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THE SEA SHANTY

The singing of shanties was a colourful but essential part of life in the deep water sailing ships of years ago. Memory often listens to the remarkable blending of voices in song in a lime-juicer.

This ship was homeward bound from a West Coast port with nitrate. In the afternoon one anchor was hove up and catted; during the dog watches the second anchor came up as the evening land breeze rippled the bay, and the quaint old tug, nearly awash, nosed alongside. From the heaving men at the capstan the stirring tune of "Rolling Home" floated across the water, followed by "Shenandoah," "Santa Anna," "Rio Grande" and others. No man listening could ever forget the almost indefinable feelings they arouse in one, the pictures they conjure up and the nearness of the hard life of which they were so intimately a part. Soon the ship had weigh on astern of the smoke-screened, panting tug. The velvet evening, the sparkling stars and the moon with its silver sickle a-dip glamourised

the scene. The clack, clack of blocks, the flap flap of canvas, waiting to be sheeted home, the shouted order, the answering "Aye, aye, sir," or "Belay it is," were notes apart from the deep throated watches giving voice to halyard shanties such as "Ranzo, boys, Ranzo," "Blow the man down," songs sung as only windjammer men homeward bound knew how to sing them.

Well, those men of the horny hands and cast iron stomachs have gone the way of the 'pound and pint' and the way of the tall ships that in their prime shivered back to life when seemingly engulfed by a swamping mountainous wave, and no more shall be heard in their rightful setting the shanties which cheered them in fair weather and in foul, in and among the variables approaching the equator, and when savaged by white fanged blizzards hunting off the Pitch of the Horn in the contractile greasy daylight and in the rushing blackness of the long un-sleeping nights.

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Dutch Ships Coaling in Moreton Bay



Dutch ships, long sea-going in Australian ports, photographed from the air as they coaled in Moreton Bay, Queensland. In the foreground is the steamer Van Outhoorn, while in the background the steamers Both (left) and Bontekoe (right) are filling their bunkers from the collier Stagen, which brought the coal from Sydney.

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LIVING ACCOMMODATION IN H.M. SHIPS

A number of complaints were heard in Parliament, in the debates on the Navy Estimates last month, about the lack of amenities and the uncomfortable living conditions in His Majesty's ships.

None who has been in touch with the Navy during the last few years, and has known what officers and men have been saying amongst themselves, will be in the least surprised by these complaints; for indeed they are, from one point of view, fully justified. The Admiralty themselves, indeed, admit the justification—tacitly at least—by embodying in the *Vanguard*, and indeed in many ships recently completed for the Navy, many of the improvements now demanded in Parliament by those who have served afloat, both on quarter deck and on lower deck, during the war.

It is just as well that these complaints should be heard in Parliament, for there is a tendency in this country, in the Royal Navy and Merchant Navy alike, to lag behind other countries in the improvements of living accommodation afloat, and of comfort and amenities for ships' companies; and there is no good reason for that lag. A part of the lack in these respects is, of course, inevitable; for standards of comfort always rise substantially during the useful life of the average ship. All the older ships are inevitably to some extent out of date in this respect and it would be just as unreasonable to complain of their being sub-standard as to complain of the lack of built-in refrigerators and labour-saving devices in a cottage built for a farm labourer 50 years ago. So long as ships are up to modern standards at the time they are built, that is generally the most that can be expected; for it is rarely, if ever, possible to improve matters more than very slightly by later reconstruction.

But to be up to modern standards when she is built, a ship must be decidedly better than her immediate predecessors for, as already noted, things do not stand still in this province and what was regarded as the luxury of yesterday becomes in effect the necessity of tomorrow. This has not infrequently been forgotten in the case of British ships in the past, with the result that progress has been spasmodic, alternating with periods of stagnation.

The present writer as a midshipman was obliged to perform his morning ablutions in a circular tin hip-bath behind a canvas screen rigged on the upper deck of the battleship in the Channel Squadron in which he was serving—in cold water, except on the rare occasions when it proved possible to beg a little hot water from the galley, which was the only source of that commodity—because the 6ft. by 8ft. box labelled "gunroom bathroom" could not possibly accommodate midshipmen as well as the commissioned officers of that mess.

Some years later, as a lieutenant in a much more modern ship, he was still restricted to the same sort of bath—though the supply of hot water was more copious—not in his cabin, of which the deck space was too small to accommodate it, but in the greater publicity of the wardroom flat outside it. It was only when two battleships, designed by private shipbuilders and built in England for the Chilean Navy, were bought into the British Navy, as H.M.S. *Triumph* and H.M.S. *Swiftsure* that the Admiralty designers were compelled to admit that it was after all possible for men-of-war to be fitted with real baths, and for wash-places to be provided for seamen as well as for stokers.

The tendency was not confined to His Majesty's ships; it was the same in the merchant service. Improvements in accommodation and comfort for the ship's company were being made in foreign ships at a time when only too many British merchant ships still provided nothing better for seamen and firemen than a dark box fore-cabin fitted with permanent bunks which could not possibly be kept hygienic. A series of articles in *The Times* about ten years ago, in which such ships were contrasted with contemporary Swedish merchant ships that provide a cabin for every two men, with clean, light and airy quarters for all, shamed the public conscience into demanding better standards in British ships.

Things are much better today and credit is due to a number of shipowners for the lead they have given in devising improvement. It has just been announced, for instance, that Messrs. Watts, Watts & Co., an old-established firm of tramp owners, have established a prize to be

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LIVING ACCOMMODATION IN H.M. SHIPS—(Cont'd.)

awarded by the Institution of Naval Architects for the best proposal for improving the accommodation for crews in merchant ships.

To return to H.M. ships, however, it must be admitted that at one period, even when the possibility was conceded of providing real wash-places for officers, sometimes on a scale more lavish than was really necessary, the desirability of doing the same thing for the lower deck was for long ignored. One of the speakers in the House of Commons on 3rd April cited the case of the destroyer in which he had served, built during the 1914-18 war, in which the washing accommodation for 150 ratings was more cramped than that for nine officers; and he contrasted that ship, in various respects, with American destroyers which were doing the same job—escorting Arctic convoys. The guns of his ship were mounted in open shields, which meant that their crews were generally wet through and without shelter for the whole of their four hours' watch on deck in a temperature approaching zero. The American destroyer's guns were in enclosed turrets, fitted with radiators; and he made the point—quite unanswerable—that this is a matter not merely of physical comfort or luxury, but of fighting efficiency.

Other speakers contrasted the arrangements for serving food in American ships with those in contemporary British ships, pointing out that even though the ships' companies' food in the latter was good and well cooked, yet through lack of adequate catering equipment the meals were too often cold and unpalatable by the time they reached the messes. It was evidently the story of the Chilean battleships over again; foreign ships were found to be fitted with many sorts of equipment—laundries were also mentioned—which made all the difference between reasonable comfort and intense discomfort, which had apparently just not been thought of in British ships, or if suggested, had been brushed aside on the grounds that no weight and space could be found for non-essentials of that sort. It is often implied, indeed, that to demand such things would be mere mollycoddling, unworthy of a race of hardy seamen, the descendants of Drake and Anson.

That theory, of course, cannot hold water for a moment. It is not a question of encouraging luxury, any more than the demand for electric

(Continued on page 17)

Australian Victory Flag for Lord Montgomery



The Chief of the Imperial General Staff, Field Marshal Lord Montgomery ("Monty") to many Australians of the famous Eighth Army) receiving from the Australian Resident Minister, Mr. Beahm, at Australia House, London, a Victory Flag sent to him by the A.I.F. Wives and Children's Welfare Association of N.S.W.

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THE NAVAL AIR ARM AND THE FUTURE

By MAJOR OLIVER STEWART, M.C., A.F.C., in "The Navy."

Some of the facts and figures given by Mr. A. V. Alexander when speaking on the Navy Estimates in the House of Commons on the 7th March, cast new light upon the activities of the Naval Air Arm and give some help in determining the direction of its future development.

Between the time when the British Pacific Fleet left Leyte on the 18th March, 1945, and the end of the war, for instance, British naval aircraft attacked the enemy on 33 strike days, flew 7,255 sorties of all kinds, dropped nearly 1,400 tons of bombs, fired over 1,000 rocket projectiles and about a million rounds of smaller ammunition, destroyed 288 enemy aircraft and damaged 247.

Many other facts which were given on this occasion were discussed by "Taffrail" in The Navy for April (page 120) and it is my purpose here to take this entire body of information as the background for some assessment of the probable direction of progress. For it is this problem of the direction in which the Naval Air Arm should be developed that engrosses the attention and will continue so to do even after the trials with the atomic bombs in the Pacific.

It is possible at once to note one special way in which the coming of the atomic bomb has altered the position of the Naval Air Arm; this is concerned with load. In the past the shipborne aircraft has derived an advantage from working from a mobile aerodrome and the advantage has been mainly concerned with load.

I have pointed out in these pages that an aeroplane becomes more effective in battle the lower its fuel load. A fighter which must work at a range of 500 miles must inevitably be less formidable in combat than a fighter which is working at 50 miles. The long range machine is humping about with it a large load of petrol and although in some respects that load has little effect on performance it has an appreciable overall effect. The performance of the long range aeroplane of conventional type must be less good than that of the short range machine.

It has always in the past been one of the chief problems of the bomber force that it is working at long range, while the interceptor fighters which may come up to challenge it will be work-

ing at short range. The interceptor fighters, by the very fact that they are short range machines, must be able to perform better than the bombers. But in addition the bombers must on the outward journey, be crammed with bombs, a thing which still further impairs their performance and therefore their efficiency in combat.

That has ever since the beginning of air war, been the fundamental problem. It is the problem of making an aeroplane which can take a large load a long way, yet stand a reasonably good chance of fighting its way through interceptor screens. On many occasions during the war we heard that some new bomber had been designed which would be "faster than any fighter sent up to intercept it." The statement was obviously false. The load factor prevented any possibility of this kind of super-bomber unless, that is, there were great discrepancies in design ability.

It is because of this fundamental of all air war in the past that the aircraft carrier had such importance. It was a mobile base; it could reduce the range at which any aircraft was required to work and therefore increase not so much the aircraft performance as what I called in a previous article the "battlworthiness."

That was the carrier's strong point. It took its aircraft to some place fairly near the scene of action and therefore it enabled them to avoid carrying great quantities of fuel.

But the whole position appears to be altering as a result of the coming of the atomic bomb. It is obvious that naval air arms more than any other air arms will be affected by the discoveries which follow the American experiments in the use of atomic bombs against ships. Consequently any attempt now to assess the position must be regarded as tentative.

The first impression that is obtained from a study of such official statements as have been made about atomic bombs, is that they are not heavy. Moreover, one small bomb can spread destruction over so large an area that there seems to be no immediate need to make them larger if that were possible or to carry more than one.

It will be observed, therefore, that the load requirements for the bombing aircraft of the

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THE NAVAL AIR ARM AND THE FUTURE—(Cont'd.)

future have at one stroke been altered. Instead of gaining an advantage from every 1,000 lb. more load that can be packed in, there is no need to carry a bomb load of more than about 500 lb. All the effort to increase useful load was concerned with ordinary explosives. With them it was necessary to increase the charge as much as possible. That applied no matter whether the target was a submarine pen, or a ship at sea. The charge had to be put up to a figure when it could be guaranteed to destroy the target if a hit or near miss was obtained.

Not only was every step forward in load carrying an advantage, but so was every step forward in reducing the fuel load for a given range—and so increasing the bomb load at that range. The aircraft carrier could hit at a distant target more strongly than land based aircraft because the carrier's aircraft could first be taken to some point fairly close to the target and could take off with a comparatively small fuel load and a comparatively large bomb load.

If in the future the emphasis is no longer on weight of weapon—the atomic bomb—then this advantage of the carrier dwindles away. Land based aircraft already have sufficient range powers to enable them to take small atomic bombs to almost any part from a land base. If the atomic bomb can indeed destroy ships at sea—a thing which has yet to be shown—then the heavily loaded bomber must suffer a decline and with it the torpedo carrying aircraft.

What of the fighters? With them there is no comparable argument. The fighter still enjoys an advantage from working from a base close to the scene of combat. It can then carry less fuel and can be more effective in battle.

Jet-driven aircraft have now been worked successfully from aircraft carriers, notably the de Havilland Vampire. Similarly aircraft driven by a combination of a turbo jet and a piston engine have been worked successfully from carriers—for example, the Ryan Fireball.

Such jet-driven fighters would be needed in any aerial action that can be foreseen. If, that is to say, atom bombs are to be carried by air, then aerial interception will be the best defence. I am not for the moment considering the use of rockets with their war-heads changed to atom bombs for that is a separate problem.

But if the ordinary aircraft is used to carry the atom bomb, then the ordinary aircraft will be able to intercept. But it is obvious that with the reduction in the load that has to be carried, the bomber speed will go up with a rush. In fact if the atom bomb weighs less than the battery of cannon or machine-guns of the fighter, the condition might be reached when a bomber as fast as any fighter could be built. But that would only apply if both bomber and fighter were working at the same range. The inexorable factor of fuel load again comes into the picture.

Where, however, bomber and fighter were working at about the same range it is possible that the bomber, carrying the relatively light-weight atomic bomb, would be able to develop a top speed as great as that of the fighter.

It follows that the German engineers were right when they turned to the rocket driven fighter with special speed attributes. It does not appear that the jet-driven fighter of conventional design will be fast enough to cope with the atomic bomber of the future. Intense development of fighters will be needed.

And that brings me back to the Naval Air Arm and the use of carriers—or mobile bases. The Germans had before the end of the war produced a fighter which was rocketed vertically upwards and which, for a very short space of time, could develop a speed nearly as great as the speed of sound. But that machine had little air duration. It could not go up and cruise about waiting for the attacking bombers; it had to be held ready on the ground and then to be shot up on radar information.

Now here surely is the problem to which the future Naval Air Arm ought specifically to be directed. The problem of interception of ultra-high speed atomic bombers. And if it be indeed true that the aircraft which is to do the interception cannot remain cruising about, but must be shot up when the radar information indicates, then the value of a mobile base is as great as ever and perhaps greater.

Now for the next thing. The atomic bomber may become smaller and faster. That, however, is not likely to be the case with a kind of aircraft which would probably be used extensively if there were to be the disaster of another war—the troop transport.

No matter what the advances in the technique of war, there is always the final stage of occu-

(Continued on page 19)



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

Sixty Navy League Sea Cadets and their officers attended a Church parade at Garden Island recently. Transport difficulties prevented another seventy to eighty cadets from being present; including twenty from N.L.T.D. "Canberra," Orange.

Rear-Admiral G. D. Moore, Flag Officer in Charge Naval Establishments in N.S.W., inspected the boys at the conclusion of the service.

The occasion was the first anniversary of the formation of the League's "SIRIUS" unit in the St. George District.

Alderman Rowe of Orange called at the League office last month for a chat on Cadet matters, especially concerning the matter of equipment for the Orange Cadets. Alderman Rowe, like others who take a keen interest in the welfare of youth, is perturbed at the long delays in the provision of training boats. He clearly realises, however, that the League is blameless in the matter, every effort having been made to meet the needs of the Corps.

S. C. Commander W. L. Hammer reports satisfactory activities at the several Cadet depots, and praises the officers and others interested who devote so much time and labour to make the Corps attractive and efficient.

Not until war is made unprofitable to everybody concerned will it be removed from the calendar of human follies.

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Britain Takes Lead in Post-War Shipbuilding

More than half of the world shipping construction now taking place is in British yards.

In March it was estimated that 1,676,000 tons of shipping were under construction in Britain, the largest volume since June, 1922.

For the first three months of 1946 Britain completed 248,000 tons and laid down a further 357,000 tons.

Almost 230,000 people are employed in Britain's shipyards today; compared with 145,000 before the war.

A recent launching was that of the Corinthic, a vessel of a gross tonnage of 15,000, and a speed of 17 knots, intended to serve both passenger and cargo traffic between Britain and the Dominions. It was built for Shaw Savill and Albion Company, of London.

Another launching was that of the Port Pirie, a 10,600-ton vessel, destined for service between England, Australia, and New Zealand. Owners are the Port Line, of London.

A £500,000 scheme for erecting dockside buildings at the port of Southampton, which will be equal to anything of their kind in the world, has been approved by the Southern Railway Company of Britain.

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LIVING ACCOMMODATION IN

H.M. SHIPS

(Continued from page 6)

radiators in the gun shields of ships operating in the Arctic is prompted by luxurious instincts. In the late war, in both the British and American Navies, it was necessary to recruit many thousands of young men without sea experience and to train them in as few months as possible in the highly skilled job of operating a modern man-of-war. Even in the most favourable conditions, this meant that they had to acquire an immense volume of new knowledge and new practice, a process which called for all their time, attention and enthusiasm. Discomfort, especially if avoidable, or pre-occupation with anything that savoured of drudgery that might be avoided by the provision of labour-saving equipment, must inevitably detract from the pitch of efficiency that these young men could reach in the all too restricted time available.

Moreover, contentment is a large element in the morale of a fighting force, and any feeling of grievance at avoidable discomfort or at neglect of what, by modern standards, are widely regarded as reasonable human needs, inevitably breeds discontent. The whole matter is thus one of fighting efficiency, and should be viewed from that standpoint.

The broadside mess—that relic of the sailing ship-of-the-line—has at last disappeared, as it is evidently recognised that if meals are to be served all over a large ship, even if they are prepared by skilled cooks in a modern and well-equipped ship's galley, they cannot reach the eaters still in palatable condition. In the Vanguard there are to be "dining halls" where all the ship's company will actually take their meals—though presumably not all at the same time—in conditions in which it should be possible for all to get them hot. The ship is, it is understood, to be well up to present-day American standards. It is to be presumed that the same principles have governed the design and equipment of other contemporary ships.

The allegation was made in Parliament that the shortcomings of British men-of-war in these respects are due to the Admiralty, who "while prepared to spend large amounts of money in providing the finest possible fighting equipment, are not prepared to spend enough money to secure the welfare and efficiency of the men who use that equipment." The allegation is less than fair.

It would be truer to say that the responsibility lies with Government as a whole and Parliament in particular by whom, in time of peace, the Admiralty's estimates have invariably been cut to the bone. It is probably true that the Admiralty, if given a free hand, would have been only too glad to provide all the improvements in amenities and accommodation up to the standard now demanded—or the corresponding standard of earlier periods—which they have now been able to embody in the Vanguard and the later aircraft carriers built during the war by reason of the freer hand in expenditure on war material which has always been accorded while war has been actually in progress. But the position of the Admiralty in peace time has nearly always been that is required to assume certain responsibilities and is denied full provision of the means by which, in its judgment, those responsibilities alone can be discharged. In the end, it all comes to a question of money.

An officer who has served in the British Pacific Fleet in close relations with the United States Navy, told the writer that in comparing British men-of-war with American, one received the impression that, in all departments of administration, the Americans were never hampered through lack of money, whereas the British had always to go without anything, not absolutely indispensable, that involved extra expenditure. It is for Parliament to insist on certain standards of amenities and accommodation for ships' companies being maintained in the ships of the Navy, and to provide the cost entailed.

If it does not make that provision, and if the Navy Estimates year by year are cut down as they were from 1920 to 1935 then it is for Parliament to decide what it is to be sacrificed.

PLEASE NOTE

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, the "Navy League Journal," Royal Exchange Building, Bridge Street, Sydney. The Navy League does not necessarily endorse the opinions of contributors to the Journal.

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A CHALLENGE TO THE SERIOUS MINDED

Is YOUR Faith in God Worthless?

Notwithstanding your ready acknowledgment of your faith in God, it is tragically possible that every passing day is bringing you nearer to Eternal Damnation.

In Matthew's Gospel, Chapter 7, Verses 21 and 22, Jesus states that MANY shall say in that day, "Have we not done many wonderful things in Thy Name," to which Jesus will reply, "I NEVER KNEW YOU." What a shock to so many.

DOES JESUS KNOW YOU? Unless your faith in God is supported by the knowledge that Jesus Christ is your Lord and Saviour, there is no possibility of having Eternal Life.

Consider these Scriptures quietly:
In St. John's Gospel, Chapter 14, Verse 6, Jesus said: "I am THE WAY, the truth, and the life: no man cometh unto the Father BUT BY ME."

Acts 4:12 reads: "There is none other NAME under Heaven given among men whereby we must be saved."

John's 1st Epistle, Chapter 5, Verse 12: "He that hath the Son (Jesus) hath life (Eternal). He that hath not the Son of God HATH NOT LIFE."

By the foregoing it should be clear that there is no access to God or Heaven except through our Lord Jesus Christ.

As YOUR Eternal Welfare is dependent upon YOUR acceptance or rejection of GOD'S WAY OF SALVATION—BE WISE AND BE SAVED through our Lord Jesus Christ.

Remember . . .

Jesus has already died on the Cross for YOUR sins and paid the price that you might have Eternal Life.

YOUR PART is to repent and have faith that will lead you to acknowledge Jesus Christ as your Saviour and Lord. SEE 1 PETER 3:18.

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THE NAVAL AIR ARM AND THE FUTURE

(Continued from page 11)

pation by ground troops. You cannot occupy a place with radar or rockets or any other of the new marvels of weapon development. The ordinary man standing on his ordinary feet on the ground is eventually called upon to occupy ground won.

It follows that the troop transport will be required, the high speed, but comparatively large aircraft, jet-driven, but far slower than the atomic bomber. For the interception of that aircraft the same things apply as for the interception of the strike aircraft. There must be an ultra-fast fighter which is at readiness on the ground or in a ship strategically placed and it must be capable of a phenomenal rate of climb and an extreme speed.

I emphasise once again that all theories are but theories until more is known about the atomic bomb; its powers against ships at sea and against well-defended targets. We do not know that atomic bombs can be carried by small, fast machines. So far they have only been carried in actual war—if the information given out at the time is right—by very large, medium speed machines. But if they can be carried by small machines, then the mobile base is more than ever necessary and the carrier-borne machine remains an essential of British Imperial strategy.

Again if the transport aircraft be fully developed the need for the mobile base is once more emphasised. Interception will largely depend upon the disposition of the available bases for special interceptors.

But all this is somewhat vague. The only central and certain thing is that the decision to spread more widely in the Royal Navy a knowledge of aircraft and of their handling is an extremely wise decision. Whether the mobile base will remain as important as it has been in the past or not is uncertain. But there can be no possible doubt that a navy of the future must be fully conversant with and fully alive to all air developments.

The aircraft driven by the turbo jet has very great speed. It can, perhaps, have great range too. But it cannot so far as is yet discernible, have great duration. It cannot cruise about in

any selected part of the world waiting for action. Now that is precisely what any British force must be capable of doing. It must be capable of waiting, on the defensive, yet fully ready and competent.

And let the attack on some point be launched in accordance with predictions of the "fat boys" by some scientific worker in a post far under ground pressing a button. If another scientific worker is nearer the target he will be given a short period of grace—it may be only fractions of a second—in which to press his button and provide the proper defence.

In button pressing as in anything else, the man who is closer to the scene of action will get there first. That is a fundamental which has not been upset by any weapon development throughout the ages and which does not appear likely to be upset in the future.

Perhaps it provides the key to the way we should think about the development of naval aviation for the future defence of Britain.

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The Naval Officer in Charge, Brisbane.

The Naval Officer in Charge, Port Adelaide.

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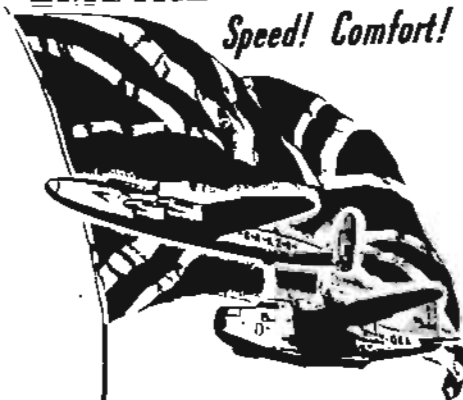
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ATOMIC BOMBS AND ROCKETS

ATOMIC bombs exploded at Bikini Lagoon would seem to be less devastating and less terrifying than was anticipated by the man in the street. But it would be unwise to discount the deadly possibilities of atomic bombs, especially when recalling the havoc wrought by the bombs when dropped by the Americans on Nagasaki and Hiroshima shortly before the capitulation of Japan and the end of World War 2. The tests, even at this early stage, indicate that unless there is found an effective counter to the bomb and, incidentally, to the rocket, too, much that is printed in the military text books of to-day is already obsolete. Imagine what could happen to large concentrations of ships, of troops, of stores and equipment should more deadly and more powerful bombs be allowed to explode in their midst.

Sane men and women dread the possibility of yet another senseless war, especially as whole populations would perish or find it necessary to go to earth for considerable periods of time. Counter measures, no matter how well devised, can offer more than partial protection of property and no guaranteed security against the mutilation or death of men, women and children. The solution is the universal outlawing of all manufactured agents designed and intended to destroy human life and property: such-like action is the only certain way of securing a permanent all-round profit—a 'Consummation devoutly to be wished.' Surely, there is no humane or logical reason why destructive wars should not give way to constructive co-operation and social development throughout the world. The great United States of America has shown mankind that mixed populations can pull together, can progress and bring lasting benefits to the whole.



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NAVY, ARMY AND AIR FORCE

(Department of Information)

• Extension of the zone in Japan allotted to the British Commonwealth Occupation Force was announced on March 21, 1946. Lieut.-General John Northcott, former chief of the Australian General Staff and Commander-in-Chief of B.C.O.F., accepted responsibility for the prefectures of Shimane and Yamaguchi which lie to the north and west respectively of the Hiroshima prefecture.

The extensions will not involve any increase in the present strength of the Force but it will give better accommodation to B.C.O.F. and provide greater scope for its land and air components. The Royal Australian Navy has been represented in Japanese waters by several units since the Japanese capitulation.

Three battalions of infantry constituting the 34th Australian Brigade Group with present headquarters at Kaidachi will later exchange areas in turn with the New Zealand, Indian and British troops. An armoured car unit known as the First Australian Armoured Car Squadron is now travelling to Japan.

Among tasks already carried out by the Australians has been a thorough search of the arsenal island, Eta Jima, in the Inland Sea. Troops are now guarding Japanese stores and dumps and supervising the listing of equipment by Japanese tradesmen. Most equipment is military and will be destroyed. Eta Jima was the home of the elite Japanese naval academy which will soon become the headquarters of the B.C.O.F. The Australian General Hospital will also be on Eta Jima.

Australian troops are also supervising the repatriation of Japanese servicemen from Singapore and Manchuria. Two big discharge centres are located within the Australian Command area. In Manchuria alone there are still 5,500-000 troops to be brought home and demobilised.

An Australian detachment has been asked to provide the first B.C.O.F. guard for Tokyo. Duties are not yet finalised but probably they will include the placing of an official guard at the Imperial Palace. Many high posts will be taken over from the United States troops. Practically all troops will serve for a period in the capital.

Ninety aircraft in three squadrons comprise No. 81 Fighter Wing of the Royal Australian Air Force in Japan. Personnel numbers 2,000, not including No. 5 Airfield Construction Squadron. The Wing is the first air component of B.C.O.F. to operate in Japan. The B.C.O.F. area will be very largely policed from the air, similarly to the R.A.F. operations over Iraq before the war. Headquarters of the R.A.A.F. are to be moved from Iwakuni to Bofu at the toe of Honshu Island.

REPATRIATION OF JAPANESE

Repatriation of Japanese nationals from areas under control of the Australian Army is still in progress. All movements to date have been made by Japanese vessels directed to embarkation points by General MacArthur's headquarters.

On February 1, 1946, with the passing of certain island areas from the Australian Command to the South-East Asia Command, responsibility for the supervision of the 177,275 Japanese disarmed personnel in those areas also passed to the South-East Asia Command. Of a total of 145,000 enemy nationals held by the Australian Army after February 1, 64,035 had been repatriated by March 31.

Prisoners of war now held on the Australian mainland are for the most part being detained while war crimes are being investigated. Of the 2,756 Japanese internees held in Australia during the war, 2,603 had been repatriated by March 23. The bulk of them were held on behalf of other Governments. The remaining 153 internees will stay in Australia until judicial proceedings determine whether or not they will be repatriated. Many of them are Australian-born Japanese.

ISLAND GARRISONS

Strength of Australian Forces employed as garrison troops in the Pacific Islands was 29,097 on March 2, 1946. These garrison forces covered New Guinea, Morotai, Timor, Japan and the Philippines. There are about 200 Australians on duties abroad outside the Pacific.

Australians returned to the mainland from the Islands area since hostilities ceased up to March 31, 1946, total 182,562. Timor passed

from the control of the Australian Army on March 19. Morotai is still administered by the Australian Army. Units will remain there until heavy equipment has been removed. New Guinea and the Northern Solomon Islands continue under the control of the Australian Army. Garrisons are remaining in New Guinea to guard Japanese prisoners.

Of 5,687 men taken into the Army between the resumption of recruiting on February 15, 1946, and March 31, 1946, 770 were ex-service-men and 5,604 volunteered for service in Japan. From September 15, 1945, to March 31, 1946, 2,537 ratings entered the permanent R.A.N. for 12 years.

Activities of the Royal Australian Navy in the islands are concerned largely with the movements of Allied and Japanese repatriation ships and with communications. Since the end of

hostilities five new Australian-built River class frigates have been added to the Australian Navy. They are H.M.A.S. Barwon, Hawkesbury, Murchison, Condamine and Macquarie. Two others, H.M.A.S. Shoalhaven and Culgoa, are expected to be commissioned during 1946. Fifteen corvettes and a destroyer have been paid off and four destroyers and twenty corvettes have reverted to the Royal Navy.

WAR CRIMES

On March 25, 1946, 3,255 Japanese were listed by the Australian Military Forces as wanted on suspicion of having perpetrated war crimes against Allied nationals. To date, 2,139 have been apprehended. Australian military courts have passed sentences on 118 Japanese. Twenty-one were sentenced to death and 97 were sentenced to imprisonment for periods ranging from 30 years to life. The crimes charged against the Japanese included murder, massacre, torture, rape, mutilation of the dead, cannibalism, violation of the laws and usages of war, ill-treatment and failure to provide proper medical supplies and food.

CASUALTIES

A revision up to February 28, 1946, of Australian Service casualties on all fronts during World War II gives the total killed as 31,123. This is 2,370 higher than the total shown by the previous revision up to October 31, 1945. The increase is largely the result of the transfer from the numbers shown as missing and prisoners-of-war not accounted for to the total shown as killed. The total 31,123 killed includes 5,542 prisoners-of-war who died of disease or injury in enemy hands. Of these 110 died in German areas, and 5,432 died in Japanese areas. The total Australian casualties in the war against Germany and her Western Allies were 36,560 and in the war against Japan 59,383.

ALL THEATRES OF WAR

Killed (including died of wounds, died whilst prisoner-of-war and missing, presumed dead)	Navy	Army	Force	Total
2,003	19,806	9,454		31,123
Missing	4	1,864	287	2,670
Prisoners-of-war accepted, recovered or repatriated	263	20,906	1,747	22,616
Wounded	679	36,143	2,108	36,800
All casualties except deaths from natural causes	2,646	76,417	14,287	88,223

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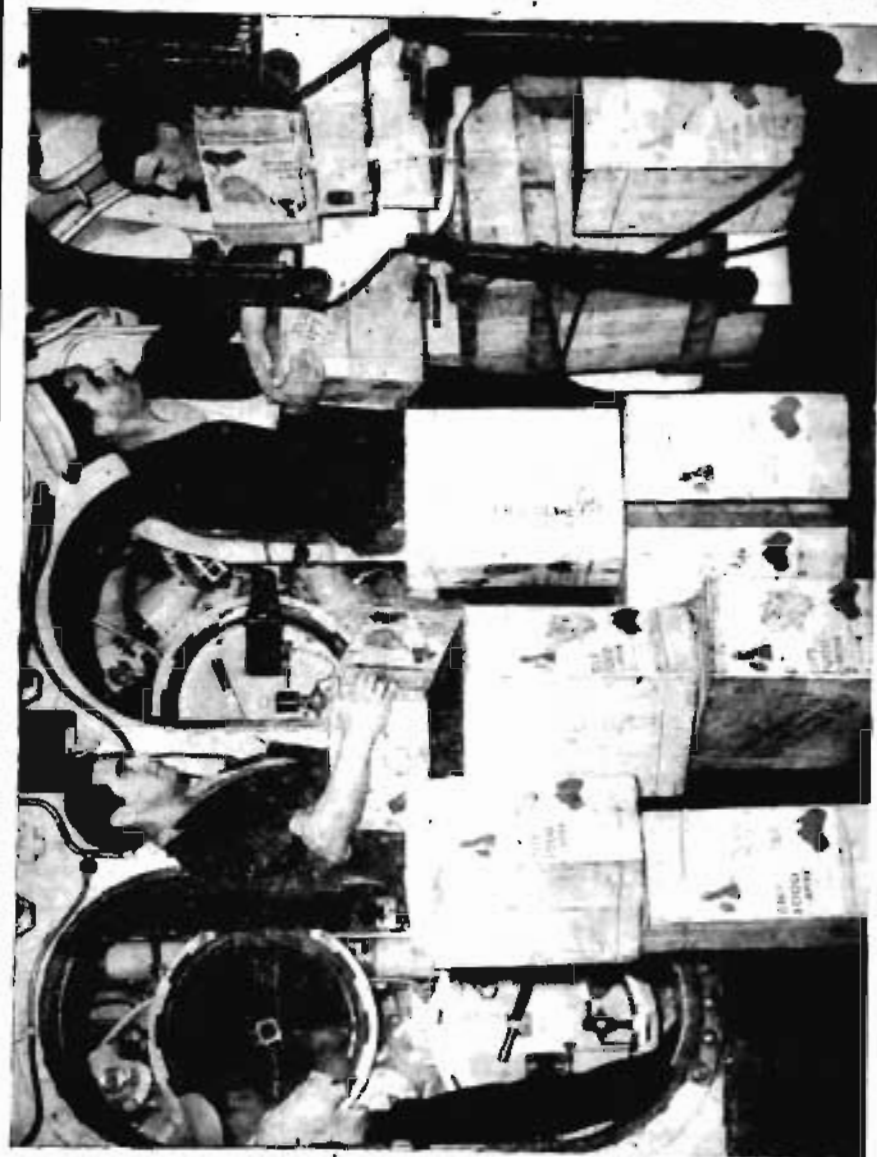
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Last of the British submarines in Sydney, H.M.S. Totem, with sail early next week for England. She will take as many "Food for Britain" parcels as she can load into the limited space available. The picture shows ratings loading parcels into the torpedo chamber.

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Rising almost from the sea and presenting a magnificent spectacle, there is the thirteen thousand feet high Cameroon Mountains. This peak is not only the highest point in Western Africa, but it is also the only great mountain in the whole Continent situated close to the coast. In the shadow of this peak lies the Bay of Amba, on the shores of which is the flourishing and picturesquely situated town and port of Victoria. A little further inland, and 3,000 feet up on the slopes of Cameroon Mountain, stands the health-resort and administrative post of Buea.

The broad Bay of Amba is the result of a great volcanic eruption in prehistoric times. There can be little doubt that after some mammoth upheaval the seaward side of a great crater was left with a rim so weak that eventually the sea forced its way in, leaving the amazingly wide and deep bay on which Victoria now stands.

At this time, also, five steep rocks, which now rise out of the sea, were formed. They are called locally the "Pirate Islands," probably on account of sea-forays by the inhabitants in bygone times. Only the largest of these steep, rocky islets is now inhabited, and the people are still seafarers who, in their slender canoes, paddle far out to sea in search of shark and swordfish. They have even been known to tackle fearlessly a big whale.

A visit to this almost inaccessible island presents many difficulties. The great South Atlantic rollers drive the long wash and foam of the sea high upon the little strand near Bota, where our canoe, manned by eight sturdy black paddlers, accustomed to the surf of the coast, waited patiently, rising high into the air and then falling into deep, apple green valleys as each irresistible undulation of the ocean passed

beneath the long, narrow and ornamentally-carved native craft.

When paddling the canoe slowly towards the shore, every advantage had to be taken of the slight pause between successive waves; and then came the truly exciting moment when we rose on the great back of a foam-streaked billow and raced towards the narrow strip of sand between the lofty rocks. So long is the arm of each sea that as we arrived close to the beach in a welter of spray the crew dropped their paddles inboard and, jumping over the side, carried the long canoe—while I sat in it wet and terrified by a backward glance at the superimposed ridges of hissing, gleaming foam tearing up from behind—high up the sandy shore out of all possible reach of the back-draw.

On the way to Pirate Island I was able to see how cleverly these native fishermen hunt their prey with spears. Standing up in the canoe, the harpooner stares motionless into the clear depths, far outside the reefs and shallows, then, with a quick bend of his muscular back, he launches the barbed spear. If it is a large fish that has been impaled the canoe rocks ominously and the line attached to the harpoon, or really spear, runs out fast. After allowing a certain length to pay-out the fisherman makes the line fast by pressing his foot upon a piece of wood that acts as a brake. The canoe skims over the surface at a considerable speed. Many minutes may pass before even a small specimen, weighing perhaps a hundred pounds, is stunned by a club and hauled into the unstable canoe.

Pirate Island rises boldly out of the sea, the sheer cliffs of its eastern side glittering in the tropical sunshine. From this rocky headland in earlier days the sea-god was once a year offered a human sacrifice. A virgin from among the small native community was hurled over into the shark-infested waters to appease the wrath of the mighty waves.

As I landed, a crowd of excited children rushed up screaming for a "daab," or small present from the stranger. In return they offered mussels, shark's vertebrae and live, repulsive-looking crabs. It proved to be a stiff climb up to the island plateau, from which there are wonderful views over the maze of islands,

(Continued on page 18)

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CAPITALIZE YOUR HOBBY

By HUBERT E. BENTLEY

Happy is the man or woman, boy or girl who has a hobby—and doubly happy is he or she who can turn it to profitable account. A vista of the postwar surmises opening up to enterprising folk of all walks of life is given in the appended article. It is an education in the cult of hobbyism.

Shakespeare had something when he said, "And one man in his time plays many parts." Many people seem to be playing the wrong part, or parts, never knowing the joy and sense of accomplishment that come through doing the thing you most like to do. The bookkeeper, bored with figures, might be happier following that flair of his for commercial illustration. The schoolteacher, indifferent to the younger generation, might go for cookery and operating an eating place of her own in a big way.

So often the right person and the right part don't get together. Both Dickens and Hawthorne started life as clerks. Bell, the telephone man, was a humble schoolteacher who tinkered nights after his teaching day was over.

Remember the Wright Brothers, and how their "flying machine" at Kitty Hawk, N.C., about 42 years ago, made aviation history? The brothers operated a bicycle repair shop and during spare hours laid the foundation for modern aviation. Here we see the All-American theme in action... the humble unknown, a good idea, a struggle, and then success.

A man named Thomas Davenport, in Vermont, operated a blacksmith shop and found time on the side to invent the electric motor. Going was hard and acceptance of his invention slow. But there were a few who understood his enthusiasm in a practical way. One was a friend "handy with tools" and another his wife. During one of the more trying moments, his wife tore up her silk wedding dress to insulate wires.

Naturally, we can't all be the little man with a big explosive idea. But we can have a good idea and play a part that has a future in it.

I knew a middle-aged woman who found a practical output for her hobby when the need arose. From childhood she loved and understood dogs, collecting their stories and pictures, and making friends with persons who shared her love for pets. She was a widow living with her schoolteacher daughter. A time came when

the daughter married and had a home of her own.

The mother treasured her own independence and decided that now was the time to do something about things. She bought an acre "chicken ranch," just outside the city. With money obtained from a small mortgage, she combined a little practical imagination with some paint, planting, and fixing to the end that miracles were performed. The old ranch was transformed into a happy boarding home for dogs, all kinds of dogs, among others those whose owners found it difficult to keep them in a city apartment.

One day I said to her, "Don't dogs tend to lose their devotion for their..."

"No, no!" she interrupted, "They merely accept me as a kind of Aunt Emma. You should see them when the folks drive out from town. Dogs are that way, you know. I am making a few hundred dollars a month now and continually meet the most interesting people."

Sometimes we sustain a hobby interest because we find it adds greatly to a more pleasant way of living and, of course, if the occasion demands, may be a practical solution to the problem of making a living.

The columnist, Charles B. Driscoll, made his hobby a romantic quest for pirate lore. There's something about the sea, the ship, and the sailor that fires the imagination. Driscoll's interest was active. He brought together what is, perhaps, the largest library in the world on pirates. This and more too—a comprehensive collection of chests, cutlasses, and relics of buccaner days. He has never gone in for treasure hunting, although he has been consulted on that subject. His interest did, however, find remunerative expression in a syndicated feature, "Pirates Aboard."

A businessman was like the Chinese general of antiquity that made flower arrangements

CAPITALIZE YOUR HOBBY

(Continued from page 9)

during his idle hours. He liked art. His special brand of enchantment was collecting colour schemes. From the strangest sources—caterpillars, feathers, flowers, or painters of the past or contemporary times—came combinations of surprising beauty.

He was methodical. On a four by six inch card he pasted small coloured rectangles suggesting the dominating colours found in his subject. Then he turned the card over and carefully identified the source, recording the romance, history or any comments that might tend to stimulate the imagination and open up possibilities for its application to some practical purpose.



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objectives of what they wanted to accomplish with the shop. The question usually was, "What to do?" and "What to make?"

A typical example of what often happened is seen in the experience of a professional man who had liked shop while in high school and thought he would see if the old spark was still alive. So, a well-equipped shop appeared in his basement. That accomplished, the next move seemed to be up to his wife. What would she like to have him make? Unfortunately, she was not sure, but felt certain she would think of something soon.

This gentleman learned from his good friend and next-door neighbour. The neighbour said: "Ed, how about the kids and myself playing around a bit in the shop as long as you are not using it now?"

"Sure, why not?" What else could he have said? When summer came, the good friend and neighbour had completed a smart 32-foot cabin cruiser. Other friends had likewise discovered the shop and made things, too—cupboard doors, garden furniture, and even a dog house, to mention only a few of the things. Yes, Ed sold the machines and equipment.

Right now a new hobby is catching on. Resourceful men and women in increasing numbers are discovering plastics. This is not a flash nor a fad. Rather, it is something deeply rooted in the ways of our time. A hobby with a future, perhaps, a financial one for many persons who would like to be on their own after this business of war is over.

We see this interest well at work in the USO Hobby Centres in the greater Chicago area. Here plastics dominate all other hobby interests. Soldiers, sailors, Wacs, Waves, and wives of

servicemen find plastic responsive to their urge to be doing something that leads somewhere.

There are good reasons for this deserved popularity. For one thing it is easy to pick up. Many instructors in the USO were completely uninformed on the subject before entering that work. Professional appearing and practical articles can be made by the beginner. A picture frame, a salt and pepper shaker, a salad bowl, costume jewellery, lamps, each a possibility for the start.

After the war there should be an expanding market for the type of merchandise that can be made in a small plastics shop. European craftsmen will not be available to help meet the needs of department stores and specialty shops. An American folk art or craft is on its way, one that works with the machine and does not serve as a competitor.

There is a practical side to plastics as a hobby. It is said that as little as 25 dollars would furnish the necessary tools for the novice. Once we begin to nestle up to a real live hobby, we soon find ourselves going places and seeing things, collecting, making scrapbooks, taking snapshots, or working in a hobby shop of our own, to say nothing of communicating our enthusiasms to others.

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RULES AND REGULATIONS

of

THE NAVY LEAGUE SEA CADET CORPS (N.S.W. BRANCH)

As Amended 1946

NAME

1. The organisation shall be named "The Navy League Sea Cadet Corps, N.S.W." Short titles, "Sea Cadet Corps," and "N.L.S.C.C.," the words "Navy League" alone are not to be used to refer to the Navy League Sea Cadet Corps.

2. The Corps shall be strictly non-political and non-sectarian.

OFFICE

3. The chief office of the Corps shall be the Headquarters of the Navy League, N.S.W. Branch.

AIMS

4. The Aims of the Sea Cadet Corps shall be to keep alive the Sea Spirit of our race, also to assist cadets to become good citizens of Australia and the Empire by voluntarily accepting discipline and by doing their duty in the spirit of the League's motto, "For the Boy, Australia, and the Empire."

RULES BINDING

5. All office-bearers, officers, petty officers and cadets shall be bound by the Rules and Regulations hereinafter laid down. Refusal to obey the Rules shall result in dismissal from the Corps.

APPOINTMENTS

6. All appointments whatsoever shall be subject to the approval of the Executive Committee, and shall be made and terminated as laid down in Appendix "A," sections 2 and 3.

7. Any Warrants of Appointment issued by Authority of the Executive Committee shall be returnable on demand.

MEETINGS

8. At meetings of officers, and at special and other important meetings associated with the Corps, the representative of the Executive may attend.

SENIOR EXECUTIVE OFFICER

9. The Navy League Sea Cadet Corps, N.S.W., shall be under the orders of the Senior Executive Officer subject to the Executive Committee. In addition an officer may be appointed as Deputy Senior Executive Officer, to act for the Senior Executive Officer (short title, S.E.O.), in his absence, or when no S.E.O. is appointed. This duty may be combined with the Command of a Unit. The S.E.O. will be an officer who has served with the R.A.N. or R.N.

10. Subject to the Executive, the Senior Executive Officer shall call all meetings of officers of the Corps, and shall preside thereat or appoint another officer to act for him.

11. He shall cause Minutes of all proceedings at such meeting to be kept, and shall make them available to the Executive for inspection as, and when required.

BUSINESS OF OFFICERS' MEETING

12. Meetings attended by the Senior Executive Officer, and Officers in Charge of Units shall, subject to the Executive, be held not less than four times each year. Matters discussed thereat shall concern uniformity of details of training, organising competitions, and formulating handicaps.

When necessary or expedient to vote on any relevant matter, the officer of a unit with a total parade strength of fifty or less petty officers and cadets, shall have one vote. Units

of greater numerical strength shall be entitled to two votes.

Where the Commanding Officer of a unit is unable to attend such a meeting, he should arrange for another Officer to act as an observer for him. Such an officer may take part in discussion but he may not vote.

UNIT STRENGTH

13. The effective minimum strength of a unit shall be one Officer, two petty Officers and sixteen cadets.

COMMANDING OFFICER OF A UNIT

14. The Commanding Officer of a Unit shall be responsible for the effective control of his unit and for the discipline and training of officers and cadets in accordance with these Rules.

15. He shall cause reasonable care to be taken of the depot and of all equipment thereat, including boats.

(a) He shall cause records to be kept, showing the attendance for each parade and the instructions carried out; and, in addition, the individual history sheets required by section 15 (b) below.

(b) He shall cause a record to be maintained for each rating in loose leaf or card index form, giving the following information:—

1. Surname.
2. Christian Names.
3. Date of birth including year.
4. Home Address.
5. Employment or School.
6. Date of joining the Corps.
7. Date of advancement to higher rates, award of G.C. Badges, etc.
8. Details of any serious offences and the punishment awarded.
9. Details of any periods which may not count as V.G. time for G.C. Badges.
10. Details of any Training Courses attended, or other special qualifications.
11. On discharge. Full reasons for discharge to be stated if discharged by unit. If discharged by own request, and not as a punishment, put "Own Request."

(c) The records maintained under (b) above are to be transferred with the rating from unit to unit, and are to be retained when the cadet is finally discharged. They are then available if the Corps is asked to give the rating a reference, or if he later wishes to become an officer.

16. He shall cause a record to be kept of all moneys received from the boys under his

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charge, and shall see that such moneys are handed to the Hon. Treasurer of the Sub-Branch Committee (at times to be arranged between them) within seven days, and receive an official receipt for same. If there is no Sub-Branch Committee the Commanding Officer must pay the money into a unit account at a Bank. A list to be posted on the unit Notice Board yearly showing the amounts of subscriptions received from the boys, a copy of the said list to be furnished to the Hon. Treasurer of the Sub-Branch Committee and to Headquarters.

17. In co-operation with the Senior Officers and the Local Sub-Branch and Welfare Committees, he shall endeavour to secure the interest of religious, civic, and educational bodies, also of Parents and Citizens' Associations, and other recognised Youth bodies interested in the welfare of boys.

18. He shall encourage the boys under his charge to acquire a wider understanding of the value of the British Empire of right citizenship, i.e., that discipline, courtesy and service to one's fellows produce the most worthy citizens.

TITLES AND RANKS

19. Officers' ranks will be given in Appendix "A," i.e., naval ranks preceded by "Sea Cadet" —e.g., Sea Cadet Lieutenant Bloggs.

NUMBER OF OFFICERS

20. The number of Officers and Chief and Petty Officers shall not exceed those laid down in Appendix "A."

UNIFORM AND MARKS OF RANK

21. Uniform is to be worn only in accordance with Appendix "B," "Uniform Regulations."

22. No cadets are to be retained in the Corps after their 18th birthday, except Chief and Petty Officers who may be retained until their 19th birthday.

23. Individual cadets are not allowed to visit ships or service establishments in uniform. Organised parties, arranged in advance, and accompanied by an Officer are permitted.

24. No boy shall be enrolled without the consent of his parent or guardian.

THE COLOUR

25. (a) The authorised colour of the Corps is the Union flag defaced in the centre by the N.L.S.C.C. Badge.

(b) The Colour when carried uncased is to be received at all times with the highest respect. Detailed instructions regarding the

honours to be paid to the colour and the ceremonial to be observed in connection with it are contained in the R.N. hand book of Field Training (BR 159).

(c) The colour is only to be paraded when the Corps as a whole (and not as an individual unit) is present; and the S.E.O. is responsible for arranging that para. (b) above is complied with.

26. (a) No rating is to be allowed away in a boat until he has passed the swimming test (Appendix "A," Section 9).

(b) No boat is to be sent away without an officer, civilian instructor, or Petty Officer passed as cox'n in charge, except that one officer may take charge of several pulling boats which are in sight of each other.

(c) Bathing is not to be allowed without an officer in charge, and a boat patrolling at the outer limit of the bathing. This boat is to carry a lifebuoy.

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On becoming King, William ordered officers to remain seated while drinking his toast and so it is to this day.

The only departure from this rule is when civilians are present; the King's health is then drunk standing.

PLEASE NOTE

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, the "Navy League Journal," Royal Exchange Building, Bridge Street, Sydney. The Navy League does not necessarily endorse the opinions of contributors to the Journal.

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THE CURIOUS CAMEROONS

(Continued from page 7)

swamps and waterways of the narrow coastal belt, behind which rise the blue-grey, forest-clad mountains of this steaming coast of Equatorial Africa.

On the plateau there is neither water nor wood, except for a few palms. Everything has to be brought from the mainland. Yet these fine native seamen have been offered land in the delta, but firmly refuse to remove their huts and canoes to the place of comparative comfort offered them. It may be they realise that their health and strength would suffer on the low-lying shore, amid the rich vegetation of the mainland.

On the plateau I was met by the Chief and the older men of the tribe, who spend the remainder of their lives, after becoming too weak to paddle or lift heavy burdens, on the summit of this great sea-washed rock. The gift they value most is tobacco and cigarettes.

At night I went out fishing. A number of canoes, illuminated by torches made from oil-palm stumps, drove straight out to sea. The weapons were now many-barbed, heavy spears. The torches were only lighted when we arrived on the fishing grounds. The glare evidently attracted the larger kinds of fish, which were speared with great rapidity. All night the work went on until I thought the canoes would sink with the weight of the catch or else fill with water as they rocked perilously from side to side with only a few inches of freeboard above the dark waters. With the dawn, however, the heavily-laden craft were skilfully manoeuvred through a surf, much decreased by an ebb tide, and returned safely to Pirate Island.

Victoria is a beautiful port with an imposing entrance. Far away in the distance can be seen the island of Fernando Po, while on the land side, the Cameroon Mountains tower up into the brazen sky. The entrance to the harbour is flanked, first by islands and then by a natural breakwater of rocks. There are some fine botanical gardens, well-kept roads and neat bungalows.

After a few days in this place I journeyed by railway up the slopes of the Cameroon Mountain to Buea. Although a distance of only a few miles, the line winds through jungle and

up steep inclines to where rose gardens, strawberry beds, gooseberry bushes and almost temperate foliage take the place of the tropical coast forests, swamps and lagoons.

From this it will be apparent that Buea is a health resort. It is, in fact, the health resort of the whole of West Africa. The houses are provided with fireplaces, and the beds with blankets, for although the days are hot the nights are quite cool and refreshing. It is the one spot on this otherwise feverish coast which is beautiful and yet comparatively healthy. There is a hospital for cases which are carried up from the great Equatorial forests around, and quite a number of fine bungalows and administrative offices. In the last days of the German occupation the Government offices were moved up to this hill station from the more populous town and port of Duala, which is now in the French sphere.

Travelling inland, far beyond the Cameroon Mountains, the country through which I passed was covered with dense forest growth for many miles. Towards the north-west of what was once known as "Old Cameroon," the country becomes a mountainous plateau, the so-called grasslands, which give way eventually to sandy deserts on the shores of Lake Chad.

Although a very general division of the people inhabiting this territory places various pagan Bantu-negro tribes as possessors of the coast and centre, and Fula and Hausa Moslems in the north of the territory, this really gives little indication of the diverse tribes comprised within both of these groupings.

In the highlands among the negroid peoples I found an old and highly developed native art—wood-carving. With primitive tools but typical African zeal they fashion the most varied objects out of single pieces of wood. The houses of the chiefs and those used for such communal purposes as tribal feasts and meetings are decorated with tall pillars, often from ten to fifteen feet high, which are covered all over with carvings representing men, women and children.

These pillars, cut from a single tree trunk, are painted in glaring colours, principally black, red and blue, as well as white; and the pigments used are entirely of native manufacture. Small but well-carved gods decorate many a pagan building the canoes on the rivers have high and lavishly ornamented prows; and the chairs and stools of the chiefs are not only

(Continued on page 22)

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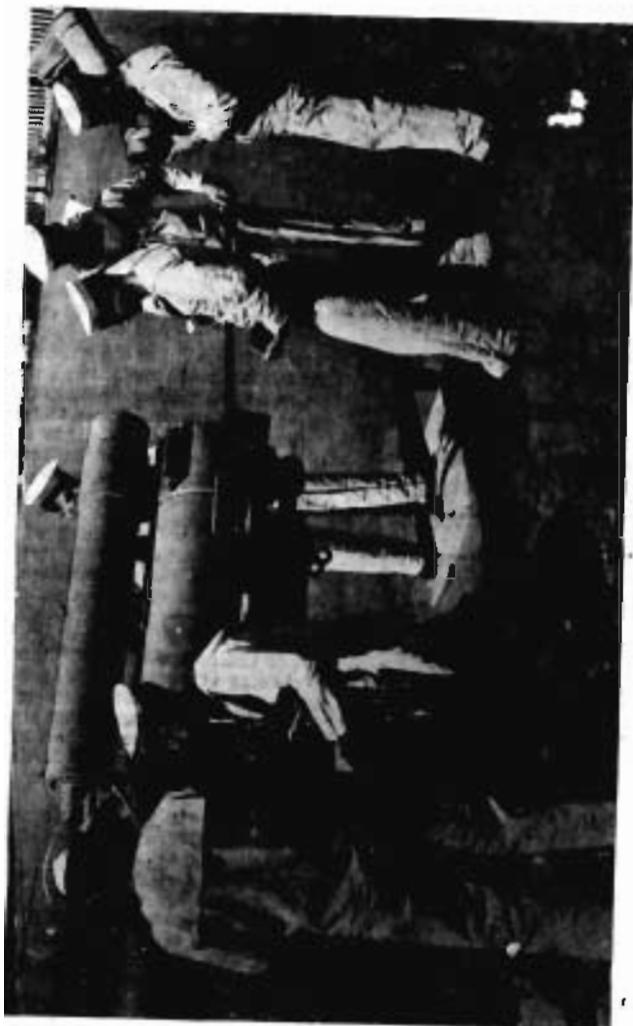
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THE CURIOUS CAMEROONS

(Continued from page 19)

elaborately carved but are decorated with inlaid beads and shells.

Still further inland, towards the mountainous frontier of Old Cameroon with Nigeria, there is an African Ball; once under the rule of the powerful chief Garege, who, on the coming of the white man, sent out selected warriors with orders that they were to touch the white man's skin and if it felt cold and damp, like that of a ghost, he was to be killed at once.

On a hill dominating the surrounding forest-clad country, several hundred huts, forming the native town of Ball, are half-hidden in the tropical foliage. The Chief's hut is, of course, the largest, and is fortified by a stockade, within which are the smaller dwellings of his courtiers, wives and servants. I was told that the chief — King Mbo of Ball — who was supposed to be over eighty years old at the time of my visit and was of giant stature, possessed three hundred wives, a sign of great wealth.

No longer have the chiefs of this land the power of life and death over their subjects, but they can still inflict punishment for smaller crimes. The King's women are obtained chiefly by purchase, but also as tribute from minor officials. They all have their special household duties and control the agricultural activities on the King's estate. Apart, however, from several chief wives, who dress according to their position, by far the larger number give their master little trouble with regard to clothes. Most of them wear only a string of beads to show they belong to the Royal Household.

The fatter the woman the more she is appreciated. The favourite wife of King Mbo, a much-admired beauty, was of enormous girth and over six feet high. To guess her weight is quite beyond my powers. From time to time the warriors of the tribe — all of whom live with their families in separate huts, unlike the labourers, who are compelled to share their quarters with other families — appear before the King to entertain him with war dances and songs. Then the palm-wine, called mimbo, is distributed in vast quantities; and it is better for the white man to go back to his camp in the twilight jungle below the hill.

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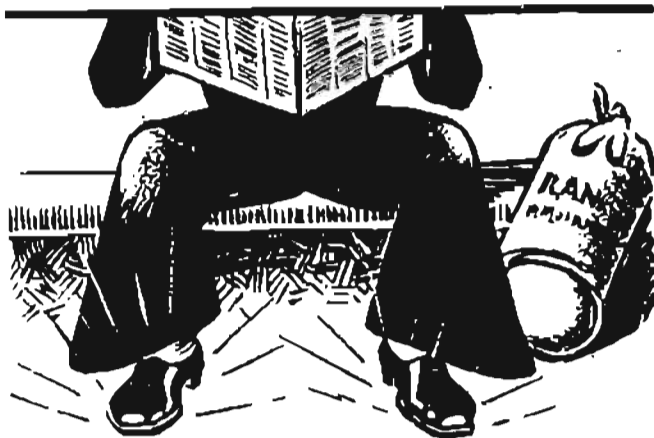
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SEA INFLUENCE

The development of new devices of destruction as a result of research and experiment in recent years has not shown that sea-borne transport will have no place in any future war. It may be that scientifically controlled and guided rockets and planes will fill an increasingly important role as agents of destruction; that atomic power will be more cheaply and rapidly developed to provide missiles of various kinds with propellant energy through the air to reach any selected part of earth's surface and release explosive forces capable of demolishing whole cities and wrecking any concentration of ships.

Despite these awesome imaginings we believe that ships will continue to plough the oceans in peace or in time of war transporting comparatively safely and cheaply millions of tons of essential cargoes and enabling ever increasing

populations throughout the world to live on higher planes of comfort as the cost of production en masse is decreased and the more fluid distribution of goods is more efficiently managed.

All human experience indicates that living under conditions of social progress, no matter how slow and painful the ascent, the sea is the link which throughout the years has made possible the change from the cave-man epoch to what we see around us to-day in almost every phase of legitimate human activity and endeavour.

The sea and the ships have been contributory and determinant influences in the advancement of civilisation, which even the regression of inimical warfare has not appreciably delayed in time.



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THE LAST OF HER TYPE?

BRITAIN'S NEW BATTLESHIP, H.M.S. "VANGUARD"

By FRANCIS McMURTRIE, in "The Navy"

In the personal opinion of her commanding officer, Captain W. G. Agnew, C.B., C.V.O., D.S.O., R.N., H.M.S. "Vanguard" will be the last battleship of her type to be built. Atomic bomb experiments may well result in drastic changes in design—even, perhaps, in the composition of fleets.

Leaving this consideration on one side, the "Vanguard" is without question a very powerful fighting unit, exceeding in size any ship previously constructed for the Royal Navy. She has a standard displacement of 42,500 tons, or 400 tons greater than that of "the mighty Hood," as it was the fashion to call the latter when she was completed a quarter of a century ago. It is now five years since the "Hood" was lost in action with the German battleship "Bismarck."

Deep load displacement of the "Vanguard" must be over 50,000 tons. Her length is slightly less than the 860ft. 7 inches of the "Hood," but her beam of 108 feet is a little greater. Comparison with contemporary designs in other navies is also of interest:

Name	Standard displacement	Length o.a.	Main Armament
"Vanguard"	42,500 tons	Ca. 850ft.	Eight 15-in.
"Iowa"	45,000 "	887ft.	Nine 16-in.
"Bismarck"	42,000 "	886 ft.	Eight 15-in.
"Yamato"	42,500 "	870 ft.	Nine 16-in.

The "Vanguard's" main armament of eight 15-inch guns is identical with that of the "Hood," but enjoys the advantage of the very latest system of radar control. The secondary armament comprises sixteen 5.25-inch dual purpose weapons, as in the "King George V" type, in addition to which there are numerous 40-millimetre Bofors anti-aircraft pieces. Some of the latter are in six-barrelled mountings; a group of these can be seen pointing over the square stern—a feature which made its first appearance in the Royal Navy with the minelayer, "Adventure," in 1927.

A remarkable fact is that the 15-inch guns are fully 30 years old. They were first mounted in the "Courageous" and "Glorious," fast cruisers of 18,600 tons, completed in 1917.

When both these ships were transformed into aircraft carriers during 1924-30, their 15-inch guns were removed and added to the reserve of weapons of that calibre maintained for the "Hood" and for ships of the "Queen Elizabeth" and "Royal Sovereign" classes. As a consequence of the loss of the "Hood," "Barham" and "Royal Oak," the number of these guns was found to be in excess of any possible replacement needs, so the surplus became available for the arming of the "Vanguard."

It will be observed that there has been a reversion in our newest battleships to the arrangement of four turrets (two forward and two aft), each housing a pair of 15-inch guns, adopted in the "Hood," "Queen Elizabeth" and "Royal Sovereign." In the years between the two great wars, capital ship displacement was limited by treaty to 35,000 tons. This obliged our naval constructors to resort to weight-saving expedients of every kind. Most important of these was the endeavour to concentrate the heavy armament in a smaller space. The effect of such efforts can be seen in the "Nelson" and "Rodney," which carry their nine 16-inch guns in three triple turrets forward of the bridge; and in the "King George V" class, where six of the ten 14-inch guns are mounted forward in one quadruple and one twin turret, with a second quadruple turret aft.

Neither of these alternative methods of mounting the heavy guns was so satisfactory as the earlier one; and the even distribution of her main armament will be recognised as one of the best features of the "Vanguard's" design. Moreover, in virtue of their up-to-date control equipment, her guns should be more effective weapons than those carried in previous ships.

It was originally proposed that the name "Vanguard" should be borne by a fifth unit of the "Lion" class, all the ships of which were afterwards cancelled. As the war proceeded, the design of the "Vanguard" underwent gradual modification in accordance with the latest scientific developments, with the result that she has emerged as a very different ship from what was intended six years ago. The close grouping of her masts and funnels, to-

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The Last of Her Type

gether with the pronounced flare at the bow, is bound to recall pictures of the latest units of the United States Navy. This flared bow keeps spray away from the forward control positions when the ship is steaming against a head sea. The hawse-holes are of the countersunk pattern, similar to those in the Cunard White Star liner "Queen Elizabeth," close to which the "Vanguard" was lying when I visited her.

The funnels are streamlined, with their caps turned over towards the stern. This design was evolved as the result of special wind-tunnel experiments in order to prevent the exhaust gases from interfering with the after gunnery control arrangements.

H.M.S. "Vanguard" is propelled by Parsons single reduction geared turbines, supplied with steam from eight watertube boilers of the Admiralty three-drum type. Engine and boiler rooms are arranged in four self-contained units, to avert the possibility of the ship being put out of action by a single hit in this region. There is a novel system of oil burning, embodying the benefits of four years' research and development. Greatly improved ventilating arrangements, combined with a dehumidifying system operated on the jet principle, also make for increased efficiency in this department. Designed horse power and speed remain an official secret for the moment, but it seems improbable that they are inferior to the 151,000 s.h.p. and 32.07 knots obtained by the "Hood" in bad weather on the measured mile off Arran.

It may be assumed that the armour protection is at least equal to that of capital ships of similar displacement built for other navies. In photographs the main side armour can clearly be perceived, though, of course, its depth is not discernible. It has been stated that the turrets are those originally installed in the "Courageous" and "Glorious," but this seems unlikely, since the gunhouses in question were reputed to be protected by no more than nine inches of armour plate. Most modern battle-ships have turrets with a maximum armour thickness of from 12 to 18 inches.

As a flagship, the "Vanguard's" full wartime complement would include about 100 officers and 1,900 petty officers and men. At present she is manned by a special complement for trials, numbering 80 officers and 1,200 ratings.

(Continued on page 13)

REPAIR OF BRITISH MERCHANT SHIPS

Some months ago, when cancellations of a number of naval vessels then building was announced, anxiety was expressed in British shipbuilding circles lest naval programmes should be so far cut that the commercial yards would get insufficient naval work to keep their skilled men in touch with naval practice. Since then employment in the Royal dockyards has fallen away to a point where the laying-off of hands has become a possibility. At the end of June the Admiralty announced that naval dockyards would, in future, undertake repairs to merchant ships, as they had done during the war. This announcement has not been greeted with any particular enthusiasm by the shipping press, who see in the policy nothing more than an attempt to keep up employment in the naval yards at the expense of commercial establishments.

On 10/7/46, the "Shipping World" wrote: "On many occasions during the war merchant ships were repaired in naval dockyards, owing to the exigencies of the circumstances. No one could object to such a course in a life-and-death struggle, when cost did not matter. The extension of the practice to peacetime, however, is open to severe criticism. The Rosyth naval dockyard has started to undertake commercial repair work, and already a tanker is in hand. The great reduction in naval construction and repairs is beginning to make itself felt. At Belfast, Harland & Wolff Ltd., have already reduced their wartime maximum of 30,000 workers by over 5,000, and at Rosyth, as at other naval dockyards, the Government is faced with the unpopular prospect of dismissing its employees. There has been continuous agitation for the retention of the Rosyth dockyards on a full-time basis, on the grounds of local employment and strategic advantage. It is reported that an experiment proposed is that of employing dockyard labour even on the production of domestic fittings. There is at the moment some justification for the employment of now-redundant naval dockyards in helping to make up the arrears of deferred hull maintenance and urgently required reconversions of merchant ships, so that British shipping may be fitted to reassert itself as soon as possible against foreign competition on the world's trade routes. For the future, however, British ship-repairers must look askance at this Government-inspired

competitive threat, which may drain resources of skilled labour and add to their difficulties in maintaining an up-to-date industry in peacetime. Let the Government not forget the almost miraculous achievements of the ship-repairers during the war and the extent to which the nation profited from them in the hour of its greatest peril."

"Fairplay" returned to this subject in its Shipbuilding Notes of the 25/7/46, in connection with the accumulation of repair work awaiting attention in this country, estimated at 2,735,000 tons at the end of May (Monthly Digest of Statistics). "Fairplay" wrote: "It has been suggested that the Royal dockyards could do something to relieve the position; indeed, they are already open to undertake contract work, but I fear any help received in this way would cost more than shipowners are able to pay. For certain work in connection with repair and overhaul of warships the dockyards are well equipped and have the experience necessary for this rather specialised class of repairs; the workmanship, too, is of the best. But, having said that, there is not much more to be said in their favour, and their propensity for making elaborate alterations in accordance with their views of what is necessary, which differ greatly from commercial views on the subject, would be a great stumbling block when it came to doing commercial work. Furthermore, the workmen are brought up on naval practice, and that means that time and cost are of little importance."

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DESTROYERS . . . TWO BEING BUILT

Two Battle-class destroyers, an advance on the Tribals, are to be built in Australia, naval authorities announced to-day.

The keel of one destroyer has been laid down at Cockatoo Dockyard in Sydney, and the keel of the second will soon be laid at Williamstown.

Each vessel is expected to take 30 months to build, and, where practicable, all the structural material and equipment is being obtained in the Commonwealth.

Main turbines and boilers are being built at Cockatoo Dockyard, and only the most specialised parts are being made outside Australia.

Battle-class destroyers have a displacement of 3,300 tons and a designed speed of well over 30 knots. Armament will consist of four 4.5 guns, ten to fourteen smaller guns, and ten torpedo tubes.

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THE ATOMIC BOMB

Rear-Admiral H. G. Thrusfield, in "Shipbuilding and Shipping Record," 18/7/46. "But what," say the pessimists, "is the use of ships if all their bases, without which they cannot operate, are liable to be destroyed by atomic bombs?" In that connection, it may be observed that the British and American Pacific fleets operated for months on end without ever going near a base; and that the dependance of ships on bases is merely a matter of organisation. . . . Atomic bombs in a future war would undoubtedly sink a number of warships, in harbour as well as at sea, if they were specially directed against them, and they would also lay in ruins seaports and arsenals as Hiroshima and Nagasaki were laid in ruins. But they will neither eliminate the necessity for the use of the sea as a highway, or the corollary from it, the necessity for warships to protect and maintain that highway and the traffic that it carries. . . . Sea power and sea power alone—exercised by all arms by sea, land and air—enabled the Allies to defeat Japan and free nearly half a world. And the basis of the whole of that great sea power was the humble merchant ship, to ensuring the free movement of which all the efforts of other agencies were directed. Until mankind devises some other method of moving goods, supplies, arms and men about the earth, sea traffic will still remain the basis of human power and progress. It is that consideration, and not the degree of destruction that can be wrought by the atomic bomb, or any other, even more powerful, agent of destruction than human genius may be perverted into producing, that will govern the design of future warships and the composition of future navies."



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STRENGTH OF U.S. NAVY

"Sea Power," the monthly journal of the Navy League of the United States, published a list of the ships of the Active and Ready Reserve Fleets of the United States, based on the annual report of the Secretary of the Navy. Owing to the present restriction of paper it is not possible to reproduce the list in full, but the introductory paragraphs and the total numbers of ships in each category are given below.

"The two Active Fleets of the post-war Navy are expected to consist of 319 major combatant ships of which 143 will be stationed in the Atlantic Ocean and 176 in the Pacific, according to the annual report of the Secretary of the Navy. In addition to battleships, aircraft carriers, cruisers, destroyers, destroyer escorts, and submarines thus assigned, 143 auxiliary vessels will support the Active Fleets.

"The Ready Reserve Fleets, assigned to training, will be composed of 73 major combatant ships, of which 42 will be in the Atlantic, 31 in the Pacific. Six auxiliaries—minelayers and minesweepers—also have been assigned to the Ready Reserve Fleet in the Atlantic. Ready Reserve ships will be kept in condition for putting to sea on short notice. About 30 per cent. of the normal crew will be on board at all times, and these vessels will alternate on occasion with the ships of the Active Fleets.

"The following vessels have been announced assigned to the Active and Ready Reserve Fleets in the Atlantic and Pacific." (Names omitted.)

	U.S. Atlantic Fleet		U.S. Pacific Fleet	
	Act.	R. Res.	Act.	R. Res.
Battleships	2	8	2	8
Carriers	4	8	4	8
Escort Carriers	4	—	8	—
Cruisers	8	10	20	8
Destroyers	54	22	81	18
			(of which 10 still unassigned)	
Des. Escorts	20	4	18	—
Submarines	61	—	89	—
Minelayer	—	—	1	—
Light Minelayers	—	2	4	—
Minesweepers	—	4	12	—
High-Speed Minesweepers	—	—	12	—
AMC (Underwater Locator)	—	—	8	—
Amphibious Force Flagships	—	—	8	—
Attack Cargo Ships	—	—	8	—
Attack Transports	—	—	18	—
High-Speed Transports	—	—	8	—
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BRITISH MERCHANT NAVY

In the House of Commons recently, a member alleged that the conditions of service under the Red Ensign had not improved in the last 100 years to the same extent as they had in industries ashore, but examination of the facts, of which he appears to have but little knowledge, reveals that the reverse is the case. . . . Rather more than a decade ago, legislation was accomplished reducing the hours of work at sea from an average of 12 per day with 12 of leisure to 8 per day, with 16 of leisure, and that was a definite improvement in the hours of work. Wages have materially increased, accommodation has been vastly improved, the food scale has been bettered and, in such measures as social security, holidays with pay, continuous employment and port welfare, there has been material progress within the last few years, making the seafarer's lot much more attractive, with the result that there are more applicants for jobs afloat than can be employed.



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28. Cadets camps shall be controlled by a responsible officer. The rights of property owners shall be respected. No litter or refuse of any kind shall be left on the camping ground. Cadets guilty of wilful trespass, unseemly behaviour, or damage shall be dismissed from the Corps.

29. Upon all occasions when the Sea Cadet Corps enter a depot, parade or camp as a body, the officer in command is to report his arrival to the Senior Officer present, or if there is not one, to the officer in control of the depot, parade or camp.

PAYMENT OF MONEYS

30. Any member of the Corps who neglects or refuses to pay any money due under these rules, after the same becomes due and payable on demand of a duly authorised officer of the Corps, may be discharged from the Corps.

PUBLIC MEETINGS, ETC.

31. Members of the Corps are not, individually or collectively, to attend in uniform political meetings or public demonstrations or discussions.

CORRESPONDENCE

32. No officer or member of the Corps shall communicate directly with the Executive. All correspondence requiring Executive decision shall be forwarded to the Senior Executive Officer, Headquarters, Sydney, who shall transmit it, without undue delay, to the Executive.

UNIT REPORTS

33. Commanding officers of units shall be required to furnish a brief written report monthly to the Senior Executive Officer summarising the work and activities of the unit for the previous month.

TRANSFER

34. See Appendix "A," section 5, for transfer of officers.

35. Petty officers and cadets may be transferred on the written authority of their company officer-in-charge.

36. No unit is to take part in any public parade, ceremony or display, or any film or broadcast, without the permission of the Executive Committee. This permission is to be sought in sufficient time for the S.E.O. (or his deputy) to be present when the arrangements for the function are made. Thus the S.E.O. can ensure that the whole affair is such that it will bring credit upon the Corps, and will not harm it.

STATEMENTS TO THE PRESS

37. No officer or member of the Corps shall make or give statements to the Press involving the policy of the Navy League, New South Wales Branch, except by authority of the Executive Committee.

MAINTENANCE

38. Each unit of the Navy League Sea Cadet Corps shall be maintained by local effort.

RESPONSIBILITY FOR DEBTS

39. The Executive Committee, for and on behalf of the Navy League, N.S.W. Branch, will not be responsible for any debts incurred by sub-branches, officers, petty officers, cadets or other persons without its written consent.

DISSOLUTION, ETC.

40. The Executive Committee of the Navy League, N.S.W. Branch, may at its discretion, dissolve, reconstruct, or otherwise determine the operation and functioning of any Navy League Sea Cadet unit, or remove any officer, petty officer or sea cadet from a unit's strength.

TRAINING

41. Training shall be in accordance with the syllabus published in the Journal for October, 1945, and since reprinted as Appendix "C."

FLYING SECTION

42. Subject to, and with the consent of the Executive, the Corps at any time may form an amphibian flying section for theoretical and/or practical instruction purposes.

OBSERVANCE OF RULES, ETC.

43. Every officer and petty officer shall make himself acquainted with, duly observe and obey, as far as in him lies, and enforce the due execution of these Rules, for the Sea Cadet Corps, together with all Rules, Regulations,

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Instructions and Orders which may from time to time be issued or given by the Executive or by a duly appointed superior officer. A copy of Rules, etc., shall be available for inspection at each depot.

SUB-BRANCH COMMITTEE

44. A public meeting shall be convened by a representative of the Executive Committee of the Navy League, N.S.W. Branch, or, if possible, the local Mayor or other favourably known citizen. At the Meeting, a Chairman, Deputy-Chairman, Hon. Secretary and Hon. Treasurer shall be elected.

45. The Sub-Branch Committee may raise locally (by methods approved by the Executive Committee), moneys under the auspices of the Navy League, N.S.W. Branch, and in the name of and on behalf of the Sub-Branch or company.

NAVY LEAGUE SEA CADET CORPS (Voluntary) N.S.W.

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"VICTORY" DEPOT, North Sydney (J. A. Williams, C.O.).

"WARREGO" DEPOT, Woolwich (R. Crosskill, C.O.).

"PERTH" (late "Vendetta"), Manly (P. H. Tobitt, C.O.).

"AUSTRALIA" DEPOT, Henley (W. L. Olsen, C.O.).

"SIRIUS" DEPOT, Connell's Point (R. Cristofani, Act'g. C.O.).

"CANBERRA" DEPOT, Orange, (J. P. Finegan, C.O.).

"ENDEAVOUR" DEPOT, Domain, (J. Joyner, C.O.).

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

Mr. and Mrs. Cristofani, Mr. and Mrs. Schneider, and those associated with them, are doing splendid work for "Sirius" unit of cadets.

"Perth" unit, at Manly, is also making fine progress thanks to the C.O., Mr. Tobitt, who takes a keen personal interest in the cadets and their well-being. He is well supported by Mrs. Tobitt and other friends.

The Last of Her Type (Continued from page 4)

Amenities for the ship's company are exceptionally well considered. On the lower deck there are six special dining halls, to which food is supplied from serving hatches communicating by lifts with two galleys on the main deck above. Messes are of the enclosed type, in which men can sleep with less disturbance than in the open type formerly found in H.M. ships. They are exceptionally well furnished with tubular steel furniture and cushions. Even the few mess stools to be seen are cushioned.

A cinema to seat 130 is the first which has been included as part of the design of a British warship. It is also used daily for the ceremony of issuing the rum ration. Another novelty is the ship's laundry, which has proved so popular that on a Wednesday notices could be seen displayed outside to the effect that no more garments could be taken that week. The main difficulty in dealing with articles is the shortage of space available for sorting purposes.

All seamen's lockers are fitted with coat hangers, and there are special shoe lockers, cupboards for personal effects and racks in which attache cases can be stowed. Mess traps such as cups, plates and dishes are made of plastic material which cannot easily be broken, and are cleaned and dried by machinery. This advance in the standard of accommodation on the lower deck is undoubtedly based on the practice in American warships.

There are an exceptionally large number of radar sets on board, some of which are designed to give warning of the approach of ships or aircraft, while others add immensely to the efficiency of gunnery direction. The latter is based on the principle of remote control, under which the armament can be laid, trained and aimed from the fire director aloft.

A degaussing equipment for defence against magnetic mines includes automatic adjusting gear. Damage control arrangements are claimed to be the most modern ever installed. Every endeavour has been made to ensure that in the event of flooding from heavy damage, the flow from the leak shall be localised and any list rapidly adjusted. The main pumps are sited at a sufficiently high level in the ship to prevent their being flooded out easily.

An important advantage which the "Vanguard" possesses as compared with the "Hood" is a considerably higher freeboard. When the

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The Lost of Her Type (Continued)

latter ship was steaming at high speed, the quarterdeck was completely swept by the sea and rendered temporarily uninhabitable, a fact of which I can speak from personal experience. This could hardly happen in the "Vanguard," whose quarterdeck stands much higher out of the water.

A cherished souvenir standing near the entrance to the captain's quarters is a scale model of the "Vanguard" presented to her by the builders, Messrs. John Brown & Co. Ltd., when H.R.H. Princess Elizabeth launched the ship at Clydebank on 30th November, 1944.

On 12th May, Princess Elizabeth visited the "Vanguard," and attended the service dedicating the chapel on board to St. Andrew, the ship having been launched on that Saint's day. As she stepped on board, the Princess' standard was broken at the main masthead, while buglers

of the Royal Marines sounded a Royal salute. After inspecting the Royal guard of honour drawn up on the quarterdeck, the officers of the ship were presented to her Royal Highness. Practically the entire ship's company was assembled on the quarterdeck—which, in spaciousness excels even that of the "Hood"—for the ceremony of blessing the ship. Before lunching with the captain, the Princess went round the mess decks and other parts of the ship. She also admired the roll of the ship's battle honours—14 in number.

During her visit the Princess presented Captain Agnew with a coloured engraving of the first "Vanguard," which fought against the Spanish Armada, and after being rebuilt saw much hard fighting in the first and second Dutch Wars. A second "Vanguard" was in the fleet which defeated the French Admiral Tourville at the Battle of Barfleur, in 1692.

During the Seven Years' war a third "Vanguard" was present at the siege and capture of the fortress of Louisbourg, before participating in the operations leading to the fall of Quebec. Later she relieved that city when closely beset by a French army from Montreal.

Most famous of all to bear the name was the fourth "Vanguard." From March, 1798, to June, 1799, she wore the flag of Nelson, including in this service the Battle of the Nile.

The fifth "Vanguard," though she had a comparatively peaceful career, was considered one of the finest sailing men-of-war ever built, having been designed by the celebrated Sir William Symonds. She was launched in 1835.



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"Service to the Public"

The sixth ship of the name, one of our early
ironclads, was lost by collision with a sister
ship in 1875, six years after she had been
launched.

At the Battle of Jutland a seventh "Van-
guard" fought in the Fourth Battle Squadron
against the German fleet under Admiral Scheer.
Just over a year afterwards she was destroyed
at Scapa Flow by a magazine explosion.

The present "Vanguard" is now carrying out
a series of exhaustive trials to test her capa-
bilities in every direction. Her first long cruise
will be to South Africa, where she will carry
the King and Queen, Princess Elizabeth and
Princess Margaret, on an official visit early next
year. If precedent is followed, she will be given
an escort of two cruisers on this occasion. Later
she may become the flagship of the Home Fleet.

TRADE DEVELOPMENT SHIPS NECESSARY

Establishment of a Commonwealth shipping
line was essential to the proper development of
Australia's post-war trade, the Minister for
Commerce, Mr. Scully, said recently.

The Commonwealth must be able to guarantee
shipping for orders offering, Mr. Scully said.
The Government was doing everything possible
to stimulate trade in the post-war period. Trade
commissioners and assistant trade commissioners
would be appointed to every worthwhile
country.

A recent Indian delegation to Australia had
raised the question of the need for guaranteed
shipping. It had urged the desirability of
regular ships under the control of the Govern-
ments of the two countries.

ATLAS ON NEW PROJECTION

A new chart, called "The World on Azimuthal
Projection," has been issued by the Admiralty.

This projection, for the first time, accurately
shows the exact bearing and the shortest dis-
tance from London to any place in the world.

It has been issued to meet the needs of radio
engineers, meteorologists, and air navigators.

Escorted by four tugs, the old battleship,
"Iron Duke"—Jellicoe's flagship at Jutland—
has made her last voyage, to the Firth of Clyde,
to be broken up.

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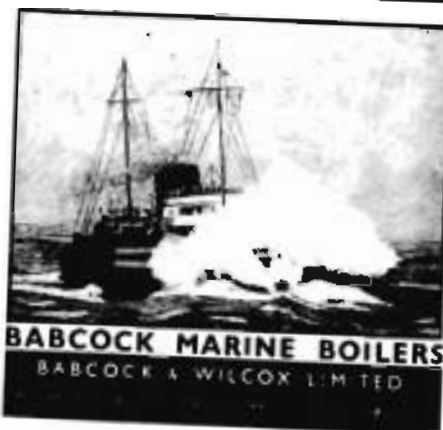
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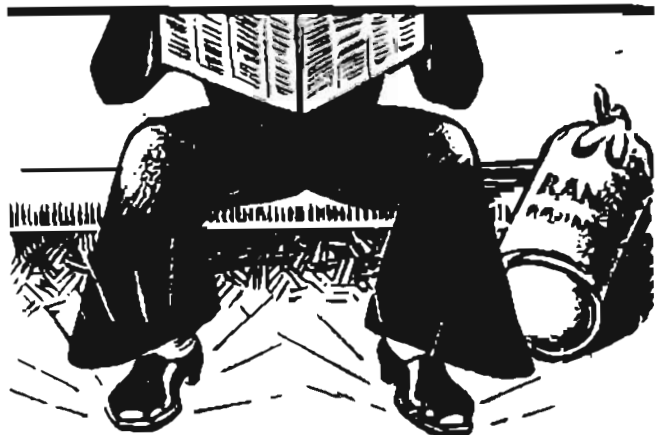
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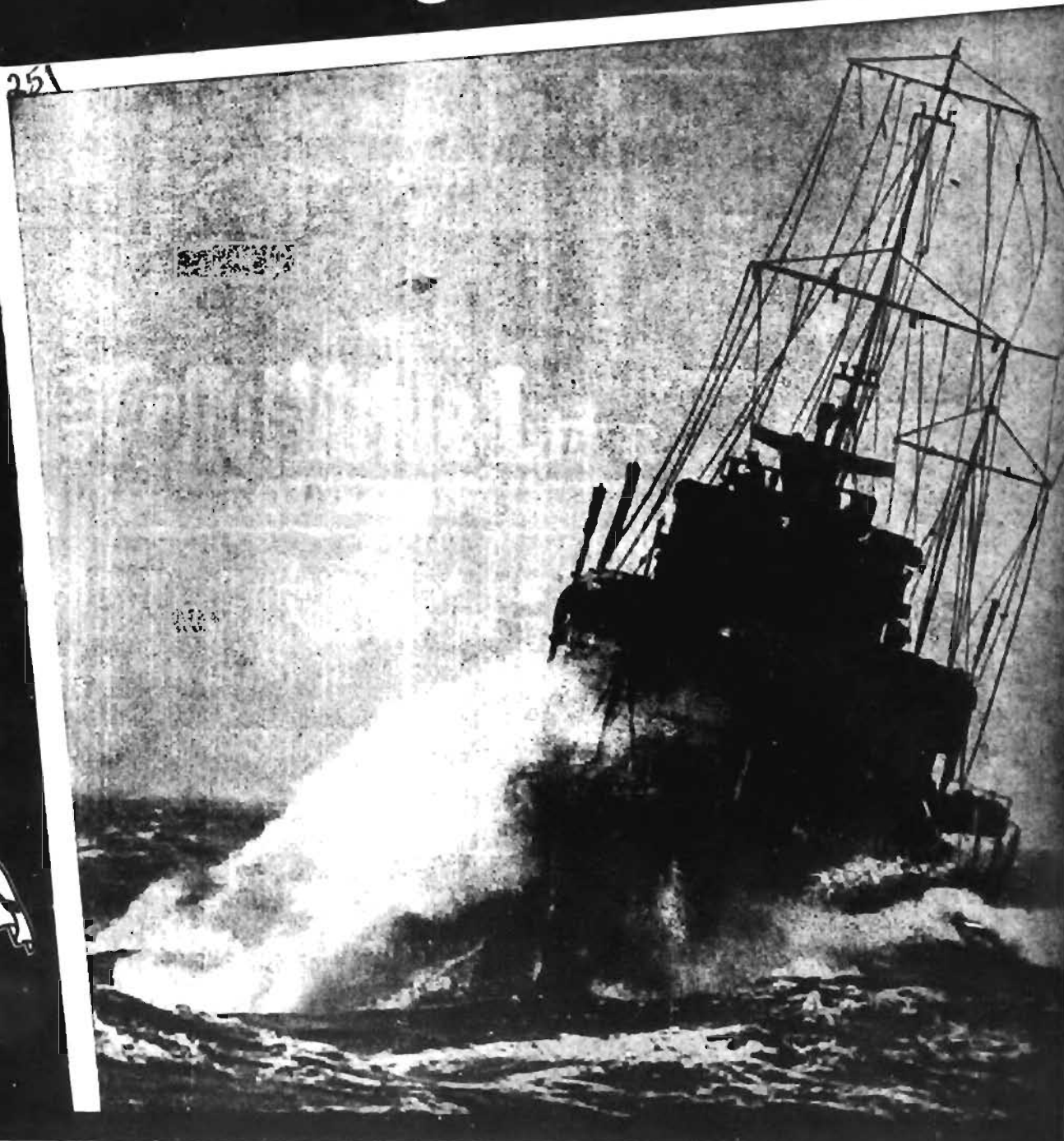
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Vol. 9—No. 10

OCTOBER, 1946

PRICE 6d.

PEACE IN OUR TIME

STATEMENTS made by responsible Federal Ministers from time to time have emphasised the continued need of strong defence measures. That such measures are merely a form of insurance and imply no threat to friendly peoples, will be accepted by all right-thinking persons.

At the same time, Australian people sincerely desire an enduring peace, and to this end our Government is directing thought and action.

It is unquestionable that the three great Allies whose combined efforts brought about the utter defeat of the aggressor nations, Germany, Italy and Japan, hold the keys of future conflict or of a lasting and prosperous peace.

The foolish post-war talk in some sections of Society which, to say the least, is not flattering to Russia, is to be deprecated.

America, the British Empire and Russia were tried out together in the bloody and fiery tests of the most terrible war in history and they did not fail collectively or individually, wherefore should they fail in the equally important task of winning Peace for the benefit of the whole world, including themselves.

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STARON

THE BRITISH SHIPOWNERS' DILEMMA

PROBLEMS AND PROSPECTS REVIEWED

Shipowners are exhibiting great faith in the Government of the day, with whose political ideas few of them agree, for they are individualists to a man; in their fellow countrymen to whose salvation they made no mean contribution during the late war; in the seafarers of all ranks and ratings who faced such unparalleled perils during the campaign by the U-boat, bomber and mine; in the good sense of the civilised peoples of the world, on whom the recovery of world trade depends; and in their own ability to restore their fleets to at least as great strength as in the autumn of 1938 when the Axis Powers threw down their challenge to the freedom of the seas and every other freedom. And their faith in themselves is paramount at a moment when there are many uncertainties.

The position today is that of the liners, numbering about 1,100 of 81 million tons gross, which were afloat at the beginning of the war, half were sunk; of the 750 deep sea tramps, on which we depend for the carriage of our essential imports of food and raw materials, not far short of 75 per cent. were destroyed; of the tankers only half are still afloat and available to meet our steadily increasing demands for oil fuel owing to the shortage of coal; while the owners of coastal ships and smaller ships also lost heavily, particularly at Dunkirk and on the beaches of Normandy. In spite of the activity of the shipyards during the war, when work went on steadily in spite of the air raids, the British fleets are now less than three-quarters the size of those which existed seven years ago, including the newly-built standardised ships which will serve as "stopgaps" until more efficient vessels, embodying the experiments and researches of the war period, can be built. Nor is that all. As was recorded in the annual report of the Chamber of Shipping of the United Kingdom, which was issued recently, "a great many of the vessels which have been lucky enough to survive the war (older by seven years) have been subjected to a great strain and have suffered from lack of normal maintenance; most of them were altered to a greater or less extent, as, for instance, for the carrying of defensive equipment, and will have to be put back into a condition to carry on their peacetime trading."

Long before hostilities in the West and then, so dramatically, in the East, came to an end, the shipping companies, great and small, were busy with plans—for business men plan as well as Governments and, as a rule, more successfully—for making good the losses arising from sinking, or hard service, or age. Shipowners did not know the Government's intentions at a time when other basic industries were about to pass under State control, but they hoped to escape the doom which overhung others. Would the shipping industry be nationalised? That was a question which remained unanswered for a long time, but at last, it was officially announced by the Lord President of the Council, Mr. Herbert Morrison, M.P., that it was not the intention of the Government to propose the nationalisation of the shipping industry—coastal or ocean going—and that it would rely on the industry to have full regard to the public interest. He added that "the Government look with confidence to the shipping industry generally to play a full part in the effort towards national economic recovery, and are alive to the problems with which shipping finds itself confronted as a result of the war."

That declaration was followed by the welcome statement by the Minister of Transport that the Government desired "to restore responsibility and initiative for the operation of shipping to the shipping industry to the fullest extent practicable in the circumstances"—in other words, it would no longer be controlled, but voyages would be subject to the approval of the Ministry during the transitional period from war to peace.

While shipowners welcomed the Government's decision, they were conscious of the test to which they were to be subjected. In the words of the President of the Chamber of Shipping, the Hon J. P. Macleay, "the situation for all of us who are engaged in the industry is one of difficulty, as we are at the beginning of a new era of British shipping, the success of which will be assisted or hindered according to the line of action which we pursue during the coming year."

He added:—

"Our industry is entering a period of great complexity. The country is tired after its war

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effort, and world events move too fast to permit us to lie back and rest for a little. To maintain and extend our share in carriage by sea is not only of importance to us as shipowners, but is of paramount importance to the nation, whose dependence on the export trade has become even more vital than it was in pre-war days."

Mr. MacLay pointed out in the post-war conditions which had emerged, shipowners had to consider all their problems from new angles. Each owner was left with the responsibility of weighing up the position and backing his own judgment, and, he said, "I am convinced that our native wit—which during the last century has built up and maintained a great Mercantile Marine—will not be found wanting to-day."

With what faith and courage owners, particularly the liner and oil tanker companies, had planned, even while the war was in progress, was revealed in the Shipping World of May 1st—only nine months after the close of hostilities. It was shown, with details from every shipyard of Great Britain and Northern Ireland, that a greater volume of tonnage was under construction or on order than at any time since the short-lived boom after the struggle of 1914-18. Apart from 359 coasters and cross-Channel ships, and vessels of 271,000 tons gross for foreign owners, work was proceeding on or contracts had been placed for 197 liners of 1,503,346 tons gross; 27 tramps of 134,595 tons gross; and 52 tankers of 406,150 tons gross, a total of 276 ships of 2,044,091 tons gross. These figures reflect the spirit in which shipowners are dealing with the problem of restoring their fleets in spite of the shadows over all their plans which is cast by the existence of Government-built vessels (all of them cargo-carriers) on both sides of the Atlantic, which are being offered for sale or charter, with the certainty that some, at least, of the American shipowners will be subsidised on the ground that their ships have been built at a higher cost and must be operated at greater expense than on this side of the Atlantic.

British shipowners realise that it is one thing to order a ship to be built or to buy or charter one already built, but it is quite another matter to pay the bill and, that done, to operate the ship so that it does, at least, avoid a loss on every voyage. When the National Government decided, at the beginning of the war, to pay only 5 per cent. for the hire of ships, with depre-

(Continued on Page 8)

THE WORLD'S ARMADAS

"JANE" HOISTS A WARNING SIGNAL

By RAYMOND V. B. BLACKMAN, A.M.I.N.A., A.I.Mar.E., in "The Navy."

"Jane's Fighting Ships" is an institution, and we look forward to the annual feast. The main course this year is provided by the United States section, the entree by the British pages and the sweet by the Addenda. The French section constitutes an appetizing hors d'oeuvre and the Russian pages a rather doubtful fish course, while the Italian Navy is in the soup, and German and Japanese warships are off. A solemn grace is furnished by the War Loss Section, which might be expressed in the words:

For what we were allowed to eat,
We thank the Lord and the British Fleet.

"Fighting Ships" is the universally acknowledged leading naval reference work, and is actually supplied by the Admiralty as an official issue to all British warships. That being so, it is something of a mystery why officialdom adopts an attitude of unbenevolent neutrality to the integral and accurate compilation of the section devoted to the Royal Navy.

There would appear to be no adequate reason, for instance, why complete details of all British warships could not have been released almost as soon as hostilities ceased, thus giving to the world through the medium of "Fighting Ships" a picture of the Royal Navy at its peak for all time. Particularly does it seem a pity that photographs and full data of the new battleship "Vanguard" were not made available in time for the new "Jane." Judging by the unwelcome publicity given to that ship after "Fighting Ships" went to Press, advertisement was desired. What better advertisement than to be the subject of the frontpiece in the world's foremost naval encyclopaedia?

In sharp contrast to facilities afforded on this side of the Atlantic, the extremely helpful attitude of the United States Navy Department and its Public Information Office has resulted in "Fighting Ships" being able to present a full and accurate textual and photographic record of the vast programme of American naval construction undertaken between 1940 and 1945 when, bitter as it is to stomach, the United States Navy eclipsed the Royal Navy for the first time in history and became the most powerful fleet the world has ever seen.

Contrasting sadly with our capital ship strength, the United States has five new battleships of the "Iowa" class, displacing 45,000 tons and mounting nine 16-inch guns, 20 5-inch weapons and over 120 40-m.m. and 20-m.m. A.A. pieces, besides the six of the "South Dakota" and "Washington" classes, displacing 35,000 tons with a similar armament.

While no British cruiser exceeds 10,000 tons displacement, the United States has three "large cruisers" of 27,500 tons displacement with a main armament of nine 12-inch guns and a speed of 35 knots; five heavy cruisers of 17,000 tons; and 17 cruisers of 13,600 tons, with a main armament of nine 8-inch guns. No fewer than 29 cruisers of 10,000 tons, mounting 12 6-inch guns and 12 5-inch weapons were also completed during the war. Two cruisers of 14,700 tons with a main armament of 12 6-inch guns are under construction.

The relative cruiser strength of the United States and Britain have been reversed since 1939, when we possessed 64 cruisers and the U.S.N. had 35. Now there are 38 under-age cruisers in the Royal Navy, while American under-age cruisers number 74.

Similar individual and numerical preponderance over all other navies is manifested in United States aircraft carriers. The three gargantuan of the "Midway" class, displacing 45,000 tons, have an armoured flight deck 932 by 113 feet, or nearly 2½ acres in area, and carry 137 aircraft, including bombers of the latest type. They are armed with 16 5-inch guns and 112 40-m.m. and 20-m.m. A.A. weapons, protected by heavy armour, intricate watertight compartments and an improved system of damage control, and propelled by geared turbines of 200,000 s.h.p., giving a speed of 33 knots.

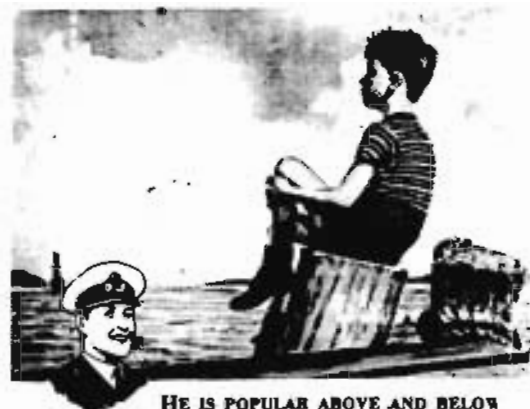
The U.S.A. also has 24 fleet aircraft carriers of 27,100 tons, carrying about 100 aircraft; two light fleet carriers of 14,500 tons and eight of 11,000 tons; and no fewer than 78 escort carriers of 8,730 to 12,000 tons.

The United States Atlantic Fleet comprises five battleships, seven fleet aircraft carriers, 18

(Continued on Page 13)

Do you see Little Robert?

No . . . I see a brilliant young
Naval Officer



HE IS POPULAR ABOVE AND BELOW
DECKS . . . MEETS FAIR WEATHER AND
FOUL WITH A READY SMILE . . . A SMILE THAT
OWES MUCH TO LIFELONG USE OF IPANA.

Robert's intent young gaze sees neither blue sea nor wheel-
ing gulls. It sees grey, phantom ships in line ahead. Lips
part in a smile of bright teeth and eager anticipation . . . a
smile born of proper dental care and the regular use of Ipana.
Robert, at the Naval College, will bring extra keenness to
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EMPIRE DEFENCE

The "New York Herald-Tribune" (Paris edition) has recently published a series of articles on Britain by Joseph Alsop. In the last of the series, published on 23/8/46, he reviewed what he called "the uneasy, unwritten but working partnership between Britain and the United States," which he considers to be the working basis of the foreign policies of both countries and the central fact of the Western political system.

"From the British standpoint, the partnership is made necessary by Britain's strategic situation, which is far from secure. The British Isles themselves have ceased to be an island fortress. On the contrary, the British chiefs of staff reported to the Cabinet in formal terms some months ago that the new weapons had rendered Britain indefensible.

"With a limited land mass, Britain cannot attempt the dispersion of industry and population which is the only true defense in the new age. Therefore, the chiefs of staff went so far as to recommend that careful consideration be given to relocation of essential war industry in the Dominions and Colonies."

After a reference to the capacity of long-range rockets, the article continued: "Changes in Britain's imperial position increase the effect of the changes in the strategic situation. Among obvious changes are such events as the declaration of India's future absolute independence. But the fundamental change is that the British imperial system is now under direct pressure at several points from another power, the Soviet Union, which is too strong to be effectively resisted without aid.

"The imperial system is essential to Britain's economic life and political strength. British interests further demand that no single nation achieve unchallenged domination on the European continent, where the Soviet Union is also pressing forward. Thus, with rather heavy hearts, the British have been forced to turn to partnership with the United States, in order to counterbalance the Soviet Union's post-war weight in the world. They have even suggested more formal recognition of the partnership, by some such action as placing the still-functioning combined chiefs of staff on a permanent basis.

Many Americans, dimly perceiving these facts thought that Britain was the sole gainer from the Anglo-American partnership; others sug-

gested that the States should mediate between Britain and the Soviet Union, a course which the writer condemned as a demonstration of political bad judgment even more insane than that of Mr. Chamberlain in attempting to mediate between Hitler and the Czechs. "What is vital to Britain is also, less directly, vital to us.

"Some further Soviet gains in areas now under British influence are probably inevitable in the long run. For example, the recommendation of Bevin's able assistant, Hector McNell, to use economic measures to alleviate the tragic situation in Greece, seems to have been acted upon too late. But the really big issues are whether the Soviet Union is to dominate Europe by including Germany in its system, and whether the Soviet Union is to capture the Middle East. In either case, Britain would be crippled as a major power. What would then be the position of the United States?"

The answer, in Mr. Alsop's view, was obvious. Outside the Soviet Union, Britain was the only country in Europe or Asia to have emerged from the war with a sound political structure. If this were softened up, there would remain no capacity to resist the Soviet Union anywhere in the Eurasian mass. This in the long run would place the States in a desperate position. His final conclusion is that, "although Britain perhaps bears the larger proportional share of the current burden, the working partnership between Britain and the United States is an equal partnership, equally advantageous."

In assessing the value of this American view of the British defence position, it is perhaps worth while to bear in mind that the "New York Herald-Tribune" is a Republican Party paper with strongly anti-isolationist opinions.

PLEASE NOTE

Contributions of suitable nature are cordially invited, and should be addressed to the Editor, the "Navy League Journal," Royal Exchange Building, Bridge Street, Sydney. The Navy League does not necessarily endorse the opinions of contributors to the Journal.

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THE BRITISH SHIPOWNERS' DILEMMA

(Continued from Page 4)

ciation a 5 per cent, calculated on pre-war values, it became apparent that the industry could not set aside sufficient reserves to replace the heavy war losses since shipyard prices began immediately to rise; they are now from 75 to 100 per cent. above the pre-war level. Sir William Currie has stated that in the case of the P. & O. group the gap will be £12,000,000, and many other companies are in much the same position. Like most, however, he compared with like. The ships of to-day are better ships than those which were sunk or have been worn out. As a result of the increase of speed, it will not be necessary to replace ships for ship. But, when due consideration has been given to every mitigating circumstance, it is the fact that the shipping industry has not sufficient money to meet the replacement bill.

When that problem has been solved, probably by some form of Government aid in recognition of the fact that the ships were lost in national service, owners will still have to deal with the long-term problem of making the more expensive ships pay their way, not for a year or two of boom conditions, but for a period of 20 to 25 years, with operating costs about twice what they were before the war. They want to be in a position to discharge the nation's debt to officers and men; but they cannot do that, giving steady employment with good pay, unless they can earn sufficient money in trading to cover operating costs and depreciation. The subjects of pay, hours of work and conditions of service came under consideration immediately after the end of the war by the National Maritime Board, consisting of representatives of owners, officers and seamen. The latter conceded early in the year that the discussions were being carried on sympathetically with a view to providing all ranks and ratings with "a good life." But the terms which the owners offered were not acceptable to the unions, although they represented a great increase on pre-war pay. Mr. Charles Jarman, Acting Secretary of the National Union of Seamen, stated afterwards that discussion had been resumed "under perhaps more promising circumstances than when they were opened up nine months ago." He added, in reference to post-war adjustments, "what we have in mind is a thorough overhaul of the standards of wages and working conditions." He deplored that there had never been "any real collective attempt to

lay down an equitable standard of life for seafarers; the conditions that were in existence just grew and were a miserably low return for services rendered." There is every hope that agreement will soon be reached and then the wider international issues—for shipping is an international industry—will be debated.

It must be obvious that British shipowners cannot operate their ships as they would like to do, if competitors trade under sweated conditions, as was the case, for instance, with Japanese owners, or like the intriguing Germans. If foreign owners resort to various tricks to the disadvantage of rivals. The two worst offenders against the ideal of a "good life" for seafarers under all flags, as well as the principle of the freedom of the seas under equal terms of trading, can no longer disturb the peace. So there is hope, none too confident, however, that minimum terms of wages, hours and general conditions of work at sea and in port may be agreed upon by all the maritime nations.

What may be accepted as the Government point of view of the future of the British shipping industry was recently stated by Mr. W. G. Weston, Under-Secretary of the Ministry of Transport. He remarked that the situation was governed by three important factors: (1) the maritime nations normally offering ships on the freight market had all suffered grievous losses, as yet unreplaced, which shortened the tonnage offering; (2) certain important competitors in the pre-war shipping field were our enemies, and were now out of the market; (3) there was a world demand for goods of all kinds, which was bound to create considerable demands for shipping for a substantial period of years. He pointed out that, temporarily, there was far less cargo available for shipment than the consuming nations required. "The potential demand is immense and in the coming years it may safely be assumed that the world will make considerable demands upon shipping." It would not, he added, be in the interest of the world shipping industry to repeat the errors committed after the First World War. In his opinion an early and drastic drop in building prices seemed unlikely. There was in the world a large surplus of ships of the standard war-built types, but of specialised types there was a shortage and it was perhaps with the specialised types that the future mainly lay in shipping. Summing up all the factors, he stated that it was perhaps not unreasonable that many had come to the conclusion that a ship in hand at present was a

(Continued on Page 12)



SEA CADET NOTES

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"SIRIUS" DEPOT, Connell's Point (R. Cristofani, Act'g. C.O.).

"CANBERRA" DEPOT, Orange. (J. P. Flanagan, C.O.).

"ENDEAVOUR" DEPOT, Domain, (J. Joyne, C.O.).

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The Navy League Committee has been much impressed with the fine service given by some of its Sea Cadet Officers and members of Unit Committees. The League particularly thanks members of the "Sirius" Committee in the St. George District for their achievements. Especially have Messrs. Cristofani and Schneider given outstanding service to the Unit of Cadets under their charge. "Australia" and "Perth" Units have also done an excellent job of work, and Messrs. W. T. Olsen, H. Collison ("Australia"), and P. H. Tobitt, C.O. "Perth," all are commended on the results of their keenness and unselfish service for their respective units. "Warrego" has declined in strength but not in efficiency. Their whaler is a boat which

any vessel afloat would be proud to carry. Messrs. Crosskill, Lithgow and Wray are confident that cadet attendances will improve with the coming of summer.

"Victory" Unit (North Sydney), formerly the strongest numerically, efficient and reliable for Parades of any kind, has, we regret to report, gone asters since the end of the war. Valuable boats have not been cared for as they should have been and their condition compares unfavourably with boats of the same age and design in use at "Perth" and "Warrego" Depots. For years "Victory" Unit was the pride of the Navy League Sea Cadet Corps, but other Units have come to the fore and "Victory" will need a full head of steam if it is to reach the position it once held with such lustre. It is up to the officers to hoist the "Victory" signal, and how!

Lack of a boat has temporarily discouraged "Canberra" Unit. We are tipping this country unit as a winner in the not too distant future. Sydney cadets take note.

S.C. Commander W. L. Hammer, S.S.D., the Corps' D.S.E.O., continues his good work. This officer is evergreen. Outside business hours the Sea Cadet Corps is his chief interest, and he takes delight in assisting to promote the welfare of all units.

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64. Accounts for payment shall be passed by the Sub-Branch Committee in meeting assembled and initiated by the Chairman.

65. All receipts for moneys paid out shall be preserved and filed for audit.

66. If a donor expresses the wish that his or her gift be used for a specific purpose, that wish shall be respected, subject to the approval of the Executive Committee.

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67. Books, accounts, leases, insurance policies and all documentary deeds held by a Sub-Branch and/or Unit, shall be audited by a person or persons duly appointed by the Sub-Branch Committee (and in special cases by the Executive Committee) as soon as possible following the

close of the financial year, 31st December. The auditor shall be duly qualified and may be a member of the League, but shall not be eligible as an auditor if he or she holds office in any capacity on a Sub-Branch Committee or in the Sea Cadet Corps.

68. A certified audited copy of revenue and expenditure and balance sheet of a Sub-Branch and/or Unit, shall be forwarded to the N.S.W. Branch Executive Committee annually.

AMENDMENTS, ETC.

69. No alteration or amendment of the Rules and Regulations and Appendices thereto printed herein shall be valid or effectual unless the same has been resolved upon by the Executive Committee of the Navy League, N.S.W. Branch.

70. The Rules and Regulations printed herein amend the 1934 Rules and Regulations and any subsequent Rules and Regulations.

By order of the Executive Committee of the Navy League, N.S.W. Branch, May, 1946.

(s.) W. W. BEALE, Secretary,
For and on behalf of the said
Executive Committee.

THE BRITISH SHIPOWNERS' DILEMMA

(Continued from Page 8)

very important asset, and that prudent building to careful designs against future prospects was a safe investment.

Many shipowners do not take as optimistic a view as the Ministry of Transport of the future of the industry. They are, in particular, disturbed by the nationalistic policies which have already been adopted by some of the maritime nations who insist that the exports which they buy in the British Isles must be carried in their own ships, British or other owners being refused permission to compete. Since on the eve of the war two-fifths of the cargoes unloaded in the ports of the British Isles were under various foreign flags, the revival of flag discrimination so soon after the victory to which British shipbuilding made so great a contribution, is regarded as a bad augury for the future, particularly as the same policy is being pursued in reference to shipbuilding; certain countries insist that ships which are to sail under their flags must be constructed in native yards, however high the cost. They want, in short, to "export unemployment."

It is, perhaps, unnecessary to recall that shipping, in the form of freights, and shipbuilding, in the form of new ships, figured high in the list of British exports, invisible and visible, in the past. If they are to be reduced owing to the spread of nationalism in countries which, but for flag discrimination, could not compete with British owners and builders, it will be impossible to balance our national trading account now that we have lost £100,000,000 of income owing to the sacrifice of about half our overseas investments during the most critical period of the war, when this country was the only bulwark of liberal civilisation in Europe.

It will be appreciated that the title of this article, "The Shipowner's Dilemma," is not inappropriate. The industry is, indeed, confronted with many problems, the solutions of which are in doubt. But nevertheless, British shipowners are tackling the task of restoring their fleets with faith and courage and are endeavouring to do justice to the incomparable seafarers of all ranks and ratings who man the ships which must trade successfully on the trade routes of the world, in competition with all comers, if we are to have sufficient food with which to live and enough raw materials on which to work.

THE WORLD'S ARMADAS

(Continued from Page 5)

cruisers, four escort carriers, 76 destroyers, 24 destroyer escorts, 51 submarines and 66 mine-layers, minesweepers, etc., including ready reserves. This contrasts alarmingly with the British Home Fleet (ex Atlantic Fleet) which, when it sailed on the Spring Cruise, consisted of only one old battleship, three cruisers and five destroyers.

The American Pacific Fleet comprises five battleships, eleven fleet aircraft carriers, 28 cruisers, nine escort carriers, 98 destroyers, 16 destroyer escorts, 38 submarines and 74 mine-layers, minesweepers, etc., including ready reserves. Again, this contrasts sadly with the British Pacific Fleet which, Admiral Sir Bruce Fraser recently announced is being reduced to two light aircraft carriers, four cruisers, eight destroyers, 12 escorts and some submarines.

The British section exhibits all the signs of precipitate naval disarmament which characterised the end of the 1914-18 war. With the cancellation of the battleships, "Lion," "Temeraire," "Conqueror" and "Thunderer," the scrapping of the "Warspite," the relegation of the "Malaya," "Ramillies," "Resolution" and "Revenge" to floating barracks, the transfer of the "Royal Sovereign" to Russia, and the probable reduction of the "Queen Elizabeth," "Vallant," "Nelson," "Rodney" and "Renown" to training ships, only five battleships will be left in active service, including the new "Vanguard," the others being the "King George V," the "Duke of York," "Anson" and "Howe."

The giant fleet aircraft carriers "Gibraltar," "Malta" and "New Zealand," comparable with the U.S. "Midway" class, have been cancelled together with two large fleet carriers of the "Ark Royal" class, and four fleet carriers of the "Hermes" class. The pre-war carriers "Furious" and "Argus" are being scrapped.

Our post-war carrier fleet will therefore eventually comprise the "Ark Royal" and "Eagle" of over 33,000 tons, the largest British carriers ever built; the "Implacable," "Indefatigable," "Indomitable," "Formidable," "Illustrious" and "Victorious," of 23,000 tons; the "Albion," "Bulwark," "Centaur" and "Hermes," of 18,300 tons; the "Hercules," "Leviathan," "Majestic," "Powerful" and "Terrible"; and the "Colossus," "Glory," "Ocean," "Theseus," "Triumph," "Venerable," and "Vengeance," of 14,000 tons.

(Continued on next page)

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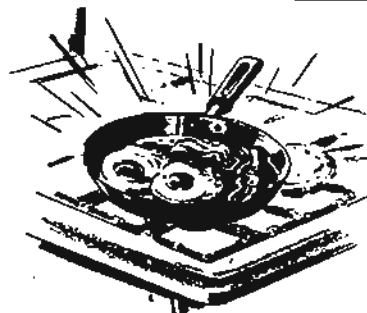
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The new cruisers, "Hawke" and "Bellerophon" have been cancelled, and the pre-war cruisers of the "Hawkins", "E", "D", and "C" classes are being scrapped, leaving the Royal Navy with fewer cruisers than ever before.

The new "Battle" class destroyers are of revolutionary design in several ways. The whole of the main armament is mounted forward and comprises four dual-purpose guns of a new calibre for destroyers, 4.5 inches, housed in twin turrets, similar to cruiser practice. Astern fire is limited to 40-m.m. Bofors anti-aircraft guns, of which there are 12 to 14 in all. Of light cruiser dimensions, with a displacement of 2,325 tons, the "Battles" have geared turbines of 50,000 s.h.p. There has been an inclination in some quarters to contrast the four 4.5-inch guns of the "Battles" with the six 5-inch guns of the contemporary United States destroyers of the "Sumner" and "Gearing" classes of similar displacement; but while it has since been reported that some of the latter American ships have been found to be deficient in structural strength and have had to be stiffened, the turrets apparently putting too much weight at the ends, the British "Battles" have found favour in the Royal Navy, as they have been proved in action, acquitting themselves well against Japanese Kamikaze suicide aircraft and dive-bombing attacks.

Unfortunately, many new destroyers have been cancelled. Of 40 "Battle" class units originally projected, only half will be completed, and only four of the 20 "Weapon" class will survive. Most of the "D" class have been cancelled with the "G" flotilla.

It is heartening to observe, however, that the 20 latest sloops of the modified "Black Swan" class and the 24 new frigates of the "Bay" class are destroyers in all but speed and torpedo offensive.

COAL AND OIL

The coal position in Britain shows no improvement. An example of the present state of the bunker trade was quoted by the "Shipping World," 21/8/46. The annual holidays in the coal-mining districts had been affecting output. "Shipowners had been advised that a shortage of steam coal had arisen as a result of the Yorkshire coalfield going on holiday for a fortnight, and an official of the Ministry of Fuel and Power had stated that Liverpool had received

The French Navy shows signs of recovery. The battleship "Jean Bart" is being completed, the construction of the cruiser "De Grasse" resumed, work re-started on half a dozen submarines, and four minesweepers built. From Allied navies, France has acquired an escort carrier, six destroyer escorts, six frigates, over 50 motor minesweepers and nearly 100 coastal craft, and from the German Navy eight destroyers. A British aircraft carrier, H.M.S. "Colossus" is to be lent to the French Navy for five years.

Russia has added to her fleet a British battleship, an American cruiser and a German cruiser, a number of German destroyers, submarines and other vessels, and many Allied submarine chasers and motor minesweepers.

The future of the Italian Navy is uncertain, but still looks imposing on paper.

This is the last time that the German and Japanese navies are likely to be recorded in "Fighting Ships."

To say that the new "Jane" is full of information and profusely illustrated is an understatement. It has 782 pages, 12½ by 8½ inches, of which over 700 are devoted to the navies of the world and warship losses. It contains 3,500 illustrations, including 1,800 to 1,900 excellent photographs, nearly 800 sketch silhouettes and about 200 scale drawings, the majority comprising both plan and elevation, all of warships; over 300 naval flags and 300 rank insignia.

"Fighting Ships" tickles the palate all the way and leaves the appetite satisfied at the end. The editor, Mr. McMurtrie, and the publishers, Messrs. Sampson Low, Marston and Co. Ltd., are to be congratulated.

only 4,000 tons for the week ending August 3rd as against a normal intake of 16,000 tons weekly, and a similar amount was expected for the following week. It was arranged that ships with cargoes were to be given priority." As it happened, no deep-sea ships were actually delayed, and a reassuring statement was issued by the Mersey Bunker Advisory Committee. But the paper commented: "It will be seen how a few days stoppage in the mines may possibly have

far-reaching effects on shipping and industry. There is no doubt that so far as coal is concerned we are living from hand to mouth."

On the 14th August the same paper wrote that "During the investigation of the sum to be paid to the coalowners for their property, it became apparent that there is little chance of a revival, at any rate an immediate revival, of the coal export trade. . . . Those who were associated with the coal export trade before the war, including thousands of dockside workers, must evidently abandon hope of a revival of activity. It is hoped that Lord Hyndley will shortly make a statement on the matter, but, in the meantime, the Minister of Fuel and Power has made it clear that he has no expectation that there will be coal available for sale overseas or even for bunkers. He has made many appeals, but without results, and appears to be resigned. He evidently anticipates widespread unemployment. What action the Government will take in view of the coming emergency is a matter of speculation because if the miners do not want to work harder, and if they ignore the claims of fellow-workers for coal, it is difficult to see what can be done to stave off the crisis. Even if industry generally would suddenly switch over from coal to oil, we should have to pay for that liquid fuel instead of receiving for our coal many millions of pounds which helped us to balance our trading account."

On page 134 of the same issue the change from coal to oil as bunker fuel was discussed. "The changeover . . . was well under way when the Second World War interrupted the natural development of marine propulsion. Types of vessels were designed for war purposes, based upon the use of coal largely for strategic reasons. It was considered that we ought not to depend upon oil for maintaining our lifeline of supplies, because that in turn would hang upon the uninterrupted service of oil tankers. The view now held appears to be that oil is so widely distributed over the world that bunkering of diesel or oil-burning supply vessels abroad would be a safer proposition than to rely upon coaling at home ports.

"This argument certainly holds good in the case of diesel vessels, which carry less weight of fuel for a round voyage than do coal burners for a single trip. With oil-burning steamers, if liquid bunkers were not available at home, some loss of cargo would be incurred by bunker-

ing for a round voyage at the foreign loading port, compared with the practice of bunkering a coal-burning ship at a home port for a round voyage, outward in ballast and home with cargo. The loss would be offset by the superior economy of oil fuel and would not apply where bulky cargoes were carried. But the strategic case for coal as a sure and sufficient resource under our own hand has gone by default."

The strategic case was mentioned again on page 148. "The conversion from coal to oil-burning is probably expected to cover a short period until coal production is stepped-up, but many such conversions will become permanent, for industry cannot keep on chopping and changing. Even so, after the expense of conversion has been met the saving will be relatively small. But one of the most disquieting features—apart from the loss of markets at home and abroad—is the increase in our dependence upon fuel from overseas. This island nation is already dependant upon imported food supplies and raw materials. Twice within living memory these supplies have been endangered. The task of our Merchant Navy will be all the greater should we ever again be threatened by a foreign power if it has to add to its burdens the importation of oil in largely increased quantities in order to keep our industries going. Recent developments in Persia will not alleviate any anxiety which may be felt on this score. We should at this time be doing everything in our power to develop home supplies of fuel not only for the present, but for the future."

The daily press has not devoted much attention to this aspect of the coal shortage, but the "Daily Express," 10/8/46, commented on the conversion of main-line locomotives from coal to oil:—"If Mr. Shinwell's scheme is carried out to the limit, industry may one day come to a standstill because of a disturbance in Persia."

The link between the coal/oil position and Mediterranean politics is, however, clearly seen, although it has not perhaps been very heavily stressed by the press as a whole. Perhaps an American may be allowed to sum up. The "Times," of 19/8/46, quotes a recent issue of "Life" for the statement that Britain is little likely to abandon her Middle East policy "either by affronting the Arabs or by relinquishing the key defence position and the gateway to the Middle East oils on which Britain so acutely depends."



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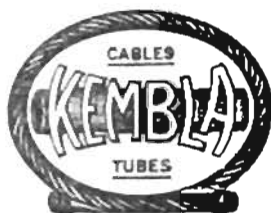
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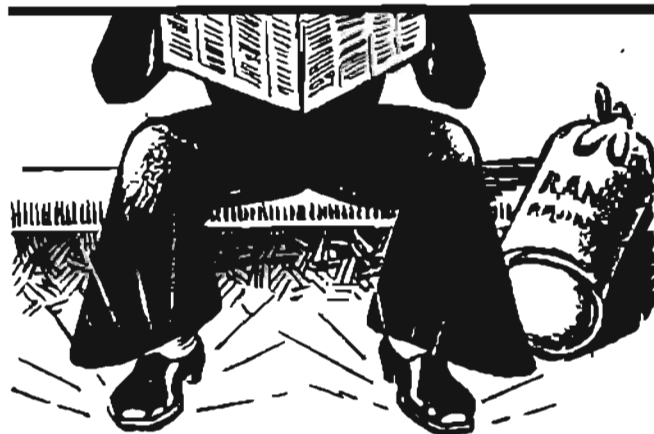
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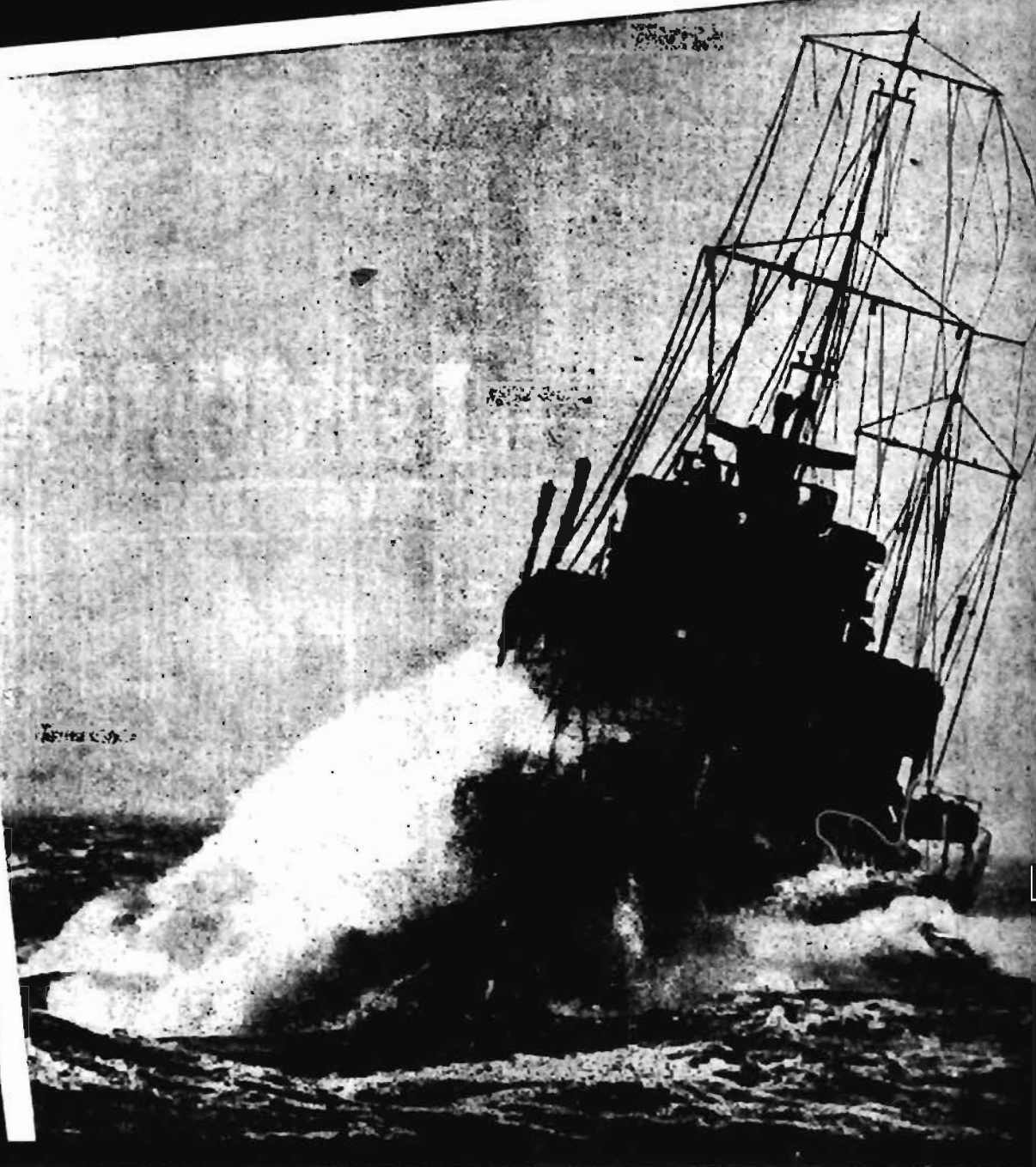
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THE NAVY LEAGUE JOURNAL

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NIGHT ACTION TO PRISON CAMP

Experiences related by Mr. T. Mooney,
Petty Officer in "Perth".

Well, we left Fremantle, Western Australia, in "Perth" on about the 17th February, 1942—we had a job conveying two Dutch ammunition ships, and were taking it slowly and doing the figure-of-eight convoy. Then that night sometime in the middle watch we received orders to return to Fremantle. The "Adelaide" was around at the time, so we brought the Dutch ships back at about 8 o'clock the next morning. "Adelaide" came in sight, and took over the convoy. Our Skipper then set a course and we headed for Batavia.

We were about 8 or 12 hours away when we received a wireless reconnaissance that a Japanese convoy was headed for Christmas Island, south of Sunda Straits. They said that we could probably expect to intercept it the next day at about 11 o'clock. Sure enough we saw the convoy the next day—there was a submarine, a destroyer and a couple of merchant ships. Well, we were pretty clever, and had cunningly manoeuvred into the sun so they couldn't see us, and we were going in to engage them, and then, after all, it turned out to be an American convoy. Well, we passed the time of day with them, and then headed for Sunda.

The Captain decided it would be unwise for us to go through the Sunda Straits in daylight, so we hung around and went through about 8 o'clock that night when the moon was just coming out. Everything was coming out as we were going in, and we had all kinds of craft on our port and starboard sides. We were going to Tanjungpriohk, the harbour for Batavia. We got in about 11 o'clock, and the "Sirdar Monarch" was waiting for us. Well, we had hardly got alongside when we heard them coming. Someone yelled—"There they are," and we saw a lot of Nip planes, must have been about 27 of them, coming over, and they had a go at us. Well, of course, we had a go at them, too. They were dropping bombs, but only small stuff. The nearest bombs to us fell about 50 yards away. They hit a ship just ahead of us, but didn't do much damage, and there weren't any lives lost.

We were in company with "Exeter", which picked the aircraft up on the radar outfit she had, and she was screaming all over the harbour "Enemy aircraft — Enemy aircraft 40 miles

away," so we knew they were coming, and were more or less ready for them. Well, we were very modest about that business; some say we brought one down—at any rate one was seen smoking, and losing height, but we never claimed it. After all that we went alongside the wharf.

The next day over they came again, about 3 o'clock in the afternoon, and "Yarra", which subsequently was sunk, was alongside too. Well, we got into them with 6-inch stuff, we could reach them, our guns had about 60° elevation. We broke up their formation, and saw that they weren't going for us this time, they seemed to be aiming for the aerodromes. One of the planes had broken away from the flight, and was coming in at about roof-top level, and he sheered off and dropped bombs on some oil tanks the Shell Co. had up there, and up they went. It was a terrific explosion.

The concussion from our guns blew the doors of the NAAFI Stores. All the boys poured off the ship and into the Stores like ants, and came out with everything they could lay their hands on.

Well, we left there and steamed down to Sourabaya—on our way down we had one air attack, when they came in and dropped bombs about 500 yards astern, and there was one submarine alarm. We reached Sourabaya Harbour about dusk, and saw there a lot of American destroyers, two Dutch cruisers, and a few submarines. We came in at the height of an air-raid "Red" alarm. Our Captain went ashore for orders, and that night we steamed out with everything darkened, just position lights showing.

My mate and myself were alongside the tubes, just sitting there watching the ships go out. There were the "Exeter", "Ereita" and "Java", two Dutch ships, and we tagged along behind. We were to intercept a Jap convoy, but we could not contact them in any way. We returned to Sourabaya, but when we were about two hours off anchorage we got a wireless report that the Japs were to the north, a heavy formation of them. Well, we went out and brought them to combat at about 5 past 4 in the afternoon. We were being straddled by heavy stuff, shells from

(Continued on Page 5)

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NIGHT ACTION TO PRISON CAMP— (Continued from Page 3).

the heavy Jap cruisers. Our Captain was manoeuvring marvelously—he did a wonderful job—and with all the straddling they never hit us once. The "Exeter" was hit, though, and her speed had to be reduced to 15 knots. We broke formation and went round and put up a smoke screen round her, and then got inside the screen with her. When the Japs came to finish her off we were there to help her. After that we claimed one Japanese destroyer. Well, we saw "Exeter" on her way to Sourabaya with two American destroyers. Then we went in close and engaged two Jap 8" cruisers. We set one heavily on fire, and the last we saw of the other one she was standing up with her bow out of the water. Our Captain made a very modest claim for that action, only one 81in. cruiser sunk, and one 8in. cruiser damaged.

The Nips had planted submarines, and while we were engaging the surface craft these submarines were engaging us with torpedoes, and I can tell you there were "silver fish" everywhere—passing under our stern and ahead of us. One of the most spectacular happenings was when a small Dutch destroyer got a torpedo amidships, and she just folded up like a sardine tin and was gone completely in no more than about 25 seconds. The men on her were scrambling up the sides of our vessel by the ladders.

About 8 o'clock the action had been broken off, and we were steaming along trying to bring contact again with the Nips when all of a sudden we went hard over—we were listing a fair bit and getting away from the "Eroita." Well, within a few seconds up went the "Java," blown up, and then the "Jupiter," a British destroyer. They'd been got by torpedoes. By this there were only two of us left. You see, through the night we were asteam, and the wash from our ship, and the others too of course, was tipping over some sort of mercury lamps which the Japs had laid. When the mercury is tipped over it ignites in some way, and the Japs were getting a range on them as we passed by in the dark. There were planes up too, spotting for us, and they were dropping flares from above—when we turned to port or starboard down would come a red or green flare, so the enemy ship knew when we were altering course, and so forth.

About 11 o'clock there were only about two of us left, and our Captain decided to steam out.

There was just the "Perth" and "Houston", an American, and at about 11,000 yards we set two cruisers on fire, but we didn't make any claim to have sunk them. Then we made for Sourabaya, but on the way we altered course and made for Tanjongpriohk again. We pulled in there in the morning and went alongside, and got a bit of ammunition, 4.7 stuff, and about 250 tons of oil. At about 4 o'clock that afternoon a Japanese float plane came over and had a good look at us.

We left that night, and when we were out a bit the Captain said he would speak to us in about five minutes time. Well, in about five minutes we heard him—he complimented us on the action on the previous day, told us how things had gone, and said that advice had been received of a large Japanese convoy which was steaming on the opposite course to what we were, which meant that we would run right into them. We were in the second degree of readiness—our Skipper never left anything to chance. My mate and I were sitting there talking and he said to me, "Well, what's going to happen now?", and I said to him, "Somehow I think we're for it to-night." I had a feeling, a sort of presentiment, about what was going to happen.

At about 11 o'clock we were challenged by a destroyer, and we opened fire at the same time. From then on it was Hell let loose until about 12.30. At times they were so close we could machine gun them from our upper decks. We were firing at point blank range, and each of our turrets was engaging separate turrets on the Nip ships. We were doing fine, and then we stopped a torpedo forward. Some of our crew had been knocked about, and our control damaged. We made a turn to get astern of the "Houston" to give her protection—she had stopped a bomb previously which had wiped out the after turret so she was helpless from there. After we had been hit by two torpedoes we got orders to fire our eight torpedoes. Some of our turrets were just using practice shells by this time, they'd finished off the ammunition, and she was gradually settling in the water. The Captain gave orders to abandon ship, every man for himself. The idea is that every man gets off as best he can, but of course they all start looking out for their pals who've been wounded, and so on. We tried to lower the wounded to the boats; they were all badly knocked about. One engine room was gone, and one boiler room was gone. I went over the side aft. Before I

(Continued on Page 9)

THE OLD CUTTER

By "SAMPAN"

Peace routine had come again, and the cruiser's new Motor Boat lay preening herself in the morning sun.

With her twinkling chromium fittings, her white cushions, and her crew moving soft footed about the final details of her appearance, she took on the semblance of a comely young woman about to meet her lover.

To the old Cutter, however, creaking rheumatically at the davits as her coxswain performed her morning ablutions, the young Motor Boat was no better than she ought to be. A portly matron, the old Cutter, without any frills, but her woodwork as snowy as sand and canvas could make it, and her few cherished bits of good solid brass.

"Painted busby," she sniffed.

"You're jealous," laughed the young Motor Boat, as the wash from a passing tug slapped playfully along her glossy black side. "You never go anywhere. This morning I'm taking the Captain to a conference in the flagship, and this afternoon we're going for a bathing picnic, exhaust popping with indignation. You aren't wanted any more!"

The coxswain of the Cutter, a grey-haired Leading Seaman, leant over the side and squeezed out his swab. A puff of wind snatched at the trickle of dirty water and spattered it in a shower over the Motor Boat.

A red face emerged from the stern sheets.

"Ere," said the face, "wot the 'ell?"

"Lay off, ash-boat," replied the coxswain of the Cutter.

So the days passed, a whirl of gaiety for the bright young Motor Boat, a weariness of idling

It was the unforgivable insult, the ultimate depth of obloquy that can be applied to a boat. With a swish of her dainty tail the Motor Boat cast off and careered round in a wide circle, her for the old Cutter. Admittedly, there was a sailing picnic with the Midshipmen, when she got back rather late to suffer the indignity of being towed by the giggling Motor Boat.

At long last, however, the ship put to sea. The Motor Boat was hoisted in and stowed, but the old Cutter remained swung out at her davits, securely smuggled against the gripping spar. For she was the starboard sea-boat, with

a job to do.

And so into the open, heading a stiff breeze. The old Cutter, now dipping until her keel was almost lapped by the water that fixed blue-green past the plunging side of the cruiser, now swooping up into the prickling wind, sang for the sheer joy of living. But the young Motor Boat, lashed groaning in her crutches, the oil slopping queasily back and forth in her tanks, and the salty air turning her chromium fittings a pale green, began to wish that she had never left her builders.

Suddenly a thin cry came from forward, whipped to tatters by the rising wind, and a young face framed in a streaming sou'wester appeared over the side of the bridge as the ship began to vibrate to her reversing propellers.

"Man overboard! Awa-a-ay lifeboat's crew—Man the starboard sea-boat!"

A slithering rush of glistening figures, an orderly scramble up the netting and into the boat. Far astern, a wisp of smoke, visible now and then to straining eyes, only to be blotted out again as the life-buoy sank into the trough of the sea. A sharp burst of orders:

"Slip the gripes! Off turns! Start the falls! Lower away!—Vast lowering!—Out pins!"

A pause, then: "Slip!"

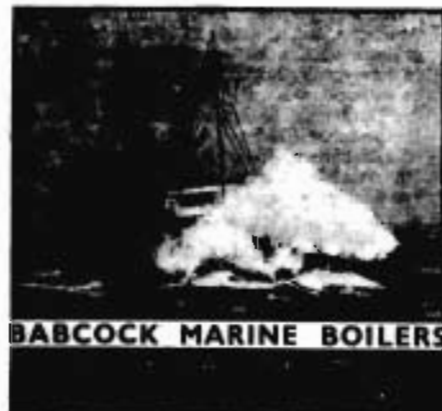
With a wump, the Cutter took the water, sheered off, and started on her errand of mercy.

After a quarter of an hour's hard pulling, of the oars. "I'm coming."

"I'm coming," she grunted with each stroke she was back at the ship, the life-buoy and a limp but still breathing Ordinary Seaman in the stern sheets. A few moments' anxious work hooking on, and then, the blocks chuckling as the watch on deck ran away with the falls, she rose majestically to the head of the davits, to be grappled and made snug once more.

"Well done, cutter!" came a deep voice from the bridge. Her Midshipman, hoarse from the shouting of words that would have appalled his mother, at that moment arranging the flowers in a Devonshire church, raised his hand in salute.

The old Cutter, nestling comfortably against her gripping spar, wagged her rudder derisively at the young Motor Boat. For she knew that for as long as men went down to the sea in ships, she and her sisters would still be wanted.



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NIGHT ACTION TO PRISON CAMP— (Continued from Page 5).

went over I looked at the detonators in the depth charges, but someone had had the same idea and got there before me because they had already been pulled out.

When I got into the water, after about 10 minutes I suppose, I heard someone calling, and I swam over and picked up one of our observer officers, pretty badly wounded. It was funny to see all the heads of the chaps bobbing in the water. Another thing that struck me was all the boys clustered together in the water singing lustily—what they particularly seemed to like was "Roll Out the Barrel" and "Bless 'Em All."

I was with another fellow, and we were both towing this observer chap along—we had lifebelts and grabbed anything that could float; then I saw an object breaking surface about 100 yards from me. It was one of our oiling tenders which we used when we were close in during oiling up, with about 15 feet of lashing on each end for throwing over the side. I towed it back, and by this time there were about half a dozen chaps clustered around; and we tried to rig up some sort of support. I sat on the end and used a paddle we had found, but we just went round in circles. We decided to make for Topka Island as best we could. We arrived there at about 4 o'clock in the morning, and were going in to land on the beach when the riptide came in and caught us and carried us right out again. Then we made for Solombo Island, and got there about 8 o'clock in the morning, and again the riptide came in and took us out just as we were about to land. About one o'clock that afternoon a Japanese destroyer steamed up, and one of the Nips shouted, "Do you want to come aboard?" They came alongside, and we were just about to go on board when they said that they wouldn't take any wounded men. They only wanted to pick up the men who were likely to be able to work for them. Well, some of the boys refused to leave their friends who were wounded, and they stopped in the water with the badly wounded men, and now they've gone too—none of them came back.

On the destroyer we found that the Jap sailors didn't treat us too badly, they bathed our eyes which were pretty sore, dressed any small wounds we had, and gave us water and biscuits, but they made us throw our clothing over the side because they were pretty well

soaked in oil, and they were scared of the fumes, considering it was an oil-burning ship. They gave us loin-cloths, and that was our only article of clothing for five weeks. We were on the destroyer about 24 hours, and then they placed us aboard a troop ship, where we were for about 8 days. While we were on the troop ship we had two meals a day, and they consisted of a small amount of rice, a bit of oily fish, and they gave us a bucket of water once a day.

While we were on the troop ship we saw some more men trooping aboard, and they turned out to be some of the lads of the "Repulse" and "Prince of Wales." The chaps had been able to pick up a few personal belongings, food, and so forth. They came on board, and in good true British fashion shared everything with us. They had a few little medical things with them. There were some very badly wounded men on board, and we were able to do a little for them. One of them died during the night, and we buried him off the stern. I won't mention his name because his people may not like to think of it, but we had to wrap this chap up in a Japanese grass mat, and the Japanese ship's carpenter came along with a little wooden cross which we tied on. Then we took him down aft and Major Lyon gave a little burial service and over he went.

A day or so after that they landed us in landing barges on Marak Beach, on the north-eastern end of Java. When we were going ashore we could see all the Japanese soldiers lined up with machine-guns, and we had an idea that they were going to do us over, because we were under the impression the Japs took no prisoners. However, it didn't come after all. They took us into a building, and the first thing we saw was a photograph of Sydney Harbour, and "See Australia First." That building was the only thing undamaged there. A Jap officer kept us all together, and read out a screed telling us to behave ourselves and to do as we were told. Then we were all packed into trucks, about 30 to a truck, and that meant that we were pretty crowded. We had to leave room for the guard, of course, and he insisted that he shouldn't be crowded, no matter how little room we all had. But, we got even with him when we went round corners or anything like that—the guard got the whole weight of the 30 of us. While we were being pushed into the trucks two women turned up from somewhere—one Scotch and one Western Australian. They had been doing Red Cross

(Continued Overleaf)

NIGHT ACTION TO PRISON CAMP— (Continued from Page 9).

work, and were eventually picked up in Sumatra or Java and taken prisoners. The guard on our truck told us where they had come from and who they were.

They drove us to Serang, which is about half an hour's run from Marak Beach in the trucks, and put some of the men in the gaol at Serang, and I was with a party that was taken to the Serang Picture Theatre, and we were in that picture theatre for five weeks. They tightened up on us there—we had nothing to sleep on but the concrete floor, and we hardly ever got a wash. They gave us a ball of rice about big enough to fit into your hand every 20 hours. Hours didn't worry the Nips; if they suddenly thought it was time they would wake us up at 2 a.m. to give us a ball of rice. The foyer of the theatre was built in as a toilet for the troops. Dysentery had hit us by this time, and some of the lads were very weak. But we were getting a bit cunning, and we boiled the water because we knew we should to keep disease down. The Japs gave us kerosene tins, and then the seating and so on started to disappear. The chaps were all using it for fires for boiling the water. By the time we left the theatre there wasn't a thing in it, all the seats had completely disappeared, and anything that would burn had been burnt. In that theatre there were over 1,000 men, so you can imagine what it was like. There were not quite 300 Australians from the "Perth," 400 or 500 men from the "Houston," and Javanese, Malaysians, etc.

I remember one thing that happened—the Japs decided that Australians were meat eaters. So someone bought a yak, and cut it up into 300 equal pieces, each about 6in. long and 1in. wide, and dished it out to us raw—they didn't know we ate it cooked. Every man made a little wee fire out of bits of stick, and grilled his bit of steak, and, believe me, that steak was good!

Then they wanted 10 men to work round the Jap headquarters. I was fortunate enough to get into the first 10 men and I was sent round there, suffering from dysentery at the time, and pretty weak. I was told to clean out a Japanese officer's office. He came in while I was there, and said "You are Australian?" I told him I was. Then he said "Do you smoke?" I said I did, and he gave me a cigarette; then he asked if I drank, and when I said "Yes," he came to light with a glass of real "Dewar's." Well, there I was with a glass of the real thing, and smoking a cigarette—it seemed amazing. The Jap seemed pleased about it, and asked did I like Port, so I said "Yes, I like port very much," so he pulled out

a bottle of port, and poured me a glass of that too. You know, I think it was that whisky and port that cured me of dysentery, because from then I didn't suffer from it for some weeks.

He gave us a feed about 12 o'clock, and it was so long since I'd had enough to eat, and I ate so much that I rolled on the ground with the pain. Well, at this time I was suffering from rheumatism from sleeping on the concrete floor in the picture theatre, so I told this chap and he asked what I wanted. I told him I wanted something to lie on. They were using a rather palatial home for their offices at the time, so he just walked through the building, and pulled down a beautiful tapestry hall curtain for me to sleep on, and then he went and pulled down a curtain from a window, and gave that to me to use as a towel.

By this time they had some Dutch driving trucks, and they had kites and hags, and I saw some trousers lying around, so I helped myself to a pair of trousers. Then we found a store of tinned food, so we helped ourselves again. The officers didn't seem to mind, but when the guard from the theatre came for us and caught us with the stuff he gave us a beautiful beating. He kicked us and belted us and dropped us—the whole 10 of us. He told us what scoundrels we were, and so on, and then, after all that, he turned round, picked up the stuff and gave it to us. We took it back with us and distributed it among the boys. This picking of men became a daily occurrence, but after that I wasn't in the race—the boys sat up till all hours waiting to be one of the first ten men picked to work at headquarters.

Then we were told we were all going to move. One of the high officers got up and said he was very sorry for the treatment we had had, but now they were going to take us to a very nice house, with plenty of food and some clothes. The clothes they had had been captured from some Javanese, and you should have seen it: Most of the stuff would have fitted a boy of about 10; the Javanese is a small man, and you can imagine what it looked like to see a 6ft. Australian trying to get into the clothes. Still, they got into them somehow—and we all got a pair of boots, irrespective of size, and whether they fitted us or not—mine didn't fit me. They put us in trucks, and took us right down to Batavia. When we got there we got a surprise to see men of the Australian 2/2nd Pioneers. We were a sorry looking lot, and pretty dejected, and the Aussie soldiers cheered us up and gave us everything. At that time they had tons of stuff, and we lived pretty well; the Japs weren't too bad there.

(Continued Next Month)

SHIPPING NEWS FROM OVERSEAS

At the launch at Belfast of the M.V. "Calchas", Mr. Lawrence Holt, of the Blue Funnel Line, gave expression to some opinions on the subject of waste which have received general support. Mr. Holt spoke particularly of the waste of ships' time which was taking place at present for various reasons, and of the effect this had on trade generally. He quoted as an example one of the company's own ships, S.S. "Nestor", which used to average before the war 116 days for the round voyage Liverpool/Australia, 95 days being spent at sea and 21 days in port abroad. Her last voyage occupied 204 days, 105 at sea but no less than 99 in port. During all this time extra coal and wage bills were being incurred. Mr. Holt continued: "That is a good picture of what is happening throughout the fleet. It is scandalous, and the Government ships are worst of all. What we want is a committee of the best people in the land to see what is wasted. Why should we be short of anything? There is any number of ships to bring goods here, but they are just being kept idle. Ships are kept a fortnight in Singapore doing nothing but growing weeds on their bottoms, and then they have to be put in dock to get them off. We must make it a priority job to stop waste wherever we can, and make everybody join in production before we can possibly hope for better consumption." (Fairplay, 5/9/46.) Two days after the launch, Mr. Holt amplified this in an interview with the "Liverpool Daily Post" (29/8/46), and referred it to the question of costs. "The burden of waste comes back on everyone. Shipowners of to-day are merely being compelled to spend the savings of those who, in the past, built up the industry. There is, for example, little chance of anyone starting frash in it." Mr. Holt quoted examples of delay in clearing ships from ports overseas. In the case of one ship he produced figures showing that on its last voyage the vessel spent no fewer than 99 days in port against a peacetime average of 21 days. The cost in this case of daily maintenance for victualling and wages alone amounted to a sum that precluded any possibility of profitable running. "One ship of ours," Mr. Holt added, "was in port for 156 days. Cost of wages and food amounted to £180 a day. On top of this there was the necessary drydocking costs, and fuel used for lighting, cooking and other maintenance purposes in port amounted to three-tenths of the quantity used in steaming at sea. Then there were harbour dues

and the countless other charges incurred by a ship in port."

The waste of which Mr. Holt complained has been noted by many others and in many forms. On 18/9/46 the "Syren and Shipping" wrote of the problem presented by the introduction of holidays with pay. "It is hardly necessary for me to comment upon the effect of colliery holidays. Suffice it to say that a system which permits at one moment an accumulation of coastwise tonnage searching in vain for cargo, and a few weeks later a serious shortage of colliers to carry coal so urgently needed to keep stocks at anything like a safe level, is eminently unsatisfactory when our industry is still functioning under a system of direction." A case which has become a classic is that of the two ships "Sam Trent" and "Sam Vigna", which recently spent eight weeks at Singapore because no receiver could be found for the coal dust with which they were loaded. The story was told in full by the "Newcastle Journal", 29/8/46, when the crew of the first-named ship protested to the office of the Special Commissioner for South-East Asia about the delay. Earlier, the "Daily Mail", 6/8/46, had drawn attention to the shipments on the ground that this coal, which turned out to be coal dust pure and simple, had been bought from the U.S. Navy, which had held it in storage at Pearl Harbour for nearly 30 years, as it proved unusable as bunkers or for any other purpose. It was then reported that the two ships were to be sent to Port Said, where the coal could be made into briquettes, but there has been no further mention of this intention.

In the main, the complaints of waste, and inefficiency which leads to waste, fall into three groups. There are reports of high costs and long delays in shipbuilding and repairing; of port delays and increased operating costs; and of waste resulting from the coal shortage. The effects of the last-named are seen far outside the shipping industry and may be regarded as in some measure basic to many of our present difficulties.

From the point of view of shipbuilding and repairs, some interesting information was given by Sir Ernest Murrant at the Furness, Withy annual meeting on 17/9/46 (reported in "Fairplay", 19/9/46). "I am aware that in referring

(Continued on Page 17)



SEA CADET NOTES

NAVY LEAGUE SEA CADET CORPS (Voluntary) N.S.W.

W. L. HAMMER, S.S.D., D.S.E.O.

"VICTORY" DEPOT, North Sydney (J. A. Williams, C.O.).

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"PERTH" (late "Vendetta"), Manly (P. H. Tobitt, C.O.).

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"SIRIUS" DEPOT, Connell's Point (R. Cristofani, Act'g. C.O.).

"CANBERRA" DEPOT, Orange, (J. P. Finegan, C.O.).

"ENDEAVOUR" DEPOT, Domain, (J. Joyner, C.O.).

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

On a recent Saturday, the Cadets of the St. George Navy League Depot "Sirius" went to sea in the true sense of the word. Two capable former R.A.N.V.R. Skippers, Messrs. Bert Gray and R. Davenport, made available ex Naval Auxiliary Patrol Boats, "Rawene" and "Rambler" respectively, and took the boys down Botany Bay through the heads out into the Tasman. A moderate southerly was blowing with the result that a nice roll was experienced. Although it was the first time a number of Cadets had been outside they all proved good sailors and the services of Sick Bay were not required.

Each boy was thrilled when called upon to take the wheel and they displayed much skill.

The generous action of both Mr. Gray and Mr. Davenport is greatly appreciated by the League as well as by the Cadets.

The earth weighs 5,000,000,000,000,000,000 tons.

It is understood that the Rev. L. W. Farr of Ashfield has accepted the Hon. Chaplaincy of the N.S.W. Sea Cadet Corps.

Mr. John Roberts of Lewisham has given most useful service to the League. On numerous occasions he has generously placed his car at the service of S.C. Commander Hammer when visiting Sea Cadet depots on duty. Thank you, Mr. Roberts.

S.C. Lt.-Commander V. Lloyd has been appointed Acting Commanding Officer of N.L.T.D. "Victory", North Sydney.

S.C. Commander P. Tobitt, accompanied by Mrs. Tobitt, has been absent from Manly enjoying his Annual Leave.

S.C. Lt.-Commander Crosskill of N.L.T.D. "Warrego" started the Whaler Race on the occasion of the R.S. Yacht Squadron Regatta. The event was won by "Warrego", with "Australia" crew second and "Endeavour" third. It is regretted that "Perth" (Manly) was unable to start its whaler in the race, but the unit is congratulated on its fine muster of cadets to witness the contest between the other boats and crews.

Dedication of the N.L. Sea Cadet Colours took place on Sunday, 13th October. The Rev. L. W. Farr conducted the ceremony.

Many thanks to the C.O. of the "Sydney" Training Depot, Snapper Island, for the temporary loan of a whaler for our "Endeavour" unit.

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SHIPPING NEWS FROM OVERSEAS— (Continued from Page 11).

to high costs and excessive delays many of us nowadays are inclined to think and speak in general terms, and also that 'excessive' is after all a comparative term. I will therefore endeavour to be a little more particular, even though exact comparisons are frequently difficult to find and more difficult to analyse. Shipbuilding costs, for example, are frequently stated to be 'more than 100 per cent.' in excess of pre-war. An illustration of this is that we in fact offered a builder 100 per cent. more for an exact duplicate of a ship contracted for in 1938, and he declined it. That is to say, he required a basic or estimated price in excess of double the exact cost of the 1938 contract, and even so his basic or estimated price was still to be subject to any increase in wages or cost of materials between the date of his quotation and final completion of the ship.

"In another actual case we have been notified of increased costs since the date of the contract, due to rises in wages and materials, amounting to some £80,000 in respect of a ship which has not yet been launched. The delivery of that ship will be at least six months behind estimate and the final cost seems likely to be

considerably more than 125 per cent. over a comparative 1939 price. The position is pretty much the same in regard to repairs. A ship which we had every reason to hope would complete her post-war overhaul in a matter of weeks, in fact took over four months, and although we have not yet received the final bill we do at least know it will be more than double what was anticipated, and so far as that incident concerns the accounts before you, eight months' profitable operation was turned into a loss of £35,000 for the year."

The delays complained of are ascribed to many causes—labour difficulties, shortage of materials, shortage of labour and of paint among them. The shipbuilding edition of the "Journal of Commerce", 5/9/48, wrote that "the greatest spoiler of records is industrial stoppages"; and on the same page the paper quoted three examples, two from the North-east Coast and one from the Clyde. A week later, on 12/9/48, the same paper quoted further instances of threatened trouble at shipyards. The iron and steel trade reports in this paper refer frequently to the difficulties experienced by the foundries in meeting delivery obligations; on 5/8/48 it was stated that "demands for steel are far in excess of quantities available"; and again, on 19/9/48, that "shipments to overseas customers

have had to be curtailed owing to the intense pressure for larger supplies of commodities for urgent home requirements. "... The persistent pressure for bigger deliveries of the various classes of steel is greater than producers can cope with." On 26/9/48 the report from the North-east Coast stated: "Both in shipbuilding and repairing the dearth of certain materials is not only slowing up work but is causing serious concern to executives. One in the industry described the position as desperate, the bottleneck being in non-ferrous metals, especially lead. Of course, house-building is the greatest competitor here, and with so much Government control still exercised it is clearly to the interest of Government policy that ships building for export should not be delayed by factors of this kind." The same report continued: "The Tyne now accommodates the 'Strathaird', which has arrived for overhaul and reconversion, to take eight months. In fact, this is the biggest job of its kind in the river for a very long time. Calling heavily upon labour in the finishing trades, of which there is not sufficient, and upon

materials which are none too plentiful, there will be much hard work and worry to maintain the original schedule."

Shortage of paint may seem a minor point, but in fact it is the subject of a half-column in the "Journal of Commerce" shipbuilding edition for 12/9/48. "Acute shortage of paint is now being experienced in Scottish engineering and shipbuilding to an extent which threatens to reduce activity on vital work, and in some instances to stop it. . . . A typical instance might be where a shipyard is engaged on the completion of a ship. The need for paint is evident and it is normally granted, but only after a considerable routine of form-filling and requests and the loss of anything up to one month while a central control operates. The only effect of the control in such instances is to delay the delivery of the required materials by up to three weeks, according to one manufacturer. Knowing that the paint will be ultimately granted for such purposes, there would seem to be little point in such delay."

(Continued Over)

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SHIPPING NEWS FROM OVERSEAS— (Continued from Page 17).

On the subject of port delays, there have been many complaints of the difficulty of getting berths to discharge at Singapore, and of slow work and congestion on the wharves. One of the latest appeared in the "Scotsman" of 24/8/46. A ship's officer had just written to the "Straits Times" about his recent experience. His ship, carrying food cargoes from India, had in 41 months "made two voyages, of which 33 days were spent at sea, 31 days loading in India, and 69 days at anchor in Singapore roads or unloading." Another ship's officer wrote: "We are lying at anchor with 5000 tons of Australian foodstuffs, and it appears that we must wait for two or three weeks to get a wharf at which to unload."

Similar stories come from the Argentine and Brazil. On 28/8/46 the "Shipping World" commented that "It is with trepidation that owners dispatch their ships to the Plate at all. The silos now belong to and are operated by the Argentine Government, and the charterers of tonnage loading in the Plate have no control of the supply of grain to or from the silos. They cannot load a cargo until an export licence has been obtained from the authorities, and many ships are kept idle for weeks on end awaiting the necessary permit. The "Times of Argentina", commenting a fortnight ago on the position, mentioned that 160 vessels were lying at the Argentine ports, most of them 'wasting their time and eating up enormous sums in port dues while waiting for unnecessarily delayed export permits.'

"When a vessel arrives in the Plate to load, there is complete uncertainty as to when an export permit for her cargo will be granted. If lucky the owner will meet with no delay, but often his ship will be idle for weeks. No one can explain the rules upon which the authorities are working, but the general principle as explained by General Peron is that vessels arriving empty will return empty. . . . Owners of all nationalities will either avoid the River Plate or require rates of freight sufficient to cover the vicissitudes which may be met with at Argentine ports. They have to be prepared for delay in licences, unexpected new taxes and unforeseen rises in the cost of labour and other port expenses."

From Brazil, the "Times", 24/9/46, reports that congested conditions at Santos have now

reached such an acute stage that the British and Continental lines have decided "to follow the example of the United States lines and impose a surcharge of 25 per cent. This is to be levied on the freight rates on all imports into, and exports from, the port by ships loading on and after October 1. It may go some way to meet heavier additional expenses incurred during delays, but it would not compensate the lines for the serious loss of time incurred at the port by ships, many of which, built in recent years, are larger and faster than the vessels they replace and cost more to build and maintain. Valuable ships have had to wait many days for discharging and loading berths, and when they have been able to go alongside quays the working of cargo has been slow." The "Shipping World" of 11/9/46 discussed the same problem and attributed much of the trouble to the prevailing high wages. "The cost and standard of living is lower at this port than at Rio de Janeiro, and stevedores have had their wages so much increased that their simple weekly wants can be supplied by the earnings of two or three days. So why should they work any more? The phenomenon is not unknown outside the boundaries of the port of Santos. . . . It appears that the high wages paid for stevedores at Santos are seducing skilled workers such as motor drivers and mechanics from their proper jobs of working and servicing the road transport of the port. The resulting shortcomings of the motor truck service is causing congestion at the sheds. Obstructive and inefficient work by the Customs officials is said to be a contributory reason for the piling up of goods which ought to be on the move. We are told that the present exaggerated tendency for prices to rise induces some merchants to hold their imports for a better market, and goods are thus left to clutter the Dock Company's sheds."

Stevedore's wages are obviously reflected in the cost of stevedoring to the shipowner: It is an interesting comment that Sir Ernest Murrant, in his speech (already quoted) at the Furness, Withy annual meeting, said that "stevedoring costs are on average up by 100 per cent, to 150 per cent., and similar increases, differing widely in various parts of the world, apply in the cases of stores, provisions, insurance, etc."

The coal position lies at the back of many of the other troubles which shipowners have to face at the present time. In nearly every report on the iron and steel trades (quoted on page 3) there is mention of the part which coal shortage plays in the difficulty in meeting delivery re-

quirements. One of the reasons frequently quoted for delay in shipbuilding and repair work is the amount of conversion work from coal to oil-burning which is on hand in the yards; some owners have had this work put in hand on ships actually building, a recent case being the S.S. "Tinto", just launched for Ellerman's Wilson Line ("Shipbuilding and Shipping Record", 5/9/46).

There is the further difficulty of getting bunkers. It used to be the general practice for British ships to take bunkers in this country for an outward voyage and, where they were known to be returning immediately to this country, for the homeward voyage also. Ships are now asked to take in only sufficient bunkers for the outward voyage and to bunker overseas for the return, and during the winter of last year ships were even asked to bunker abroad for the round voyage to this country and back to an overseas port. This inevitably means loss of carrying capacity and therefore reduces the earning capacity of the ship. At the same time, bunkers taken overseas are generally much more expensive than those bought here. Prices quoted recently in the "Shipping World", 25/9/46, and "Shipbuilding and Shipping Record", 26/9/46, were as follows:—

	per ton
Singapore (American coal only available)	£10 5 0
Chinwangtao (Kailan coal)	£6 2 6
Cape Town (Natal coal)	£2 3 3
Durban (Natal coal)	£1 12 10
South American Ports (Natal coal) ..	£6 0 0
Hampton Roads (U.S.A. coal)	\$8.03
South Wales	(about) £2 9 0

Even at these prices coal is scarce in many parts of the world; the same issue of the "Shipping World" specifies shortages at South African ports, Colombo, Hong Kong and Shanghai; and time spent in waiting for bunkers is one of the causes of port delays.

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On top of all this is the fact that much of the coal which owners are forced to use is of poor and volatile nature, and is the cause of reduced speed as well as of many furnace and boiler troubles. Mr. Lawrence Holt was quoted in the "Shipping World" of 11/9/46 as saying that cases have occurred "where a 14-knot ship, because of the inferior quality of the coal supplied, has had to reduce speed to 10 knots for the last few days of her voyage in order to make port with sufficient reserves for emergency. The average consumption of this inferior coal has shown a 26 per cent. increase over the normal pre-war figure, while the ash tally percentage has been as much as 27 per cent. The poor quality coal has also resulted in increased repair bills because of damage to boilers, and there has been one case of a ship having to shut down a boiler at sea."

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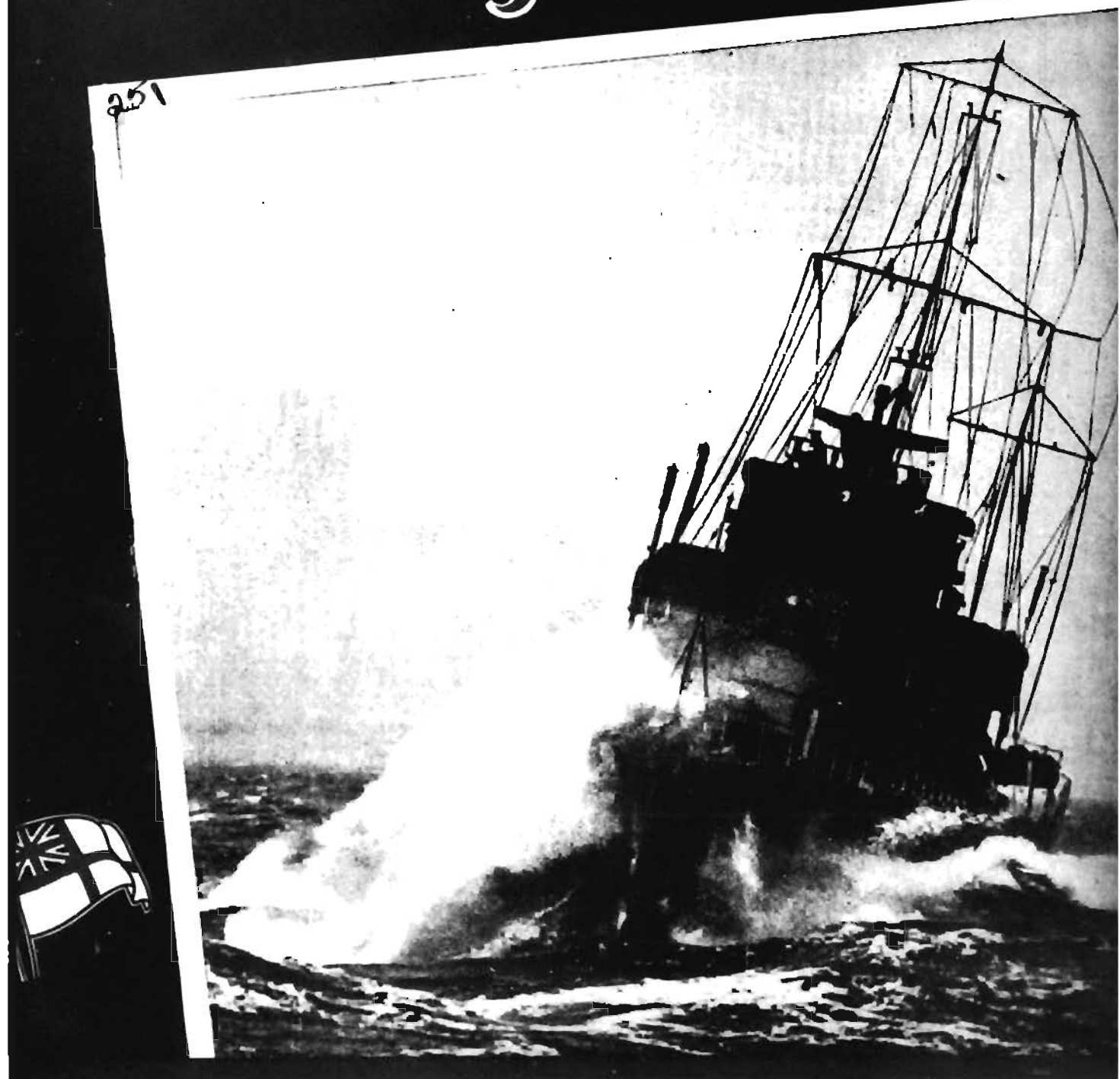
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John's 1st Epistle, Chapter 5, Verse 12: "He that hath the Son (Jesus) hath life (Eternal). He that hath not the Son of God HATH NOT LIFE."

By the foregoing it should be clear that there is no access to God or Heaven except through our Lord Jesus Christ.

As YOUR Eternal Welfare is dependent upon YOUR acceptance or rejection of GOD'S WAY OF SALVATION—BE WISE AND BE SAVED through our Lord Jesus Christ.

Remember . . .

Jesus has already died on the Cross for YOUR sins and paid the price that you might have Eternal Life.

YOUR PART is to repent and have faith that will lead you to acknowledge Jesus Christ as your Saviour and Lord. SEE 1 PETER 3:18.

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THE MOTTO of the NAVY LEAGUE is "KEEP WATCH." Human behaviour throughout the world being what it is, the Navy League still adheres to its "KEEP WATCH" attitude.

When the 1914-1918 War closed, the parent Navy League in England and its branches in the Dominions of Australia and New Zealand, and its affiliated Leagues in the Dominions of Canada and South Africa did not regard their work as ended despite disapproval by certain sections of the public. How right the steadfast attitude of the League had been was abundantly clear when World War 2 unleashed its terrors on a bewildered world. Niggardly governments had side-stepped the needs of the Royal Navy on this or that pretext, for example, the "world had been made safe for democracy", and a powerful and costly Navy would no longer serve a useful purpose. Fortunately for Britain and the Dominions and Colonies, a generally sane Press, sane counsels in high places outside Cabinets, and organizations of the Navy League brand did much to check any wholesale whittling down of the Navy's strength, with the lucky result that when the blast of war in 1939 roared across the world, the Royal Navy weathered it and shared victory, nobly assisted by the Air Force and by the dogged Merchant Navy personnel. The Royal Navy and its co-partners from Australia, Canada, and New Zealand held on high the Allied flag till the Naval and Air Power of the United States and the military might of Russia eased the strain and ultimately overcame all opposition of the aggressor nations.

World War 2 is quickly receding into the shadows of forgetfulness; the idealists are again abroad; aggressors have died like felons on the scaffold, and in a little while the memory of them and of the heroes too, fades away.

Human behaviour in its fundamentals is slow-changing, so slow that a century passes without recording sufficient change to be resolved by any known method of analysis. Seeing these truths in mind and forecasting further clashes of ideologies before the "Kingdom of Heaven is established on earth", the Navy League continues to advise "KEEP WATCH". The preparedness of a nation is no threat to peace, on the contrary it could be a deterrent to any nation seeking a motive for aggression.

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28/C/44

AUSTRALIA AND THE SEA LANES

By Lt-Commander Geoffrey Rawson, R.A.N., in "The Navy".

The idea of the influence of sea power on History is so deeply rooted in the British consciousness that the revelations regarding the omnipotence of the atomic bomb came as a distinct shock to Service experts and to layman alike.

The British people have never doubted, until now, that the Navy was the sure shield and bulwark, not only of their "silver isle" but of the British Empire of which it remains the heart and core. This unquestioning confidence had existed for four centuries; it was a tradition; more, it was the basis of policy; it was a foundation upon which British defence was erected. The greatest names in Britain's intellectual history were Shakespeare and Newton; the greatest names in Britain's popular history were Drake and Nelson, the embodiment of her sea power.

This profound belief in the might, majesty, and dominion of the Navy was even more firmly entrenched in the minds of our distant kinsmen overseas. They not only shared it, but held to it with conviction even greater than that of the people of Britain themselves. They were afar off; they were lonely, isolated, separated, and they were separated from the Home Fortress, not by land, but by sea. If they needed or looked for help, it would come by sea; in point of fact, the seas and the oceans did not separate them; they joined them. "Hands across the seas." Australia in particular had this idea, this conviction very deeply rooted in her consciousness.

Australia had been discovered by the Navy, by Captain Cook, R.N. Sydney had been colonized by the Navy under Captain Phillip, R.N., who discovered Sydney harbour. It was the presence of the Navy in those very early days which warned away French ships which so quickly appeared on the scene, the first Governors were all Captains in the Navy. Sydney, Melbourne, Adelaide, Perth, Brisbane, were all on the ocean front, facing the sea; they grew up and developed peacefully under the watchful care of the Navy until they attained manhood, nationhood. Very naturally, they decided that they must have their own Navy to make its contribution to the great Imperial weapon, their own branches of the Navy League to aid the good cause, their own Sea Cadets and Sea Scouts to train the young idea.

It is not surprising therefore that, despite the fact of its being a great land mass with people's eyes turned constantly towards the interior land, they should also be directed outwards to the exterior seas. Nor is it surprising that the revelations regarding the atom bomb should have caused misgivings and some unsettlement in the minds of the Australian people.

Will sea power, maritime power, no longer have its influence on Australian history? Is the short life of the Royal Australian Navy, after 30 years, to be thus suddenly ended? Are armies, air forces no longer of any avail? Has the atom bomb made everything obsolete?

If so, then what?

Australia's commitments and responsibilities have been in no way lessened but rather increased in this New Age. She is not only a great dominion but a new force in world affairs, a Pacific power joined with New Zealand in a Pacific pact.

She understands, too, that Britain "can no longer carry the heavy burdens of the past." With the other Dominions, she must undertake some of them. The old basis that each Dominion should be responsible for its own local defence has given way to a new and larger conception—to what is known as Regional Defence. A joint Mission has been established in Melbourne to study these matters on the spot, a Mission with British, New Zealand and other representatives. Four Australian Generals have come to Britain for the Imperial Defence conference at Camberley, conducted by Lord Montgomery; the Empire Science and Defence Committee in Britain, attended by Australian representatives from all three Services, has recently concluded its deliberations; the basic principles of modern war in the atomic age are being thought out and worked out, and a tactical military doctrine to meet the new conditions is being evolved.

Empire machinery for a common defence organisation is slowly emerging, allied with the new strategic conceptions based on the recent tours of Field-Marshal Lord Alanbrooke and Lord Montgomery to see conditions in the Middle East for themselves. Perhaps also the decentralisation of arsenals and munitions factories will take on a larger spread throughout the Empire.

(Continued overleaf)

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AUSTRALIA AND THE SEA LANES (Continued)

Australia is now very advanced industrially; there is talk also that the "great open spaces" of the interior of the continent may be ideally suited to new experimental grounds for rocket-bombs and other devices, and for manoeuvring grounds for a new type of Armoured Division.

The Battles of Midway and of the Coral Sea, which were actions at sea between aircraft carriers, and the results of which decisively ended the Japanese attempts at a seaborne invasion of Australia, caused a considerable impression, demonstrating the value of aircraft carriers to an Australian naval force.

Australia is concerned not only with the safety of her own shores but also with the safety of her seaborne trade. Commonwealth has become a vast granary able to export considerable and increasing shipments of food. Her interest in these cargoes does not end when they leave Australian ports. They require protection along the whole length of the sea lanes of the Pacific, Indian and other oceans. Trade protection will continue to be essential, even in an atomic age; and not only for exports. For many years to come, Australia will be an importer on a large scale, and all imports, except small airborne parcels, will be carried to her ports in ships.

So both her exports and her imports must be seaborne; they have got to be carried along the sea lanes, bomb or no bomb. This long thin line of peaceful shipping, engaged on its lawful occasions, will require protection, not necessarily from atom bombs, for it is difficult to see how dispersed and isolated ships could be a suitable target for atom bombs, but against the traditional enemies, raiders, mines, U-boats, aircraft, etc.

If Australia is to continue to deliver the goods, the goods must be shepherded and protected. Even in the anarchy and chaos of a bomb-devastated world people will need to eat.

It may be anticipated therefore that the New Ideas of defence will not be so greatly divorced from the Old Ideas. The New Weapon is no doubt revolutionary but the principles of war remain.

No doubt also fuel oil will continue to be an essential material of war, or for preventing war. Australia has no fuel oil, no flow oil—yet.

R.N. SUBMARINE TO EXERCISE WITH R.A.N.



Once every three months a British submarine will join the Australian squadron for special schools in anti-submarine and radar work. H.M.S. "Truncheon" from Hong Kong for the first school under this scheme.

It must continue to be imported from Balk Papan, from Abadan, and it must continue to be brought in ships, along ship lanes which will require protection.

Everywhere one looks, and however one looks at the problem, the old matter of the "sea affair" raises its insistent head, particularly to a people inhabiting a continent with a coastline 12,000 miles in length, a continent which is also the world's largest island. Furthermore, even if the atom bomb prove to be all-powerful, there are not wanting means to deter those who might wish to use it. And in the event, rocket sites

could be counter-bombed, radar control jammed, enemy devices met and countered.

By the mere fact of the close integration of her own defence system with that of Britain and the rest of the Empire, Australia is able to move with the times and to keep abreast with all that is in progress. She does not stand alone; she is no isolated unit but part and parcel of a world-wide organisation, organised to keep the peace. It is an impressive machine, this, which has often lagged behind and sometimes creaked heavily. It has lost many battles in its long history, but it always seems to have been equal to the task of winning the last.

THE NAVY LEAGUE

His Majesty the King is the Patron of the Navy League. The League was founded in London fifty-two years ago. To-day branches of the parent body function in New South Wales, Victoria, South Australia and throughout the British Empire.

The League is a voluntary, patriotic, non-political and non-sectarian association of peoples, desirous of rendering to the British Empire the greatest possible service, particularly in connection with all matters concerning the sea.

The League is especially interested in boys between the ages of 10 and 17 years. It encourages them to consider loyalty and discipline as indispensable to the highest form of citizenship. The League also seeks to voluntarily

train such lads in seamanship and in allied nautical subjects, including Morse and Semaphore signalling.

The League does not ask the boys to adopt the sea as a career, that is for themselves in consultation with their parents or guardians to determine, but it is ready to assist them in any reasonable manner should they decide to go to sea.

The League with the late Admiral of the Fleet, Earl Jellicoe, believes that such nautical training as it gives helps to keep alive the sea spirit of our race which, in a Maritime Empire, is of paramount importance.

The Executive Committee of the Navy League, N.S.W. Branch extends its heartiest Christmas and New Year wishes to its members and to all the Officers and Cadets of the SEA CADET CORPS.

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OVERSEAS NEWS

DEFENCE

Generally speaking, the British Press has let the wrangles of the Paris Conference go by without pointed references to the requirements of British security: but on 23/10/46 the correspondent on the Baltic Exchange of "Syren and Shipping" devoted his column to a survey of current events from the standpoint of a shipping man. The pace of business today made it difficult, if not impossible, for a busy man to give the old attention to international events, and in particular to foreign affairs; since these would influence shipping more, perhaps, than any other industry, this was dangerous. It might be impossible to estimate the effect on any individual of the momentous changes now in progress, but

a knowledge of the broad principles at stake was essential to any planning for the future. The writer continued:—"One of the greatest fundamental changes in international affairs is undoubtedly that affecting the balance of power in international politics. In Europe, the elimination of Germany and her satellites as a power to be reckoned for many years to come, has suddenly confronted us with the immensity of Russia and her enormous potential in the world picture, both economically and politically. Although even her most rabid opponents can hardly bring themselves to credit her with a wish to embark upon a new war, suspicion is only natural when so little information is forth-

(Continued on page 11)



In Empire Air Development

FIRST Aerial Service in Eastern Australia . . . by Chedville to Cloncurry, hence "Queensland and Northern Territory Aerial Services" Q.A.N.T.A.S. . . . 1922

FIRST Aircraft to be manufactured in Australia under license from overseas . . . a DH50A, built by Qantas at Longreach . . . 1926

FIRST Flying Doctor service established in Australia by Qantas at Cloncurry . . . 1928

FIRST Official experimental Airmail between Australia and Britain, in association with Imperial Airways . . . 1931

FIRST Four-engined Plane used in Australia . . . by Qantas on Brisbane-Singapore service (a DH44) . . . 1932

FIRST Through Flying Boat service to Singapore by Qantas, and—in association with Imperial Airways—to London . . . 1938

FIRST Regular Crossing of the Indian Ocean . . . the world's longest air hop by Qantas in association with I.O.A.C. with Catalines . . . 1943

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OVERSEAS NEWS (Continued from page 9)

coming as to the actual conditions prevailing behind the "iron curtain." The British Empire takes stock of its bases and lines of communication as a natural safeguard against the tentacles of the Russian octopus, and, to the credit of its foreign policy, stands firm upon vital subjects such as the Danube or the Dardanelles. The Mediterranean assumes a new and greater importance to us than ever before . . .

The outstanding event of the month in the defence sphere, however, was the publication of the White Paper on the Co-ordination of Defence, which coincided with the announcement of Cabinet changes on 5/10/48. Its welcome in the press was on the whole cautiously favourable. The "Times", 5/10/48, concluded a leading article which had analysed carefully the proposals put forward:—" . . . Taken altogether the White Paper offers a well considered and well drafted plan which promises serious and scientific study of the needs of defence and competent organisation to meet them. It brings the experience of war to the service of security in time of peace, and bears the imprint of Ministers, not least, perhaps, of the Prime Minister, who shared with their colleagues in the Coalition Cabinet the day-to-day study of the requirements of a nation at war."

The "Liverpool Post" wrote:—"It is satisfactory, too, that there should be a separate Ministry of Defence, and that it should be of much wider scope than the unfortunate pre-war Ministry for the Co-ordination of Defence. In the war we learnt much about the value of inter-Service co-operation. The development of atomic warfare makes it all the more important that this co-operation should be continued in peacetime, and the new Ministry should ensure that this will now be achieved. The provisions ensuring close contact with the Dominions are also timely, and should be greeted with as much approbation in the Dominion countries as in Great Britain. This is a time, as we all know, when there is no immediate danger of war. But that does not mean that Britain can discard her armed strength. She must remain strong in peacetime, and the new Ministry of Defence should materially assist her in this essential matter." The note of warning was sounded most clearly by the "Birmingham Post" also 5/10/48:—" . . . let us offer Mr. Alexander congratulations and good wishes . . . Cer-

tainly we can think of no member of the Cabinet more likely to make a success of a new and most difficult task. What precisely is that task? It is to be Minister of Defence, with the Prime Minister in the background, in those years of peace which, even now, have to be concerned with precautions against possible years of war; and when war comes, to be the loyal adviser but only adviser, of a Prime Minister who, if war comes, will himself be Minister of Defence. It is to co-ordinate directly, in the days of preparation, not only the activities of Service Departments by the competing claims of production for prosperity but production as an insurance against catastrophe. It is to bring to a common focus the defence efforts of Great Britain and her Dominions and her colonies—always taking into account the varying conditions and ambitions inside Commonwealth and Empire. It is to ensure—and here the closest co-operation with the Foreign Office is essential—that we are always in a position to meet our diplomatic commitments, particularly our pledges to the United Nations. Those who read the White Paper carefully will appraise for themselves the virtues and the possible faults of the elaborate machinery established to make this Ministry of Defence even possible. But whether the machinery works efficiently or fairly well or not at all will depend on the Minister and the permanent staff he collects. Ultimately, of course, most of the matters are for Cabinet decision—in theory. In practice, Cabinet and Prime Minister are bound to be influenced most powerfully by the Defence Minister's earlier policy and immediate advice. More than that, it is inevitable that even in war time, when the Prime Minister automatically takes over the Defence portfolio, only a very strong Prime Minister will be willing or able to make dispositions—military, industrial, economic, financial—that run counter to peacetime planning. To say all that is not to say that the new Ministry is not needed. On the contrary, the last war showed (though we enjoyed and employed the unrivalled abilities of Mr. Churchill in a dual part) that some such organisation is imperative in modern conditions. It is to warn Mr. Alexander, though, of the difficulty of his high task; and the Cabinet of the need to watch the actual running of new and complicated machinery."

The principal point on which anxiety was felt was the arrangements for consultation with the Dominions. The full range of press comment on the debate in the House of Commons

OVERSEAS NEWS (Concluded)

on 30th and 31st October has yet to come to hand; but it is clear from the "Times," 1/11/46, that this anxiety is not entirely allayed. " . . . Many members felt that the proposed facilities for consultation through liaison officers, though in the right direction, do not go far enough. Strategy demands decision, which is something much more than consultation. It is precisely to ensure decision in United Kingdom defence planning that the Ministry of Defence is being set up; and its creation naturally stimulates the demand for decision over the wider and not less vital field. The Dominions, however, have their own foreign policy, and therefore necessarily their separate defence policies as well. That each should undertake the defence of its own territory, or its own region, is not in itself a sufficient principle of common action, for it leaves undetermined the most fundamental question of all—how the lines of communication between them are to be defended. This in the nineteenth century was the function of the Royal Navy; and the Imperial Conference of 1926 in effect declared that the responsibility must continue to rest upon Great Britain. Although that resolution is now manifestly out of date, it has never been rescinded; and the consideration of how defence obligations of the Commonwealth are to be redistributed among the partners ac-

which their very survival may come to depend, remains to be squarely faced. The institution in Great Britain of a Minister of Defence with concentrated authority over strategy by sea, land and air does not solve the problem, but it will certainly help to pose it in unambiguous terms."

A British ship costing £175 per day to run before the war, now costs £450 daily. No wonder freights and fares have to be increased.

An American, writing in "Fortune" says:—"If British coal exports were at pre-war level, Argentina might be more tractable, Italy more disposed to forget her hard peace treaty, France persuaded to abandon her demand for Ruhr coal regardless of German ability to send it, and the world measurably nearer to recovery."

British buyers recently paid £130 a ton for Argentine linseed oil. Before the war the average price was £20 a ton. High-class paint today reflects the rocketing prices of linseed oil.

The Shipping Press in maritime countries is illuminating regarding shipping delays being experienced in nearly all the most frequented ports of the world. Whether it is a post-war phase or a permanent disease only the future will reveal. Higher costs and prices are certain, according to their present capacities, a question on

CANADA'S NEW NAVAL POWER

A great deal has been said, in one way or another about the importance of Sea Power. Never has it been shown more clearly than in the war against Japan. From the day when the Japanese, with great treachery, and without any declaration of war, attacked the American naval base at Pearl Harbour until, bombarded by sea, and bombed by carrier-borne planes, the Japanese home islands began to feel the weight of avenging steel from British and American ships, the key to victory in the Pacific has been entirely in the hands of the Navies concerned.

Whilst it is true that the tremendous new weapon possessed by the two great Anglo-Saxon Allies, and known as the "atomic bomb" almost certainly brought about the final surrender of the Japanese, it remains a fact that this bomb could never have been launched if the United States forces had not captured first the base from which the bombers went forth.

Whilst Japan held the Command of the Sea in the Pacific area, her ships moved at will, and her troops were carried to the very doorstep of Australia. The whole forward movement of the terrible Japanese invasions was made possible by the strength of her Navy. When the tide was turned, it was because the United States—and later the British—were able to send huge fleets which recovered the Command of the Sea, and thus brought about the final victory.

We know now, from what Mr. Churchill told, that if it had not been for the development of the atomic bomb, an attack upon Japan would

have been launched in greater strength than has ever been known in the world before. It was expected that it might have cost over one million lives! Only Command of the Sea would have made such an attack possible.

In the fleet which was to have carried out this vast operation there would have been sixty ships of the Royal Canadian Navy. Of these, two would have been cruisers, two would have been aircraft carriers, and the remainder of the force was to have been made up of destroyers of the most modern types, and frigates.

Many people felt, after the war with Germany was over, that the fleet that Canada was getting ready for the Pacific war was less powerful than that which had been used against the submarines in the Atlantic and elsewhere. Actually this idea was entirely wrong. It was a different kind of fleet, but it was far more powerful.

In the aircraft carriers, it would have contained the two largest warships that Canada has ever had. The cruisers, UGANDA and ONTARIO, are amongst the finest in the world. The destroyers, which would have been a powerful little force by themselves, would have included ships whose names were already made famous in the hard fighting in the English Channel—HAIDA, HURON, IROQUOIS, SIOUX and ALGONQUIN. With them was to be the first destroyer ever built in Canada, H.M.C.S. MICMAC. In addition to these, eight fine new destroyers built in Britain, were included in the Navy's plans for the Pacific war fleet, and there (Continued on page 16)

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Wool loading on the waterfront. In the "Fort Min-gan", shown above, 17,000 bales are being sent to Antwerp and France.

CANADA'S NEW NAVAL POWER

(Continued from page 13)

were to be thirty-six frigates—all splendid new ships, splendidly suited for their particular tasks of convoy escort.

This fleet is of very particular interest to Canadians today, for—with perhaps a few changes—it may be taken as the fleet which Canada will try to maintain in the years of peace ahead. We cannot possibly tell what are going to be the naval needs of our country in years to come, but we can all surely understand that the maintenance of a modern fleet—even though it is smaller by far than those of our powerful Allies—is of the greatest importance.

Those who have read this booklet through will have realized, if they did not know it before, how much the future of our country depends upon ships. Not only upon the ships that fight, but also upon the ships that carry—the unromantic cargo vessels which are the working bees of the great waters, and in whose holds are borne the goods whose exchange is the source of our prosperity, if not indeed the very life of the nation.

We have come out of this greatest war in history into a new world, a world whose shape no man can guess to-day. The invention of amazing new weapons, the discovery of the tremendous new forces, of radar, of the vast strength of the mighty unleashed atom, seem certain to alter the whole course of the history of mankind.

Time was when Canadians, safe in the knowledge of the distance which lay between their magnificent country and their possible enemies might, perhaps, with some reason argue that that distance alone gave them their security. But in these last years all these things have changed, and we can no longer rely upon our geographical position to protect us in the event of another war.

It may well be, indeed it seems likely, that the kind of fleet that we now possess will have to undergo many changes as time moves on, and as new discoveries of science affect methods of national defence. But unless we retain that force which we now have, and use it to train the fighting seamen of the future, and modernize it constantly as new scientific developments may demand, we shall find ourselves forever

relying upon others for our safety, and thus failing in our bounden duty to our own beloved land.

A Navy costs much to maintain. It costs money, and great effort, and it asks the devotion of fine men—but who will say that, in the past, the cause of justice would have triumphed had not the people of the British Commonwealth and the United States succeeded in eventually gaining, and holding, Command of the Sea?

Whatever the Navy of the future may be—whether it becomes a gigantic submarine fleet, or a fleet of super aircraft carriers carrying machines and weapons of which we know nothing to-day—its duty will be unchanged: To hold the seas for our lawful occasions, and to deny its use to our enemies. Such a Navy can only grow from sound beginnings. It cannot be built overnight. We have those sound beginnings now. To let them go, and to rely upon chance good fortune for the future naval defence of our country would be to fail in our duty as one of the United Nations pledged to maintain peace and good order, and—worse still!—to risk the loss of all that we have fought so hard to preserve in these last terrible years of war.

The Navy is here. Let us all see to it that it is here to stay!

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NIGHT ACTION TO PRISON CAMP

Experiences related by Mr. T. Mooney, Petty Officer in "Perth"

Continued from November Issue.

After three months the Japs decided we should sign a paper to say that we wouldn't attempt to escape. They sent the paper along, but we said that we wouldn't sign it—at least we said we would sign it if we could add a piece at the bottom, something about "whereas that it doesn't affect our allegiance to his Majesty the King." The Japs said that that would be quite O.K., but one of the higher officers saw through it, and said "No." Then they put the screws on—there were a lot of bashings, and they made us spring immediately to attention when they appeared. They made us stand to attention while they slapped us. But we still wouldn't sign the paper. Then they marched all the officers out of the camp and away from us altogether, and then said we had to sign the paper, but we still hung out and refused. Then they told us that if we did not sign the paper our life would not be guaranteed, and Brigadier Blackburn issued orders that, on account of the sick men, he would take the responsibility if we signed it—so we did.

Up to this time we had front line soldiers guarding us, but then they changed to Korean guards. The front line soldiers didn't like the Koreans, and they told them that we had hung a couple of their soldiers up to trees, and that made the Koreans rather frightened of us. After that there was bashing after bashing, some of them very bad.

Then we had, so we were informed, to give in our previous occupation. Well, I didn't want to commit myself in the electrical sphere, because I would have been shipped off to Japan. I said I was a public servant, which, after all, is quite true. Then they asked where was your place of employment, and said, "what do you do?" I said "Read meters." They said "What do you get, what pay?" I told them "£12 per week." There wasn't a man there who said he was getting under £10 per week. From time to time they would still spring these occupational sheets on you, and you had to be very careful that you put the same thing as you had previously. Some of the lads we had were wiremen, and I warned them just to put down their occupations as able seamen, but they said what they were, and they finished up being shipped off to Japan to work in factories there. They were tricked into it. Some of the E.R.As. put "engine room assistants," but luckily for

us it was the Army running the show, and they didn't pick it up. If there had been any of the Jap navy men around they probably would have done something about it. Finally we were told that we were going to build a railway line for the Japanese Emperor, and they tagged us all with cards, and shipped us off.

We had a wireless set in the camp, and knew everything that was going on—there were wireless sets built into brooms, and table legs, and so on. One or two men used to listen, and gave out the screeed about midnight every night. We knew all about the Coral Sea battle, and the attacks on Darwin. The funny part was when they started to give us daily news. We got the news sheet for the Coral Sea battle, and when we weighed it up we tumbled to it that the Jap had used our figures to portray his own action. From then on we used to read between the lines and reverse the figures, and we got the news the way it should have been. They gave us an issue of Australian flour, and allowed us to make 3 oz. loaves from it. And we had tins of sausages, so we opened the sausages and put the wireless parts in the tins and sealed the lids. We packed the valves in loaves of bread, and each man carried one. We took the wireless into Burma that way, and assembled it again.

At Batavia we were put into a ship, packed into a hold at the rate of a thousand men to a hold—it was impossible to lay down there were so many of us. The perspiration was awful, and the heat terrific. We were about five days going from Batavia to Singapore, and they took us to Changi. We thought we would only be there about 24 hours. We were all ready to go again when we were told that a mistake had been made, but we have to be ready to move at a moment's notice. This went on for three months. Brigadier Gallagher, who was in Changi, knew that the Perth boys, and some other Australians, had arrived there, and asked the Japs to allow them to go into the Australian area. The Nips agreed to this, and we were able to share in some Red Cross stuff they had allowed into the camp. The A.I.F. lads shared them with us. While we were in Changi we got news of the desert fighting. Then the Japs decided that we should depart for Burma, and one morning we got out and into motor trucks, each truck under the care of a guard.

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NIGHT ACTION TO PRISON CAMP (Continued)

We went overland through Malaya by train. It was a slow trip, and we took time crossing the temporary bridges which had had to be erected. We got to Penang, where two ships were waiting, one the *Mool Maru*, about 5,000 tons, and another about 10,000 tons. We waited in the harbour for about three days, and then left for Moulmein. About a day out of Moulmein, about 4 o'clock one morning, when we were on the upper deck, I said to my mate "I can see a plane," and there it was. It was a Fortress, and she came over dropping bombs. The first stick wasn't meant for us, but I dived down the hold. A Lieutenant stayed up on deck, and gave us a running commentary of all that went on. The other ship was hit, and went down in a matter of seconds. There were 500 Japs in one hold, and it got a direct hit from a 500 lb. bomb, so they had a lb. each. Out of 1,000 Dutchmen on board only 30 lost their lives. The ship just opened up like a banana, and down she went. We cruised round and picked up the survivors. We had another air raid scare the next day, and five Dutchmen jumped over the side. We had to hang round and pick them up, and missed the tide in the Salween River, so we had to stay there all day, an absolute sifter for any planes that came over. After the other ship was attacked the day before we were attacked, and there were about 40 killed—Japanese, Dutch and Australians. There were quite a lot of wounded, and the Japs didn't worry much about them, but we had a lot of medical supplies, and could treat them ourselves. We got up the river about 4 o'clock the next day, and were put in the Moulmein gaol. It was bitterly cold, and we had nothing to keep us warm. They gave us a bit of a feed of cabbage and rice.

We were at Moulmein for seven days, and then were put on a train and sent up to Thabakuhit. We marched up to the 80 kilo. and then started on the railroad. We were ill clothed and ill fed, and we worked practically from daylight to dark, coolie fashion. We built embankments simply with baskets on our shoulders. We had to move 2.5 metres per day per man. It was pretty good digging, and some of the boys used to hop in and get the work done.

and they'd march us back about 3 o'clock in the afternoon, but they woke up to that and said that we had to do more, and they kept on making it more and more until it was an absolutely impossible task. We were there a month, and then they took us up by motor truck to the 80 kilo. march. There they picked out the sick and sent them to a base camp. When we got to the 100 kilo. it was just a camp in the jungle. We had to tear down timber and build embankments, cutting culverts and building bridges. Everything came out of the jungle; we blew the ballast out, and cut timber from the side of the hills. The railroad was built to an old British survey.

We were in that camp for about six weeks, and then we marched from that to the next camp. It was a nightmare march—we had sick men suffering from terrible ulcers, dysentery and beri beri, and we had to march over mountains and down valleys to get to the camp. There were about 1,700 of us, Dutch, American and Australian. After we were there they got pretty savage. The wet season set in, and bridges were washed away, and we had to mend them. We were existing on rice and a sort of white bean—we had rice and bean water for dinner, and rice and bean for next meal. Every few days they would kill a bullock—for 1,700 men; we didn't see any of the meat, but it gave the beans a little flavour.

Then camp cholera and dysentery hit us. Some of the men got ulcers which used to extend from below the knee to the ankle, an awful gaping sore sometimes so deep that the bone was exposed. We used to trick the Japs into giving us injections for cholera—they were pretty good with cholera injections because they knew how dangerous it was, but they were rather tight with quinine. When we did get it it was in the form of plain powder, which is much harder to take. Some of the lads couldn't take it, and some wouldn't, and we lost about 500 men in that camp while we were there. They were turning the heat on us. We built back to peg 92, working from the 100 kilo., and then on to peg 103. We were there from May until round about September, doing that part, which was our section of the line. By this time it had been linked up at Niki, and in September they were running the line. There were thousands of persons working along the line—over 100,000 natives as well as 50,000 white men, and about 23,000 lost their lives.

They decided to send us to Tamakhan in Thailand. That, too, was a nightmare trip, sometimes it took three days, sometimes 7 days. When we got there it was alongside a big steel span bridge, 8 or 9 spans, across the Mellu River, and our camp was in between this bridge and an anti-aircraft position of the Japs. Our bombers came over regularly, and the ack-ack would have a go at them.

In November, 1944, I had been sent up further into the jungle about 70 or 80 kilometres, and we heard that the planes had come over and blown up the bridge, and some bombs had dropped in the camp and killed about 16 men. I think the planes came from the Chittagong or Calcutta area—they were Liberators and Fortresses. While I was at Kinsaya they bombed the line beautifully. They had dropped pamphlets addressed to all British soldiers along the line, and told us what had been done in Germany. They said Germany was on her knees, and said they were coming and coming fast. It was twelve months later before they arrived. There was quite a bit of bombing and machine gunning round the ack-ack site. I was on building a road, and had quite a bit of fever when I was there.

From there we were shifted back to Chungkai, which wasn't bad as camps go. We were there 4 or 5 days, and then shifted to Kashe where they were going to build a big aerodrome. All these places are near Bangkok. The day I was shifted our fellows decided to come over and do up the bridge and ack-ack camp. They came in and did a beautiful pattern bombing of the ack-ack position and wiped it out to a gun. Then they came in and did a low level machine gun attack right over the top of us. They peeled off and came in in a low level attack having a go at the steel bridge. Some of the bombs didn't go off, and when we saw them we noticed that they had "American Army, 1942" stamped on them. As soon as the raid was over we had to immediately start repairing the bridge, and pull the bombs out of the mud. I didn't feel so good to be working near the bombs not knowing whether they might suddenly go off. I was working alongside a 500 lb. bomb—I imagined I could hear it ticking all the time.

Then they put us in a train and moved us to Ratburi and then we had to march from Ratburi to a camp at Pitchanburi, about 94 kilometres. We were in pretty poor condition, and we had to do it at a rate of 20-25 kilos.

(Continued on page 27)

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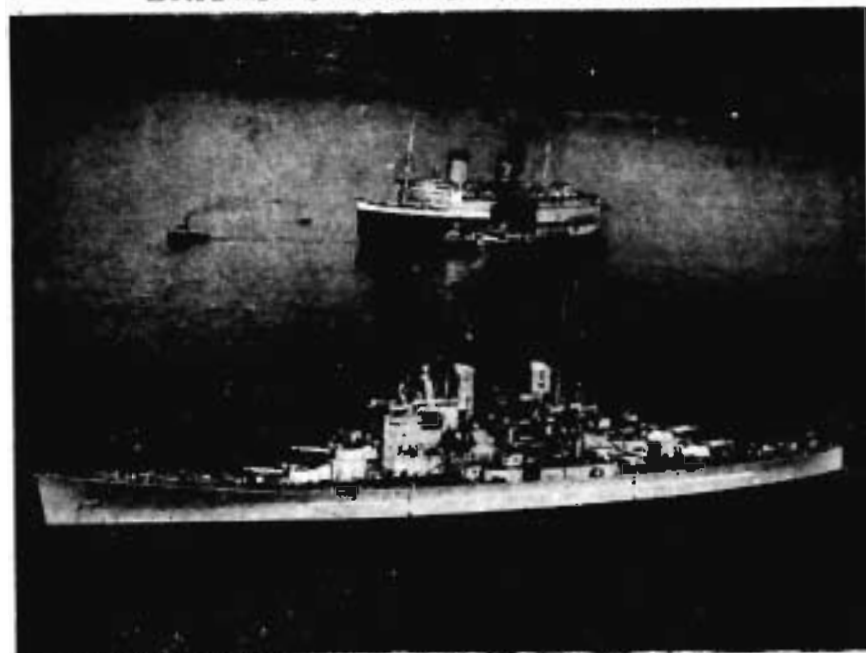
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NIGHT ACTION TO PRISON CAMP (Continued from page 25)

each night. We hid in the jungle during the day, and then started off at night. When the Japs who were with us got tired we were allowed to stop and rest too. Our men were mostly going bare-footed. Then we had to build an aerodrome for the Jap Air Force. It was really a beautiful drome—1000 metres long and 250 metres wide, and all hand made. We blew the stone out, and then fitted it in, and covered it with soil and fine stuff, and then planted it with couch grass. The Nips never landed a plane on that drome, much to our satisfaction; the first plane that landed on it was an American plane which flew us out.

Our planes had been coming over regularly, and we thought things were getting pretty close. Some of our fellows had escaped, and we heard

later that a paratroop camp had established itself about three months before about 30 kilos. from us. They were Americans, ready to come down and liberate us. We used to hear a plane flying round at night-time, about midnight. We could hear planes coming and going, and we were always ready. In daytime we always used to get out and show ourselves so they could see who we were; the Japs used to go for their lives to get in shelter. One time a big flight of Libs. were coming dead for our camp, and they just peeled off and went round the side as if to say that they knew we were there.

The Japs had been pushing to finish the aerodrome, and then suddenly ceased work about 11 o'clock in the morning, which seemed very strange. Next day there was no work, and the next day no work. One night in the moonlight we were saying that we thought it was over.

NIGHT ACTION TO PRISON CAMP

—Continued

The Japs had been hinting about "talkie-talks" going on. All of a sudden we could hear the heavy drone of the big boys coming. We listened to see if they dropped any bombs, and while we listened the Japs were chasing us into our huts. There was no sound of any bombs. The Japs said it must be envoys moving about—well, as far as we were concerned there must have been a lot of envoys!

The next day the war was over, but the Japs wouldn't tell us. The Japs sent trucks up to Bangkok, and started pushing supplies into us. Then the American paratroop officer came into the camp, bristling with more guns than Wild Bill Hickock, and took charge of the place. He told the Nips where to get off. I walked round among some of the men, and I don't mind telling you I shed a tear or two, and so

did they. Then they flew us to Bangkok from the aerodrome. All the sick, and all the "Parti" lads were flown out of there—I think the soldiers got together and considered that we had earned the right to fly out first for the job we had done. They always said we'd done a wonderful job. So, after we had flown out, unfortunately for them, the Australians were stopped being flown out.

At Rangoon we went to a British Hospital, and the nurses and sisters at the hospital were marvellous to us—they couldn't do enough for us, and they fed us up with the sort of food we hadn't seen for years. There were the finest doctors there to look after us. They gave us each one bottle of beer a day, and after that one bottle some of the boys would be as if they'd been on it all day long.

When the plane landed on the aerodrome at Rangoon there were ambulances there waiting for us, and they backed right up to the plane and they lifted us in, and we never even got our feet wet. It was a beautiful day when we left Thailand but as we went across the Bay of Bengal it was raining. At Rangoon they drove us to a reception camp and the WASBIES (a sort of Women's Service) had tables spread out for us. It was a wonderful sight, the first bread we had seen for 3 years and 8 months, and the first time we had seen butter too. We were all as hungry as hunters, but one woman cornered me and started to talk, and, of course, I had to be a gentleman. But we did appreciate everything, and the women were all so glad to see us.

While we were prisoners we practised sabotage, in a quiet way, as much as we could. We

used to plant white ants in the railway bridges, and if it was left to us to gauge the line we would not do it right down to tin tacks. If we had to build huts for the Japanese officers we would leave them a good share of body lice and bugs. We stole everything we could lay our hands on. We used to sabotage tools—we bent shovels, and broke the handles of things. Once we burnt every tool in camp in a bonfire. When fitting bolts we used to say that they weren't long enough, so we'd saw them in half and poke a piece in each end, and the Japs thought it was rather a clever idea.

I was through it all, and I think, as far as I am concerned, the Australians were tops. The Jap spirit was failing, not ours. We went out to work singing, and sang coming home. There was one thing, though—we didn't dwell too much on home or our people, because if we started to worry about that it got us down, and we just pined away, so we had to forget it.

The mentality of the Japanese soldier always amazed us; they were, on the whole, no better than 12 years old. About 1944 the Japs received a lot of Christmas parcels from Japan, and I wouldn't give the things they got to a 10 year old lad. There were little dolls, and miniature kites and tissue paper fish. They got as much kick out of playing with the dolls and flying the kites as we would from a parcel from home and a bottle of beer.

Our staple diet was rice, and, when they could get it, a bit of meat—when we could we used to waylay a bullock in the jungle and kill it. We stole the Japs' dried fish, and we used to find a big weed which we used to boil

up with goul-malacca—it used to help get the rice down. That way, too, we used to get a little Vitamin C, which I think is the one that is found in green vegetables, and which we otherwise wouldn't have got. We men ate as much rice for one meal as you would cook for about half a dozen home here—that is, if we could get it. Some of the boys ate snake, a sort of rock python, and believe me, it's not bad. Some of them stole dynamite, and they would blow rivers, which were teeming with fish. We used to really believe that the fish came down in the rain, because after the wet season set in you would find carp wherever there was any water. We used to get eels too. The Japs had cooking oil, which we stole by opening the tins, getting out the oil, and refilling the tins with water and soldering the lids on again,

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NIGHT ACTION TO PRISON CAMP (Concluded)

then we put them back in the store. We were allowed about 10 tins of oil a month, and perhaps 4 or 5 tins of water.

At Kinsaya there was a Japanese Army Service Corps dump, and there were thousands of ducks there on a mountain stream. These ducks were never fed, and sometimes there used to be dead ones around. The Jap soldiers would give us the dead ducks, which we threw away and replaced with good ones—it was a good scheme, because if anyone asked where we had got the ducks we could say that the soldiers had given them to us.

We made sornbol with the duck and a little black pea, and the rind of some pork which we got. We'd boil the rice and then fry the duck, bean and rice in the oil from the rind of the pork. This was towards the end of the war.

We used to get a few dollars by selling tools, which we stole from the Japs, to the Burmese. The Japs could only count up to 5, and at night when we brought the tools home we had to put them in bundles of 5 for them to check them. If someone had sold a tool there would be a bundle of 4 which we would keep for the extreme end of the line. The Jap would then go along the line, and see the bundles of 5 and finally the bundle of 4. When he started to make a fuss about it, one lad would sneak along and get another one from a complete bundle and add it to the incomplete bundle, and then everything was all

right. It never occurred to the Nip what was happening. At Tamarkan some of the boys started to sell the tools by the bundles, and they got caught, and the Japs gave them life imprisonment in Changi gaol, but of course that ended when the war finished.

Another thing we missed was soap—in all the three years and 8 months that I was a prisoner, all the soap I saw totalled 4 ozs.

I grew a beard while I was a prisoner, and it saved me a lot of trouble, because when the Japs were mustering strong men for shipping to Japan I was always told I was too old, because of the grey hairs in my black beard.

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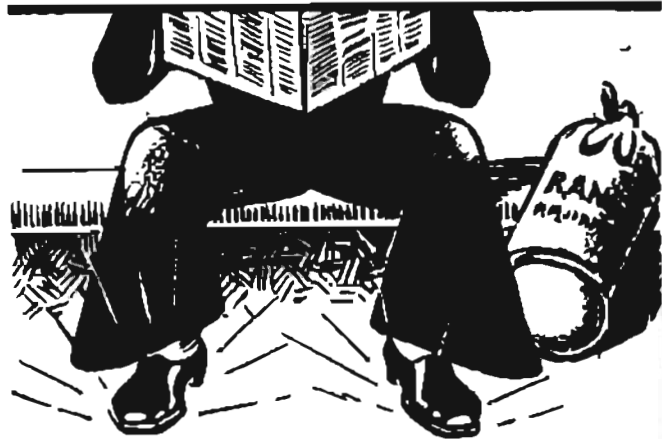
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