought to improve his English before he went into Tobruk, by purchasing one of the many "simple shortcuts" series on sale in Cairo. His delight was unbounded when he pounced on the ideal—"Polish up your English." But his chagrin was intense as he explained to an Australian that he had been duped—"There is no word of Polish in the book."

The synonym to that is the mythical tale of the two officers who were discussing the incident. "The Czechs will pull this place to pieces if they find booksellers displaying anything like 'Check Your English.'"

The most amusing of a big collection, however, belongs to a young New South Wales officer. It concerns those pitch black nights when boatloads of Poles were coming ashore, were rushed to assembly points, and from there sent straight into the line passing the relieved Australians as they moved in. Infanteers had to be replaced by infanteers, sappers had to replace sappers, artillery went to artillery positions . . . and so on . . .

At the command conference each day this officer was given some idea of the positions that had to be evacuated that night, but he did not know until the soldiers actually arrived who was who, and who had to be sent where.

The system on which he worked was to meet each truck as it came to the assembly point. After he had sorted them into their various categories he would send them "up" with a guide. Knowing no language other than English he had difficulty at times making himself understood and getting the information he required. Generally the Poles were bowed down under small groups took valuable time, but always they were willing to help.

Speeka da Eengleesh?

Usually his opening words were: "Anyone here speak English?" and generally there was some timid, smiling soldier only too willing to oblige—"A leetle plees." His next question was aimed at their identity—infantrymen, sappers, etc., and eliciting that information was always the hardest task. He would find himself talking much too quickly and his stage whispers becoming just a jumble of words. "A leetle slowly plees," a grinning midget, hidden under greatcoat and baggage would beg. As a consequence his English developed into a jargon and became something like—"sppersja, infantreeee, artilleree?" and after about a week of this he found himself addressing his charges—"Anyone here speeka da Eengleesh?" as they clambered off their trucks.

Came the last night of the evacuation of the Australian troops. The trucks rolled in, their human cargo unloaded, more human cargo loaded, and away they rolled back to the wharves. huge and heavy kits and segregating them into Everything was working according to schedule -- there remained only one load to come in.

He jumped on the running board as the truck rumbled to a halt. In front of him was a huddled mass of black faces and bodies—the last load of Poles.

"Anyone speeka da Eengleesh plees?"—hopefully!

There was a pregnant silence—a hush, he thought because he wasn't understood, or because the surroundings were so strange.

"Anyone speeka da . . ." when he was interrupted by a muffled voice from the middle of the truck.

"What the ——— hell do yer think we speak yer silly cow!"

It was a truck load of Australian Diggers doing a relief!

—Dept. of Information.

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

The Navy League is a Voluntary Patriotic and non-Sectarian Association of British peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea.

Its Objects are:

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.

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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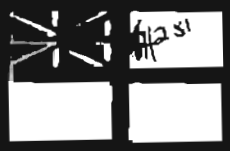

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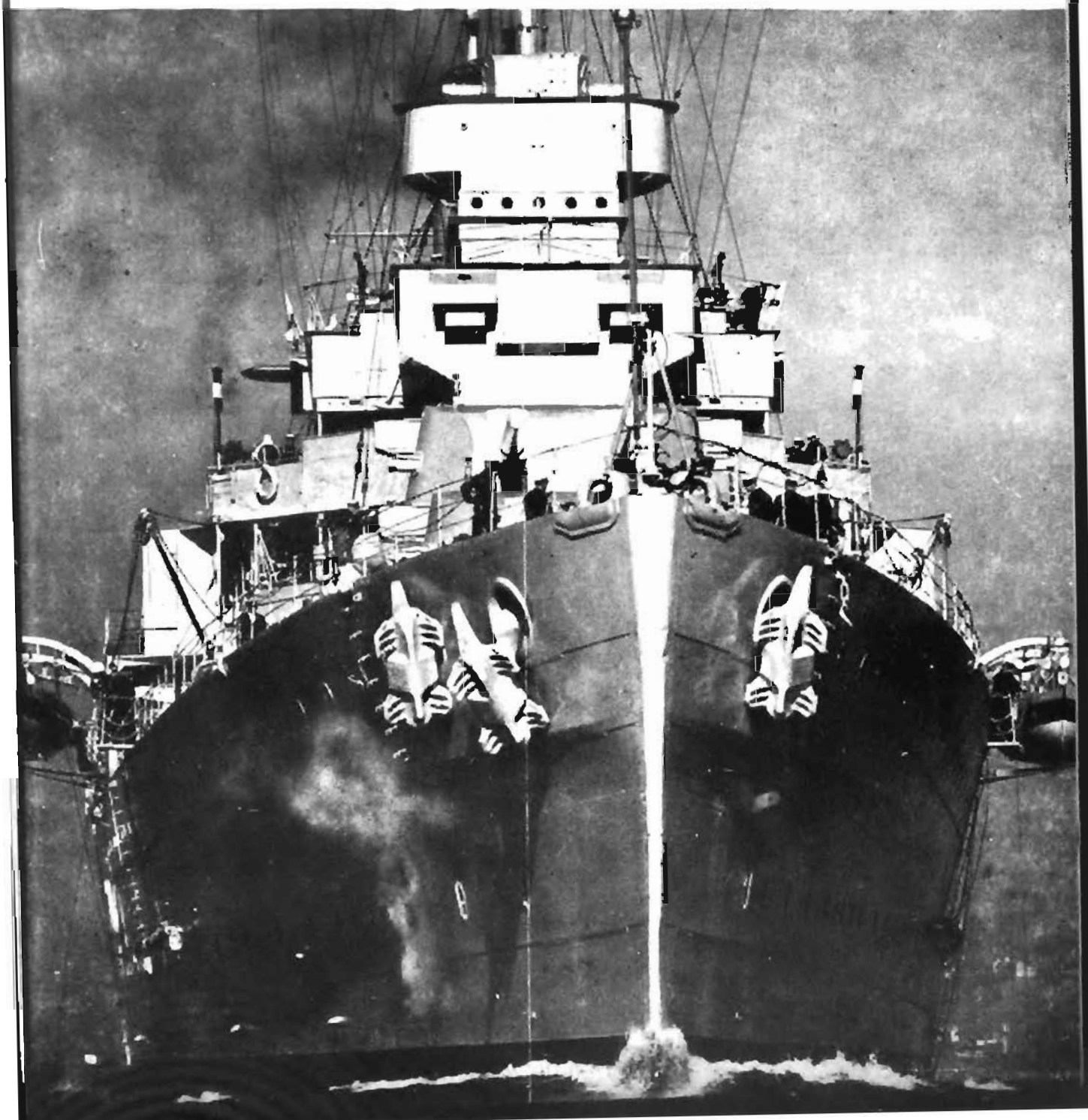

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ABOUT SEA CADETS

FROM Britain, Canada, South Africa, New Zealand and other parts of the Empire come good reports of the usefulness of the Navy League Sea Cadet Corps.

When His Majesty King George VI became Admiral of the Navy League Sea Cadet Corps in 1942, the Corps received its greatest honour. Never before had Royalty set its seal on the name of the Navy League; never before had the value of Sea Cadet Corps achievements been so highly recognised.

Boys of the Navy League have distinguished themselves in all the Fighting Services and especially in the Navy and Merchant Navy. And many of these former trainees of the League have expressed in simple language their debt to the Navy League and to its voluntary officers and instructors for the great benefits of elementary training received when they were boys in the Navy League.

Here in New South Wales every medically fit Sea Cadet over 17 years old is in Australia's Fighting Forces, and hundreds of ex-cadets trained as boys in the years before this war are also among the free enlistments to do battle for their country. It is a great record in ratio to the number of lads who received and benefited from early training under the auspices of the Navy League.

Such training is only possible if quarters, equipment and instructors are available, and the task of maintaining this work, which also largely depends on the donations of patriotic and generous citizens, is a difficult one. The League therefore appeals to the public for additional financial help, for equipment—especially boats and oars, boxing gloves and other items used in gymnasiums.

Offers of help should be addressed to the Navy League, Royal Exchange Building, Bridge Street, Sydney.

THE DICTATOR OF WAR

SEA POWER AND THE BRITISH NAVY

By DONALD COWIE, in "The Navy"

THE war has now reached a stage where it is possible to discern in it a definite pattern. Is this the strategical shape, envisaged in "Mein Kampf," or in Rosenberg's geopolitical writings, or in Japanese and Italian plottings, or even in the former predictions of military and air experts in Britain and America?

Let us consider that pattern. Germany, with her back to the wall of Russia, is self-acknowledged to be fighting for her life; Mussolini, after describing the defence of Italy as "a matter of life and death," has ignominiously fallen; a Japanese spokesman says the war has entered a critical phase, when it will be determined whether Japan will "eat or be eaten." The Axis powers are clearly on the defensive; and on all sides the United Nations begin to attack.

To what, then, can we chiefly ascribe the present strategical discomfort of the Axis powers?

The answer is so plainly "the Navy" that it is difficult to believe there is not wider recognition of the fact. But the Navy suffers from familiarity. Taught at school that all our major wars had been won or lost by wise or unwise use of the naval arm, the present generation in very boredom looks for new and more exciting war-winners—when all the time its future is being decided once again by the traditional instrument. Such disregard is encouraged by the great physical supremacy of the Navy itself, which confines its operations to patrolling and denies an impressionable public the spectacle of mighty engagements. But consider how the entire course of the war, up till and including the current strategical pattern, has been dictated by the use, indeed in some instances by the existence alone, of our naval power.

Germany would have invaded Poland and France if we had lacked a navy. But she would not have wasted time and material on a Norwegian invasion in that case: all would have been devoted to an assault on Britain after the triumph in France. There would have been no Dunkirk for us and we would have fallen. Then Germany would have been strong enough, aided by the raw materials of Africa and the Middle East—and India—ultimately of South America, to invade and defeat Russia, before turning with the resources of half the world to conquer or emasculate the United States while Japan held the American Navy in the Far East. With America settled, Germany would have constructed an overwhelmingly strong navy itself, and, over the body of Japan, advanced to the complete conquest of the world.

Humanity was saved that fate by the existence and activities of the Royal Navy in 1940. The R.A.F. assisted, but would have been grounded in a few weeks if the Navy had not continued to bring its petrol safely across the seas. Thanks to the Navy in 1940 we were enabled to survive, to receive supplies from America, to send supplies to the Middle East—and to deflect the energies of Germany.

This deflection can be observed first in the Balkans and North African campaigns, and second in the assault on Russia. Surely Germany did not rush into Greece, and fly to Crete, and embark on the Libyan adventure just to protect her "under-belly." She had little to fear from our Middle Eastern forces at the time. Nor did she break her pact with Russia, devote her best forces to the invasion of that country and allow her potentially more dangerous enemy, Britain, to build up strength just because she feared the Russians so much. Why did Hess make that despairing flight to England? Once again the answer is "The Navy."

Constrained by our unspectacular but steady control of the seas round Europe, Germany had to embark on the Balkans, African and Russian campaigns for assurance of sufficient supplies of raw materials, notably oil, to enable her to prosecute a world war on the scale she had planned.

One could adduce a wide variety of statistics to demonstrate that the resources of Europe are insufficient for any power therein, however ingenious, to essay the conquest of the world. Thanks to our survival behind the protection of

(Continued on Page 4)

AUSTRALIANS BOARDING TANK-LANDING SHIP

By courtesy "Sydney Morning Herald."

Australian soldiers bound for Lae, New Guinea, entering the open doors of a tank-landing ship. At a given command, troops scheduled for a particular ship come out of the bush and board their craft. As each ship finishes loading it pulls away from the beach and another comes in to take its place.

(Continued from Page 2)

the Navy, we would have access to the resources of America, infinitely greater than those of Europe. Germany had to look quickly for counterbalancing resources, which existed in Russia and the Middle East. Regard the oil statistics alone. It is agreed, with a wide margin for error, that Germany requires some 1,250,000 tons a month, and some 1,600,000 tons during offensives, whereas the maximum she can obtain from European wells and synthetic production is 1,000,000 to 1,250,000 tons a month. Reserves are vulnerable, and no General Staff could plan world conquest on the strength of so many million tons stored in tanks.

The same applies to many other essential materials, notably to indispensable alloys not found considerably in Europe. Even in food Germany could not obtain enough from Europe to feed more than herself properly (and subject peoples, if they are going to work hard, must be fed well). The European coal supply was inadequate for all the great industries that Germany must develop in Europe to supply a world-conquering war machine. Sufficient wool and cotton could not be obtained within the Occidental borders.

If the Royal Navy had not maintained its cordon Germany could soon have met those deficiencies by overseas supply. It is possible she might have bought as much as she wanted in a foolish America alone, for the isolationist element in the States might have dominated the scene after a failure of the Royal Navy.

As it was, however, our sea blockade of Europe forced Germany to divert all her strength to those fatal adventures in search of the wherewithal to conduct a long war. It was the Navy alone, directed by the War Cabinet through the Ministry of Economic Warfare (though one feels sometimes that the politicians merely followed along behind, talking and seeking for the credit) it was the Navy alone which forced the German-Russian collision, and the German-Middle Eastern smash. Our supreme enemy was constrained by us, at the lowest ebb in our fortunes, thanks to our possession of a large Navy, to conform with our strategical will, and, sheering away from us to dangerous adventures, to give us the necessary breathing space for military recovery.

All credit to the Russians and our Middle Eastern armies for the part they played, fighting fiercely on land just to prevent, at the last moment in each case, the enemy from reaching his necessary supplies. But if they paid the piper it was the Navy which called the tune: a tune revealed to-day when Germany must turn in frustration from the vital prizes she has not obtained to meet the gigantic onslaughts of British and American power. The cordon is drawn ever tighter by the surrounding ships—without a single loophole through the Mediterranean now—and it just remains for the Navy to continue launching the projectiles of armed men which will administer the death-blow, perhaps not an instantaneous process but a certain one.

It is, moreover, a process that will as surely defeat Japan, already constrained by American naval power to stand on the defensive, later to be blockaded in her own needy islands by the irresistible strength of the American and Royal Navies combined.

NAVIGATION WHEN CAST AWAY

By C.W.T.L., in "The Nautical Magazine"

NEVER is good navigation more urgent than when it is applied in the lifeboat of an abandoned ship. Not only will it ensure that the crew are free men, and not prisoners, but will certainly curtail the period of their hardships and may, quite probably, make the difference between life and death to some, or all, of them. For these reasons it is most important that every lifeboat should carry enough navigational gear to ensure that she can be brought to safety in the least possible time. Experience has shown, on several occasions, that it cannot be assumed that there will always be time and opportunity for an officer to put this gear in the boat after the ship becomes a casualty. It is both obvious and imperative that some navigational gear should form part of the boat's standing equipment. This matter has had the attention of various bodies and organizations. Marine Instruments, Ltd., have given considerable thought to the question and the writer has been privileged to read the reports of their deliberations and has, in fact, taken part in some of them. It must be understood, however, that the following suggestions and remarks are those of the writer and do not necessarily represent or reflect the views of Marine Instruments, Ltd., or of the various organizations.

In considering what should be included in a boat's navigational equipment we must not ignore the limitations imposed by weight, space, and production problems. An efficient equipment need not be heavy or bulky but the problems of production and supply are such that it would be unreasonable to expect that a sextant and chronometer could be supplied for every boat. Even if a chronometer were put in the boat the violent motion to which it would be subject would so affect its rate that it would be useless. A further point that should not be neglected is that the gear provided should be as simple as possible so that it could be used by any one with an elementary knowledge of navigation.

Before deciding on what is needed for boat navigation it is necessary to have a clear idea of what is intended to be done, and how it is intended to do it. The paramount intention will be, of course, to get to a friendly port as quickly as possible: all other intentions will be subsidiary to this. To set a course for the chosen destination requires that the position of the ship, when abandoned, is known and that the position of the destination is known. This demands reference to a chart of the area in which the ship was abandoned that extends to the land. Another point has to be taken into account: the nearest port will not always be the one that can be reached most quickly. Prevailing winds and currents may be such that the best destination to sail for may be two or three hundred miles farther away than the place that is nearest in distance. To assist in choosing the best destination there must be a chart of the seasonable winds and currents.

When a course has been set for the destination there must be some means of knowing whether leeway, inaccurate steering and other unknown factors are taking the boat away from her projected course. There must be, therefore, some means of determining position. As we have already said, no chronometer can be expected.

This should present no serious difficulty: the world was navigated and circumnavigated long before the chronometer was invented. The navigator will have to be content with an estimated longitude, which will be based on distance run, leeway and effect of current. To get distance run he must have a log. The only way in which he can definitely fix his position will be in latitude: this is of vital importance. If he can get into the latitude of his destination, and then keep in it, he has only to sail due east or west—as the case may be—to make a good landfall. This parallel sailing calls for a very close approximation of latitude which in turn calls for a very close measurement of altitude. It is proposed that only two bodies be observed for latitude; the Sun, when on the meridian and Polaris at any time. Altitudes of the Sun will require adjustments for declination, refraction and semi-diameter altitudes of Polaris will require adjustment for displacement which necessitates a knowledge of sidereal time. In a boat, dip is negligible.

A consideration of the foregoing shows that the minimum navigational needs for a boat would be: (1) The ship's position when abandoned; (2) A chart of the ocean in which the ship was sailing; (3) Wind and current charts for the same area; (4) Log and line; (5) An instrument for measuring altitude: (6) A means of finding Local Sidereal Time (R.A.M.); (7) Tabulations of the Sun's declination, refraction and parallax; (8) Small gear, such as note book, pencils, dividers, etc. We will review these items in detail.

The important matter of the ship's position being known can be dealt with by the ship's organization. The position given should be sufficiently precise to give a good departure; it should be distributed fairly frequently, to an adequate number of men, and should be passed in writing and not by word of mouth. As the course of a convoy is usually highly confidential information, it might be advisable to give the position in a sealed envelope; which would be returned, still sealed, when the next was issued.

The chart need not be on a large scale, 100 miles to the inch would be ample, but it should carry as much helpful data as possible. The wind and current information could be incorporated, and should be clearly and boldly indicated. The magnetic compass rose should be up to date and clearly graduated. The fabric of the chart should be of such a nature that it would resist spray and rain. A waterproof chart case should be provided.

The log and line would be of the old type, using a small canvas drogue for the "ship" and boat lacing for the line. A means of measuring time would be wanted; this could be a small cigarette (or other) tin punched with small holes until it emptied in 14 seconds when filled with water. The length between knots would then be 23 feet 8 inches. The line need not be marked above 6 knots.

The instrument for finding altitude raises a point of some difficulty. Marine sextants are quite out of the question for boat work. The manufacturers are working to capacity to meet the demands of ships and aircraft, and cannot contemplate a further demand by boats. Marine Instruments, Ltd., however, are trying out an instrument of fairly high accuracy that might be mass produced at a reasonable price. If their efforts should prove successful—and it is to be hoped that they will—the problem is solved and altitude could be obtained to within about 10 minutes of arc. If this instrument does not materialise it will be necessary to consider the possibilities of some type of "pendulum sextant," such as that illustrated in the "Nautical Magazine" of August last. In that case we could not count on latitude within less than 30'.

Finding Local Sidereal Time is a fairly easy matter if one can sight Dubhe (of the "Pointers") or Kochab (of Ursa Minor). By looking on Polaris as the centre of a dial one notes the position of the star and reads it off as a "time" in a 24-hour clock. This "time" can be converted into Local Sidereal Time by a rather simple rule. It is, however, better to have a "Nocturnal." This is simply a dial that is movable round a centre that represents the Pole. The edge of the dial is graduated in months and days while, outside the dial, are other graduations in hours and minutes. An ingeniously simple, but quite efficient, Nocturnal is the "Polar Clock" of Commander R. E. C. Dunbar, R.N., an illustration of which is given. By one setting both R.A.M. and L.M.T. are obtained within limits of about 15 minutes either way. This is amply accurate for the correction of Polaris. This correction is made up of three factors—two of which may be disregarded as their total effect rarely amounts to a couple of minutes of arc. The other factor —the "First Correction"—is large; but as it

(Continued on Page 8)

H.M.A.S. SHROPSHIRE IN AUSTRALIA

The Governor-General, Lord Gowrie, being piped aboard H.M.A.S. Shropshire at an Australian port. He is being welcomed by Captain J. A. Collins. At the top of the gangway is Mr. Makin, Minister for the Navy. The Shropshire was presented to Australia by the British Government to replace H.M.A.S. Canberra, which was sunk in the Solomons last year.

(Continued from Page 6)

depends entirely on local sidereal time there is no reason why it should not be put alongside the sidereal time.

The corrections for the Sun's meridian altitude could be combined and tabulated for each day, and printed on a card. This would necessitate two tabulations; one for zenith North of the Sun, and one for zenith South of it. Mean values for semidiameter and refraction would be assumed. As declination would be included in the given quantities the noon sight would simply be a matter of taking the Sun's altitude on the meridian and applying the tabulated "correction" for the day: this would give latitude. In cases where the altitude was less than 30° it would be necessary to make an additional correction for the large increase in refraction. This should be tabulated against the altitude, and should be subtracted from the altitude before applying the correction. This small table could be carried on the back of the Nocturnal or Polar Clock.

A compass is part of the statutory equipment of any boat and there is little that can be said about it. The chief point to be borne in mind is that its error should be obtained whenever possible. If using Polaris for this purpose it should be remembered that it is North (true) when the R.A.M. is approximately 2 or 14 hours. It would be an advantage if the compass were fitted with a shadow pin.

In outlining this navigational equipment a good deal of thought has been given to keeping it as simple as possible. With a little instruction any intelligent seaman ought to be able to make use of it in bringing a boat safely home. Certainly every seaman ought to know how to locate Polaris and how to get a direction and approximate latitude from it. The more intelligent of them should soon be able to make good use of the suggested outfit. Whether it would be the duty of ship's officers to give them the necessary instruction is another matter. There would seem to be no valid reason why selected men in the Pool should not be instructed in its use while waiting for a ship.

Are you in the League Why not?

THE NAVY LEAGUE IS...

a WATCHDOG of National and Imperial security,

an ENEMY of apathy in all matters naval and maritime,

a TRAINER of the citizens of to-morrow,

a PRESERVER of our glorious sea heritage.

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

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

SEA CADET NOTES

The O.C. "Victory" Depot, North Sydney (Mr. J. Williams) reports very satisfactory progress. Cadets who have joined the Services or whose war-work precludes them from regular attendance for training do not lose their interest in the League's work. Former cadets now in the Navy, Merchant Navy, Air Force and Army keep in touch with their old training depot by letter and by personal visits when in Sydney. Many of these former cadets have paid warm tribute to the League for the preliminary training received under its auspices and have spoken in the highest terms of the benefits they have personally received from their former voluntary training.

Promotions: Junior Officer D. Green to 3rd Officer in recognition of efficiency and valuable services: Messrs. Field and Rand and C.P.O. Danks to be Junior Officers.

New entries are more than filling the vacancies resulting from the factors already mentioned and this is most encouraging to officers and instructors alike who delight in imparting their knowledge to keen recruits.

Cadet Wilson very generously contributed 10/- to the depot for the general benefit: this wonderful spirit of co-operation among the members of the Company is a feature all share in, and does much to maintain the happy relations existing between all ranks.

Junior Officer Smith is doing good work, but these remarks are just as applicable to every officer and petty officer. They are a fine lot to work with and make the O.C.'s task a real pleasure.

This unit was strongly represented at the Seafarers' Service held at St. Andrew's Cathedral recently and at a special service at Archdeacon Hammond's Church, St. Barnabas'.

All hands are glad to know that Captain Beale has recovered from his illness and is at the helm again.

* * *

The O.C. "Vendetta" Depot at Manly (Mr. E. Barton) speaks of the progress made by his unit which now has 56 cadets on its roll. Routine work proceeds satisfactorily and boat work is especially favoured by the cadets.

From this Company we also have the story of former cadets visiting the depot when on leave and giving the lads the benefit of their experience.

Miss Cousins continues to assist by keeping the local Press informed of the activities at "Vendetta" Depot.

* * *

From "Warrego" Depot at Woolwich and from Henley come reports of continued progress. At Woolwich there are 35 cadets on the roll while at Henley 40 is the number.

The O.C. (Mr. A. R. Armstrong) writes of the splendid encouragement and help given to him and Chief Officer Grant by both Mr. and Mrs. Forsyth. These generous helpers have not only made their boat-house available to the cadets, but also a fine parade ground, enclosed swimming area and shower. The Navy League, its officers and cadets very greatly appreciate the splendid support accorded by Mr. and Mrs. J. W. Forsyth, and with such support we look forward to establishing here on the Parramatta River a useful and worthy Company of Navy League Sea Cadets.

The O.C. takes this opportunity to acknowledge with thanks the splendid recruiting effort of the Principal of the Drummoyne Intermediate High School and his confreres at the Abbotsford, Five Dock and Haberfield Public Schools. These gentlemen, by their co-operation and interest, handed us a ready-made Company, and, consequently, we had no recruiting problems. Evidently the educational value of Navy League training is recognised by these educators' A word of thanks is also due to Captain J. Armstrong, R.A.N., for his interest in our work.

Promotions: L/S A. Wheeler and L/Writer A. R. Prentice to Probationary Petty Officers; A/B B. Finch to be Class Leader; O/D to A/B (by examination), V. Yealland.

Appointments: Mr. F. S. Vyall, R.A.N.V.R. (N.A.P.) to be 3rd Officer on probation, and to be posted to Woolwich; Cadets K. Martin and B. Park to be Writers and to be posted to "Warrego" (Woolwich); Cadet P. Bullen to be Writer (Gladesville).

Transfers: P/O A. Wheeler from "Warrego" (Woolwich) to "Warrego" (Gladesville); Cadets

(*Continued on Page 11*)

THE CANADIAN SEA TRAINING SCHEME

A well illustrated brochure provides interesting information on the activities of the recently opened training schools in Canada for the pre-sea instruction and training of boys for the Canadian Merchant Marine. A sea training school called St. Margaret's Sea Training School situated at Hubbards, near Halifax, N.S., provides technical and practical instruction in the rudiments of navigation and seamanship during a 13 weeks course to suitable youths between 17 and 22 years of age. Board and lodging are provided and remuneration during the period of training is at the rate of 21 dollars per month. The training syllabus includes classroom instruction in elementary mathematics, navigation, meteorology and English. Practical seamanship covers such things as watches and bells, compass and steering orders, blocks and tackles, log and lead lines, signalling, rope, canvas, knotting and splicing, whipping, seizings, parcelling and serving. Under the heading of deck work, instruction is given in cargo handling, operating winches, rigging derricks, covering, battening down and stripping cargo hatches and mooring ship. Special sections of a ship are built in timber in the grounds to facilitate this form of practical instruction—for example, a bow section, a deck section comprising hatchway, mast and derrick, a dock section with mooring bollards, etc. Special attention is given to boat sailing and handling and for this purpose a number of rowing and sailing boats and lifeboats are available with davits and boat lowering gear. Each trainee is given ample opportunity to learn steering, sailing and boat handling under oars and under canvas. Ample accommodation and recreation facilities are provided and a competent kitchen staff dispense good and well cooked meals. Sick pay and medical facilities are also available. Trainees at the end of their courses proceed to the Merchant Seamen's Manning Pool as junior ordinary seamen while a few places for Sea Cadets are available to the most promising boys. A Marine Engineering Instructional School also has been opened at Prescott, Ontario, on the banks of the St. Lawrence for the purpose of providing short intensive courses for engine-room ratings—firemen, trimmers, oilers, greasers, wipers and donkeymen. The courses last six weeks after which trainees are sent to a Manning Post to await appointment to foreign going ships. Entrance is open to men between 19 and 30 years of age. Board, lodging and remuneration are on the same scale as at St. Margaret's School. In addition to classroom work practical instruction is given on board a chartered ferry boat, the Joseph Dubrule, tied up alongside the school dock. Engine-room trainees also undergo a full course of lifeboat drill and boat handling. Ample facilities for studying for certificates of competency on completion of the necessary sea service are also provided at the various official nautical schools throughout Canada.

(*Continued from Page 10*)

Bissett and M. Kable from N.L.T.D. "Victory" to N.L.T.D. "Warrego."

Junior Officer R. Holloway is doing excellent work in training the new entries in boat drill, and L/Writer A. R. Prentice is to be commended for his devotion to the uninteresting but important job that he is doing in the Ship's office.

L/S A. J. Smith recently sat for the Royal Naval College entrance examination: we wish him success, but we have no wish to lose him. Ex-Cadet Ian Beck, now of the Merchant Service, was a recent visitor.

* * *

From "Beatty" Depot Mr. G. H. Smith signals "All's Well."

* * *

The Cadet Corps' greatest needs at present are more good instructors and more equipment.

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

The Navy League is a Voluntary Patriotic and non-Sectarian Association of British peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea.

Its Objects are:

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.

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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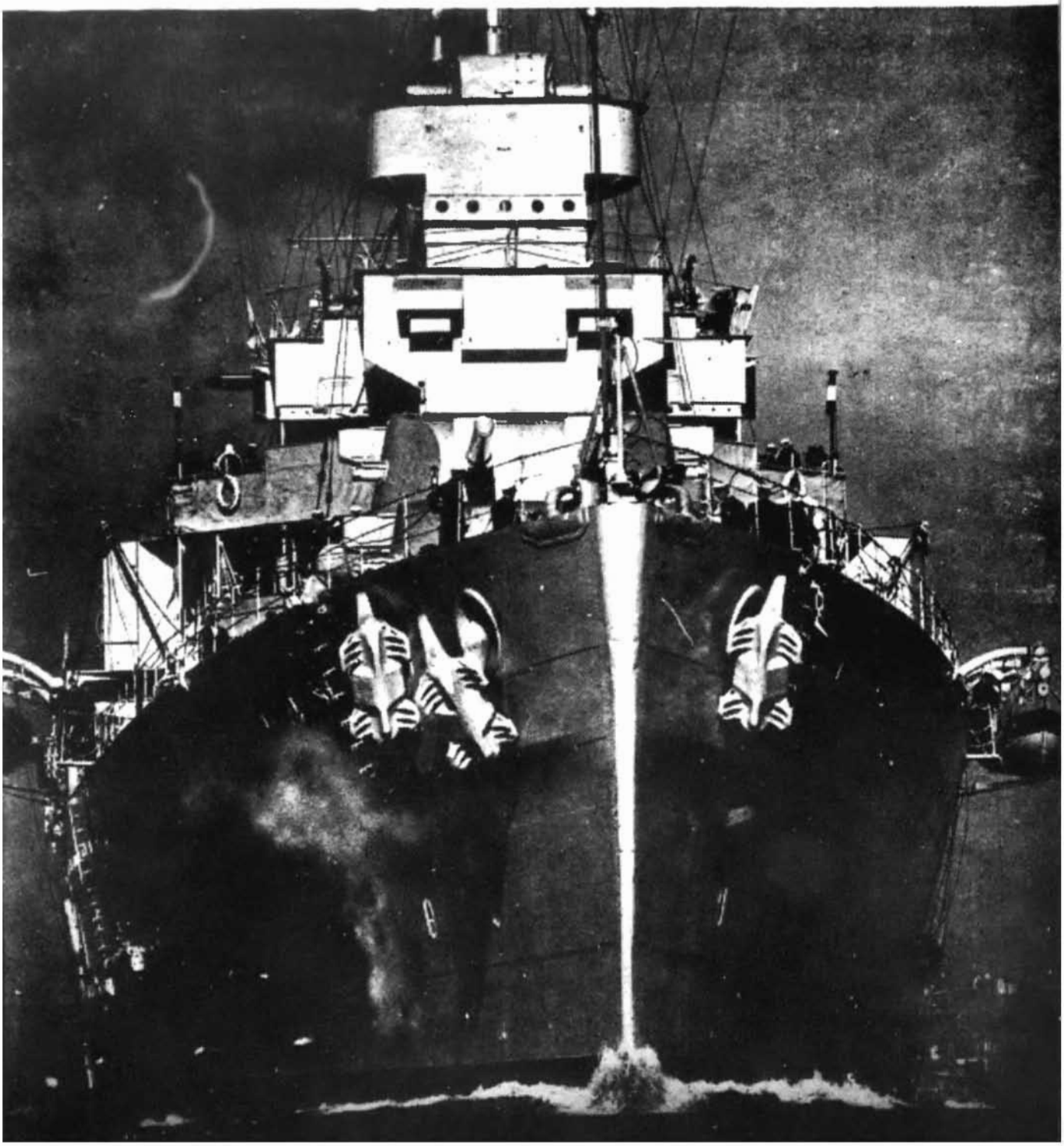

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CHRISTMAS, 1943

NINETEEN centuries of Christian precepts.

Creative Deity relegated to the rank of a tribal god for the duration of the current war.

Religion of the spirit drifting rudderless in the backwash of human folly and destruction.

Material forces in control and unappeased.

The voice behind the British Broadcasting Corporation's motto: "Nation shall speak peace unto nation," is dumb.

TO MEN OF GOODWILL, PEACE

Yet in spite of all the splendid promise and achievements of man, permanent peace and lasting goodwill have eluded him.

Surely, surely, the supreme task confronting our thinkers and our doers is the discovery and application of a means to banish the will to war from the mind of man.

And when this war is over and the apostles of war eliminated, let a new generation work in the dawning light of a new wisdom and a new sanctity from whence will quicken and grow a fuller co-operation between men and nations to benefit all, and let it practise Peace and Goodwill not at Christmas only, but every day and for ever.

THE "SILENT SERVICE"

News of the Navy — and Its Limitations

By ADMIRAL SIR WILLIAM JAMES, K.C.B., in "The Navy"

THE Navy was called the "silent service" during the latter half of the nineteenth century, for the simple reasons that no one except the inhabitants of the three manning ports ever saw a man-of-war, and there had been no maritime war since Napoleon's defeat. Hardly a year passed without a military campaign in some part of the Empire, and soldiers were to be seen everywhere on parade or practising the arts of war. The term "silent" ceased to be applicable at the beginning of this century, when it was necessary to rouse the interest of our people in their Fleet so that we would be ready when the Kaiser was ready to make his bid for domination in Europe. The Navy League spread the gospel. "Jane's Fighting Ships" and "Brassey's Annual" became best sellers, the Press told the people of the growing might and increasing fighting efficiency of the Fleet, Press correspondents went on manoeuvres, visits to seaport towns became a regular feature in the Home Fleet programmes. The Navy was no longer silent. Publicity was essential if we were to retain our position as a power in the world. Lord Hawke had once worn himself out trying to persuade the Government that the war just ended was not really the last war we would ever fight, and ever since then Boards of Admiralty have been struggling in between wars to keep going an efficient nucleus of naval strength that could be expanded quickly when the clouds appeared on the political horizon, and their task in more recent years has been much easier than the task of their forbears because of the immense spread of education and the great increase in circulation of newspapers and periodicals. So much for publicity in peace-time. In war-time there are conflicting elements. Publicity is necessary for several reasons:—

(a) Our whole war effort depends on our ability to keep the sea lines of communication for our own use, so that our vitally necessary flow of imports is unchecked and so that we can pass our army overseas when we wish and land them where we wish. If our people are allowed to forget this, not only will the best youngsters seek service elsewhere, but after the war Boards of Admiralty will be as hard put to it as old Lord Hawke to keep upon an efficient nucleus.

(b) The fathers, mothers, wives and sweethearts of the men at sea want to know what their men folk are doing. Those with men folk in the Air Force are told every day of the gallant exploits of their loved ones and the Army has now shed its silence about the individual regiments taking part in operations. Why, they ask, should those with men folk in the Navy be debarred from feeling the same pride in their men?

(c) If the whole remarkable story of the work of the Navy is never disclosed our Allies cannot measure correctly the true extent of our war effort.

Publicity is also difficult for several reasons:—

(a) The Navy possesses a far greater mobility than any other service. In a few days the naval strength in a war area can be radically changed. The Army can only proceed slowly on land or sea! though aeroplanes can fly fast to a new base, a squadron cannot operate until a slow moving convoy brings its stores, equipment, petrol and ground staff. The success of our Naval operations frequently depends on withholding from the enemy exact knowledge of our strength in an area. It also depends on withholding knowledge of our weakness. It has frequently happened that, owing to mishaps, losses due to the enemy, docking of ships and urgent demands from other areas, we have been temporarily dangerously weak in an area, and the Naval Commander-in-Chief has stressed the vital importance of "silence."

(b) The fog of war nearly always surrounds naval battles, particularly in northern latitudes, where the visibility is so often low. After a night encounter no one is quite certain what they have come up against. If we are fighting convoys through with comparatively weak forces it is of extreme importance that our exact strength should not be known.

(Continued on page 5)

THE "SILENT SERVICE"

(Continued from page 2)

(c) Battle often takes place halfway through a voyage. The Naval Commander-in-Chief cannot afford to break wireless silence to report the battle, nor does he know all the facts until he can call together all the Commanding Officers. By the time his report reaches home other dramatic events have taken place. What might have been a splendid piece of "hot news" has gone cold.

How different is publicity in the case of the other two Services! Though a curtain is drawn down when a military offensive is being prepared, once it is launched reporters and camera men can be given a front line seat. When our bombers attack, reporters wait for the news on the aerodromes, because the enemy know just as well, or better, where the attack has been made and its effect.

Publicity falls into two categories—"background" publicity, which includes Press articles, films, broadcasts and books, and "hot news" publicity, which deals with current operations. In all the "background" forms it can now be said that the Navy has its fair share. The Press, the B.B.C., and the film industry have always been only too ready to help, and now that the "links" between them and the seagoing personnel have been strengthened, statistics show that the work of the Navy is now kept well before our people. On the other hand, for reasons already given, the Navy is still not in the same field for "hot news" as the R.A.F., whose output of publicity is enormous. Every bombing raid and every "intrusion" to attack trains, etc., can be subjects of "hot" or, at least, "warm" news, whereas the hard, unremitting, daily toil of the minesweepers and escort vessels cannot be turned to account. The loss of two trawlers, with a large skilled crew, extremely difficult to replace, appears in a corner of a back page; the loss of ten bombers is under the banner headlines. Yet it is those trawlers that cleared the fairways for the oiler that filled the bombers' tanks. It is all unbalanced, but in the one case there is drama and the other is, from a publicity aspect, colourless.

But there is something else that profoundly affects naval publicity. The Navy is fighting continually to keep the sea lines of communication open. It has, as always, been a hard, widespread and bitter fight; once against frigates and line of battle ships, now against submarines. It was decided by our Government and the Government of the U.S.A. that our war effort would prosper the better if we denied to the enemy all news of the Atlantic battle. Though from their submarine commanders' reports and from information gleaned in neutral countries the enemy could doubtless make a fair estimate of our losses, their calculations might be sufficiently wide of the mark to lead them to erroneous conclusions about our ability to launch an overseas expedition or our strength to continue the war. Scientists and naval officers working in double harness were gradually improving our counter-weapons. It was vital that the enemy should be kept in complete ignorance of our intentions. No doubt there were other reasons. So, whilst the Army and the R.A.F. were free to publicise their operations the Navy had to keep silent about their main operations. This has been the great handicap to "hot news" publicity, and effort has had to be diverted to increasing background publicity.

Though no one can foretell what new weapons or methods the Germans will adopt in their endeavour to recover their lost position in the Atlantic battle, it is true that after four hard years the Navy, working hand-in-glove with the Coastal Command, has now obtained control of the sea lines of communication in the western hemisphere, and as "hot news" wanes in the west it will wax in the east, but there again communiques in certain areas will be the entire responsibility of an Allied Commander, not the British naval commander, and it is possible that, operating in those vast waters the necessity for secrecy may be even more important than it has so often been in the western war.

CHRISTMAS, 1943

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IN A WORLD AT WAR TO MEN OF GOODWILL, PEACE

U.S. MARINES LAND ON BOUGAINVILLE ISLAND

Block by courtesy "S.M. Herald."

United States Marines unloading supplies from landing barges on Torokina beach after their successful landing on Bougainville Island, the largest of the Solomon group. The Japanese put up heavy resistance to the landing.

The Mariner's Compass

COMPASS CARD.—The mariner's compass consists of a circular card which is carried by a magnetised bar of hardened steel placed under the card joining the North and South Points. This magnetised bar is called the needle. This card is carefully fixed upon a fine steel pivot rising from the bottom of a brass or copper bowl, by means of a small agate cup fixed in the centre of the needle. The card and needle are thus free to swing as if they were floating in water.

The bowl containing the card is carried on gimbals, so that it may always remain level in whatever direction the ship may pitch or roll. The bowl has a glass cover, and is placed in a wooden or brass case called the binnacle, which is fitted to carry lights to illuminate the compass at night.

LUBBER LINE.—Inside the bowl is painted a vertical or up and down line commonly called the "Lubber's Point," and the bowl is so arranged in the binnacle that in small vessels the compass being placed directly over the keel, the centre of the compass card, the lubber line, and the ship's head shall be in one line.

COMPASS COURSE.—The helmsman steers by the lubber line, keeping any given point of the compass as near to it as possible; this point of the compass by which the helmsman steers is called the ship's compass course.

POINTS OF THE COMPASS.—The compass card is divided into four quadrants by two diameters perpendicular to one another. The ends of these diameters are called North, South, East and West, and are marked N., S., E., W.; they are termed cardinal points.

Each of these quadrants is divided into eight equal spaces, and the points dividing these spaces are called points of the compass; accordingly there are 32 points of the compass altogether.

The names of the points of the compass are obtained as follows:—Starting from the two diameters, N.S., W.E., divide the four quadrants equally by two more dotted diameters, and name their ends by the two letters between which each end falls, thus, N.E., S.E., S.W., N.W.

Now you have eight spaces; divide these spaces equally, and name their ends by the three letters between which each end falls, taking care always to place the single letter before the double letters; thus the eight new points are N.N.E., E.N.E., E.S.E., S.S.E., S.S.W., W.S.W., W.N.W., N.N.W. Now you have sixteen points, and it will be noticed that the word "by" does not occur in any of them.

To form the remaining sixteen points divide equally the sixteen spaces we have already obtained by the short dotted lines, which are the ends of the diameters.

The word "by" (written b.), means "one point towards," and is used in the formation of all the remaining sixteen points; it is always followed by one of the names of the four cardinal points, N., S., E., W., and never by a double name, as N.E.

Starting from N. and moving in the direction of the hands of a watch, the first new point we come to is "one point" from N., it is therefore named N.b.E. (North by East). The next new point we come to is "one point towards" N., before coming to N.E., it is therefore named N.E.b.N. The next new point is one point towards E., from N.E.; it is therefore called N.E.b.E. There is one more new point before we come to E., it is "one point towards" N. from E., and is therefore named E.b.N. And so on with the other three quadrants of the compass.

HALF AND QUARTER POINTS.—Besides the above 32 points, each point is divided into four quarters; the direction of the quarter, half, or three-quarters being indicated from any of the 32 points towards one of the four cardinal from N. towards E., or towards W., respectively. S.W.½S., or S.½W., means ¼ point from S.W. towards S., or W. But we do not say E.b.S.¼E., it is more simple to say E.¼S., and it is the same thing.

The value of one point of the compass expressed in degrees is found by dividing the 90 degs. contained in a quadrant by 8, the number of points which a quadrant contains. Thus one point equals 90 degs. divided by 8, equals 11 degs. 15 min.; and ¼ point equals 5 degs. 37 min. 3 secs.

The points of the compass are made up as follows:—

Four cardinal points, N., S., E., W.

Four half cardinal points, S.E., S.W., N.E., N.W. These make the eight principal points.

(Continued overleaf)

Eight false (N.N.E., E.N.E., E.S.E., S.S.E., S.S.W., W.S.W., W.N.W., N.N.W.) points.

Then sixteen "by" points, so named because they "lay by" and are named from the eight principal points.

Thus four cardinal, four half cardinal, make the principal points.

Then eight false points make sixteen points, and then sixteen "by" points equal thirty-two points.

North	South	East	West
N.b.E.	S.b.W.	E.b.S.	W.b.N.
N.N.E.	S.S.W.	E.S.E.	W.N.W.
N.E.b.N.	S.W.b.S.	S.E.b.E.	N.W.b.W.
N.E.	S.W.	S.E.	N.W.
N.E.b.E.	S.W.b.W.	S.E.b.S.	N.W.b.N.
E.N.E.	W.S.W	S.S.E.	N.N.W.
E.b.N.	W.b.S.	S.b.E.	N.b.W.

Errors of Compass

The Mariner's Compass is subject to the following errors: Variation, Deviation, Heeling Error and Dip.

VARIATION.—The angle between the true North and the Magnetic North (the needle points to the Magnetic North), this in few parts of the world agrees with the true North, the difference between them is called the Variation of the Compass.

DEVIATION.—The angle between the Magnetic North and the Compass North caused by the iron or steel in the ship, her equipment, or cargo (the deviation in iron ships is also affected by the heel of the ship altering the relative positions of the iron to the compass card), this is termed Heeling Error.

DIP.—Is the result of the earth's magnetic attraction, which attracts the end of the needle nearest to the Pole towards it; thus it is the angle which the needle makes with the horizon. Near the Equator it inclines but little, if properly balanced, but one end becomes depressed as one advances to the Pole—the North end in the Northern Hemisphere, and vice versa.

AN ENGLISH SAIL LOFT

By JAMES HA[illegible]ain Yo-day"

IT is extremely doubtful whether one in a hundred visitors to our great sea-ports, having visited the docks and graving-docks, and admired the ships, and all the vast paraphernalia that surrounds the age-old business of the sea and ships, ever bothers, or even thinks that there might remain just one further thing worth while seeing. He might indeed pass down the great shed outside of which ships are berthed, his eye alighting on some old ship's accommodation ladder reaching up to a wooden building inside the shed itself. Yet were he to go up that ladder and look inside the loft, as it is called, he would no doubt be agreeably surprised by what he saw.

Something useful and something interesting is always going on inside a sail-loft, and every shipping company has its own sail-loft. It has often been called the sailor's garden, a description peculiarly apt, since here the sowing and reaping are carried on in their seasons just as they are carried on by the farmer, though of course it has to do with canvas and rope and wire. Since a ship is no ship without canvas a shipping company maintains a loft in which one generally finds old retired sailors, and quite often young ones, apprentices to the craft.

Ships must have canvas for boat-covers, awnings, ship's dodgers, or wind breaks for look-out and bridge, and in many cases canvas for hatch coverings. So your visitor stepping up the ladder by mistake will discover the craftsman, and he is a craftsman, busy with his work, helped by the boy who is learning the business.

Though the days of sail are long past, never to return, the visitor may still discover the old sailor at work on a jibsail, for ship's boats must carry these under Board of Trade Rules. And many new and strange smells would come to his nostrils, for where you find canvas you also find rope, and wire, and the tools with which the sail-maker does his job. He is a kind of ship's surgeon, he does all the repairs, he sustains the life of a ship in its necessary parts and functions.

Here day in and day out you find him stitching, and bending, and weaving and reaving and spinning, in canvas, rope, and wire, and no man could be more expert at his job. To a shipping company he is practically indispensable, the man who works miracles with canvas, old or new. Always he is making, always replenishing. The jibsail that he makes will carry before any wind, and who knows winds better than he does, the whole science of winds was something he had to learn in his days at sea, for always his own life and that of others depended on them. The boat's cover that he makes will be a perfect fit, the ship's dodgers when finished and rigged up on bridge and crow's nest will hold back any amount of wind and hail and spray. He never doubts, rarely does he receive complaints, either from sailors or the executive. They leave well alone, his reliability is a tradition, they can depend on him.

And as all old salts must one day draw in their cables, the ability to work in these fields must be handed on, so that always the visitor will find a youngster busy learning the craft of things. The ability to work in canvas and equip whole fleets of ships must continue, for sail-making will always go on, so the job must go on, the younger generation pick up where the old leave off. And your old salt likes his work, he takes a pride in his job, in what his hands can accomplish. He gets a measure of creative satisfaction from what he does. His world is a canvas world, and he has learned to appreciate the value of it.

But he also likes the touch and feel of it in his hands, he likes the smell of it, just as he likes all the other smells that are part of the atmosphere of the sail-loft. The smell of tar, and pitch, and resin, of yarn, and spun-yarn, and the smell that a coil of good Manilla rope threws off. In these smells he can savour the sea, they are part of the sea, the tools of men who go down to the sea in ships. No doubt as he sits with his needle and canvas in his hands he indulges in memories, perhaps whole fleets of sailing ships pass before

(Continued on page 15)

AUSTRALIAN CORVETTES EARN DISTINCTION

PARTICIPATION of eight ships of the Royal Australian Navy in the phase of the Mediterranean campaign which culminated in the Allied occupation of Sicily is announced by the Minister for the Navy, Mr. Makin.

The ships and their commanding officers were: The Australian-built mine-sweepers (corvettes) Cairns (Lieut.-Commander E. Macmillan, R.A.N.R. (S.)); Cessnock (Lieut.-Commander T. S. Marchington, R.N.R.); Gawler (Lieut.-Commander W. J. Seymour, R.N.); Geraldton (Lieut.-Commander H. M. Harris, R.N.R.); Ipswich (Lieut.-Commander J. McBryde, R.A.N.R. (S.)); Lismore (Lieut. L. C. G. Lever, R.A.N.R. (S.)); Maryborough (Lieut. J. C. Boyle, R.A.N.R. (S.)); and Wollongong (Lieut. T. H. Smith, R.A.N.R. (S.)).

The eight ships served in closest collaboration with the Royal Navy in convoying transport and landing craft, and in general patrol duties, as well as providing anti-submarine screens for the Sicilian campaign, Mr. Makin said.

They shared the hazards of that vital phase in the long struggle for the control of the Mediterranean, and earned the praise of the Commander-in-Chief in the Levant to whose command they were temporarily attached. When some of the Australian ships recently left the Mediterranean to continue their work elsewhere the Commander-in-Chief expressed his gratitude for their most valuable assistance.

In operations so exacting as those which culminated in the occupation of Sicily, and the ultimate capitulation of Italy, the men and the ships were under the constant menace of enemy attack, Mr. Makin said. Reports from the Australian corvettes were studded with cryptic references to enemy aircraft and submarines.

AN ENGLISH SAIL LOFT—

(Continued from page 13)

his eyes, as slowly, methodically, and surely he fashions a cover, or the indispensable jibsail for the small boat. There they go, and he reviews them in his mind's eye as they pass. Sail and steam, liners and tramps and dirty little coasters and dingy fishing smacks, and all dependent upon canvas.

How well he can work in rope and wire! That night on the wire will hold ten thousand tons of ship, that rope help a tug to tow twenty thousand tons of steel towards and away from a sea. This is just another side to his job, carried on quietly and without fuss in the backwaters, hidden away in that warm-smelling loft, a young boy at his side, his eagle eye always on the move of hand or turn of finger, watching with something of admiration how deftly such larger rough hands can work.

With patience, with application he may one day be able to call himself a sail-maker, and in turn become indispensable. Sail-making passes down through generations in a family, and it is curious how this operates with so many things that make up the shipping world, even to the ship-building trades where one may come across a ship's caulker, whose trade has been handed down from generation to generation. And in these families the youth who took any but the obvious and expected path would be looked upon with disgust, so much does pride count amongst men of the sea.

And to-day of course the worker in canvas has become more and more necessary, more and more vital, with the vast increase of tonnage, and the added dangers that thrust themselves on sailors. More and more canvas is required, more and more boats, more and more rafts.

The painter who finds it so difficult to get even the smallest square of canvas for his picture might achieve, even in his disappointment, some measure of satisfaction; for what has happened in most cases is that his much wanted squares of canvas are lying in other hands, the hands of one who in quite another degree can call himself by the name of artist.

NAVY LEAGUE CADET NOTES

(By "E.C.")

The public of Manly must have felt very proud on Sunday morning, the 14th inst., when their own Unit of the Navy League Sea Cadet Corps. "Vendetta," marched with officers and cadets from "Victory" and "Beatty," under the command of Mr. J. Williams, O.C. of "Victory," from the East Esplanade along The Corso to St. Matthew's, where a Naval Memorial Service took place. It was a very impressive scene when the lads paused at The Corso Monument, and "Victory's" little mascot placed a beautiful wreath upon it in memory of the courageous officers and men of R.A.N. and Merchant Navy who have made the supreme sacrifice for their King and Empire. This was followed by the bugler sounding the "Last Post," and everybody stood at attention. After "Reveille" had been sounded the Units continued the march to Darley Road, and then proceeded to St. Matthew's.

N.L.T.D. "WARREGO"

Mr. A. R. Armstrong, O.C., reports:—

We announce, with regret, the loss of Chief Officer R. Grant, who has joined the Sea-Air Rescue Branch of the R.A.A.F. With him go our best wishes. An opportunity now exists for some enthusiastic officer possessing initiative to carry on Mr. Grant's work at our Gladesville Branch Company. There are about forty cadets in the company.

Enthusiasm and large attendances are features of both the Woolwich and Gladesville Units, and progress in the work being carried out is in evidence. The boys brought along 100 books and periodicals, and these have been despatched to their shipmates of H.M.A.S. "Warrego," now on active service.

Third Officer F. S. Vyall is doing good work in more advanced seamanship with the ratings who have passed for A/B, and Junior Officer R. Holloway is making excellent progress with his boat's crews. High praise is due to Petty Officer A. Wheeler for his efforts over the last month to keep Gladesville Company together, in the absence of their late Chief Officer; no light task for a 16-year-old lad!

Henley cadets have "adopted" Mr. Forsyth's pet sheep as their ship's mascot; the animal takes a keen delight in butting the little sailormen two points abaft the beam, much to the discomfiture of the victim, and to the merriment of the onlookers.

All ranks are pleased with their new gold wire "Warrego" cap tallies. Most of the cadets of both units now have a uniform, either No. 1 (blues), or khaki tropical. Some have both, and the companies look smart and ship-shape on parade.

We once more must acknowledge our debt of gratitude to our benefactors, Mr. and Mrs. Forsyth. These good people, not satisfied with having provided us with a depot and parade ground, have also loaned us a dinghy until such time as we come into possession of a boat of our own, and have insisted upon us accepting a monetary donation. We are also indebted to a resident of Woolwich, name unknown to us, for his kindness in taking a dozen ratings from Gale Street for a trip across the harbour in his modern yacht; the experience gained by the fortunate crew was invaluable.

Promotions from O/D to A/B (by examination): Cadets W. Wheeler, K. Pike, W. Readman, A. J. Grove, B. Yuille, H. Arundel and C. Lithgow.

Appointment: Cadet B. Yuille to be Sick Berth Attendant.

Officers and Ratings of N.L.T.D. "Warrego" send seasonable greetings to the Officers and Ratings of N.L.T.D. "Victory," N.L.T.D. "Vendetta" and N.L.T.D. "Beatty."

SEA CADET NOTES

HAND LEAD LINE

Weight of Lead.—7 to 14 lbs.

Length of Line.—From 20 to 25 fathoms.

Divided into 9 Marks and 11 Deeps.

Marks		Deeps
2 Fathoms—	A piece of leather with 2 ends	1 Fathom
3 „	A piece of leather with 3 ends	4 „
5 „	White	6 „
7 „	Red	8 „
	.....	9 „
10 „	A piece of leather with a hole in it	11 „
	.....	12 „
13 „	Blue	14 „
15 „	White	16 „
17 „	Red	18 „
	.....	19 „
20 „	Two knots	

The Lead Line is marked:

At 2 fathoms with a piece of leather with two ends; at 3 fathoms with a piece of leather with three ends; at 5 and 15 fathoms, with white bunting; at 7 and 17 fathoms with red bunting; at 13 fathoms with blue bunting; at 10 fathoms with a piece of leather with a hole in it; at 20 fathoms with a piece of string with two knots.

DEEP SEA LEAD LINE

Weight of Lead.—28 to 30 lbs.

Length of Deep Sea Lead Line.—From 100 to 200 fathoms.

First 20 fathoms marked as Hand Lead Line.

Then at:

25 fathoms—1 knot
30 fathoms—3 knots
35 fathoms—1 knot
40 fathoms—4 knots

And so on to 95 fathoms

100 fathoms—a piece of bunting
105 fathoms—1 knot
110 fathoms—a piece of leather
115 fathoms—1 knot
120 fathoms—2 knots

And so on for 100 fathoms

SEA LINEAR MEASURE

6 feet—1 fathom
100 fathoms—1 cable
10 cables—1 sea mile (nearly)
3 sea miles—1 league
60 sea miles—1 degree of latitude

A sea mile or knot, sometimes termed a geographical mile, is assumed to contain 6080 cubic feet.

L.L.L.L. (four L's) are said to be the sailor's watchword, meaning "Log, Lead, Latitude, Look Out." When entering harbours, and you are doubtful about your position, turn at once to the Lead as your best friend.

In using the Deep Sea Lead, remember it is always bove from the windward side of the ship.

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The Navy League congratulates the following cadets who passed out meritoriously from the special training class they attended at North Sydney ("Victory") Depot: Cadets M. Wright, T. Dalton, D. Mathis, A. Jackson, to P.O.'s; Cadets A. Fields, R. Shaw, C. Ricketts, A. Einat, R. Moss and W. Clark, to leading seamen.

The League also takes this opportunity to thank Mr. Friend for his visit to "Victory" Depot and for the interest and time he spent in photographing the cadets at work.

"Victory" Depot's mascot, Cadet Jimmy Williams, young son of the O.C., was highly complimented at Manly during the recent cadet assembly there when Jimmy, on behalf of the boys, most fittingly placed a wreath upon the memorial symbol of the 1914-18 war.

ATTACK ON SHIPPING IN RABAUL HARBOUR

A Fifth U.S. Air Force bomber dared Japanese gunfire to take this picture of a successful raid on shipping in Rabaul Harbour. Four enemy ships are shown on fire. In a subsequent attack the 10,000-ton cruiser in the foreground was bombed and damaged. The cruiser is of the Naichi class and carries ten eight-inch guns.

Stock by courtesy "U.S. Signal."

THE NAVY LEAGUE AND BRANCHES

Is the Organisation whose object is to urge the vital importance of Sea Power to the British Empire.

All patriotic citizens should therefore give it their moral and financial support.

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"WHITE AUSTRALIA"

Dr. Lloyd Ross said recently that the "White Australia" policy should be restated in such a way that it was not an insult to the rest of the world.

The people of China and India had a right to the fellowship of nations without being slurred because they were not white.

If Australia believed in a new world, it must be prepared to throw into the melting-pot all its ideals, its policies of migration and tariffs, but not to do it in such a way as to destroy the way of life for which we were fighting.

The movement for equality by the people of India and China could not be met by a purely intellectual reply, Dr. Ross said.

The problem of Australia's situation in the Pacific would more and more be determined by people who would not accept our answers. We must discover bridges between what we wanted and our ideals, and what they wanted and their ideals. The responsibility for much of this depended upon us, not upon them.

Dr. Ross added that President Roosevelt's decision to permit entry into the United States of a limited number of Chinese was a symbol of racial equality.

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

The Navy League is a Voluntary Patriotic and non-Sectarian Association of British peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea.

Its Objects are:

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.

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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