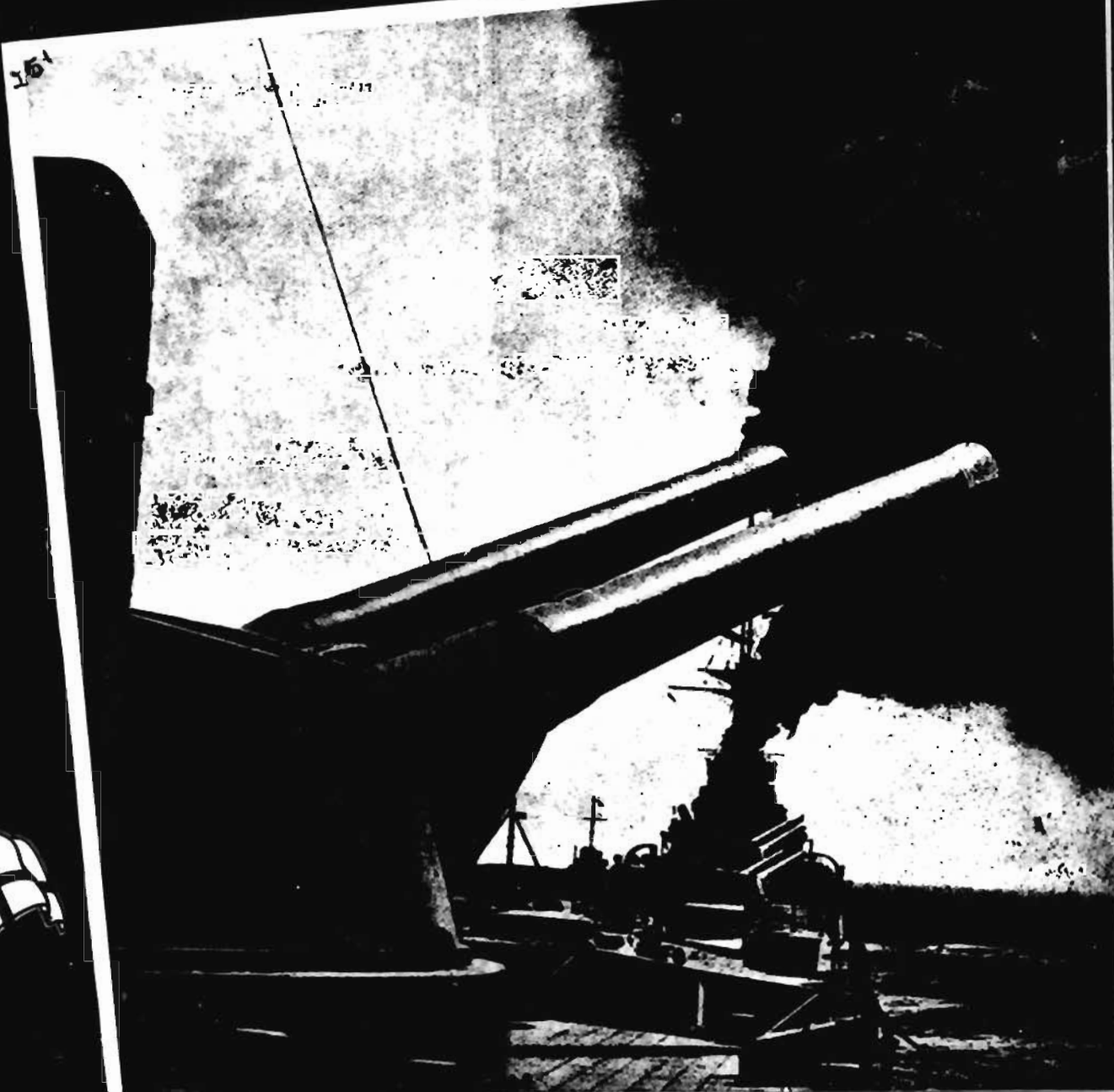


THE NAVY LEAGUE JOURNAL



N.S.W.

JULY, 1942

6d. MONTHLY



ROBERT HENDERSON LTD.

The Silk Store

156 PITT STREET

SYDNEY ————— N.S.W.

E. A. HARPER & SONS PTY. LTD.

HARBER STREET, ALEXANDRIA

Manufacturers of all descriptions of articles
in Sheet Metal, Stainless Steel, Copper,
Brass and Muntz Metal, Hospital Equipment,
Lockers, Sterilizers, Tanks, etc.

Protected Industry — Defence Work only

STAINLESS STEEL SINKS AND DRAINING
BOARDS A SPECIALITY

Government Contractors — State & Federal

P.O. Box 33, Alexandria

Phone: LA 3681 (4 lines)



Geared to Service
—since 1884

WILLIAM ADAMS AND COMPANY LIMITED have been serving the Australasian Engineering and Industrial Worlds for over half a century. We can supply engineering needs, including machinery, tools, steel of all descriptions, electrical requirements, and an extensive range of commodities illustrated in our catalogue.

**WILLIAM ADAMS
& COMPANY LIMITED**

175 Clarence Street, Sydney

Branches at—

MELBOURNE, BRISBANE, ADELAIDE and PERTH



MITCHELL LIBRARY
7 AUG 1942
SYDNEY.

THE NAVY LEAGUE JOURNAL

The Official Organ of the Navy League, N.S.W. Branch
Royal Exchange, 54a Pitt Street, Sydney—B 7808

Vol. 5.—No. 7

N.S.W., JULY, 1942

Price 6d.

REFLECTIONS

Those people who cling to the old belief that Britain can win the last battle after losing all those gone before, deceive themselves. To achieve final victory in a war of world proportions many battles must be won and won convincingly before the last great battle is fought.

Of the Allies the Russians have put up a magnificent and unexpected stand against their mighty opponents. For them no astronomical figuring to highest heaven and to the "Yes" men here on earth about what they are going to do sometime, somewhere. The Russians have certainly done their best to do it here and now.

Allied results in the field to date would appear to indicate the lack of those supreme qualities which are the hall-mark of great leadership namely, the combination of ability, imagination and ruthlessness. Since childhood one has heard that results only count, by results men are measured in life—yes, and even after their last breath.

The Allies' most pressing need at present is a crushing victory in the field and not in the debating chamber. Victory soon is essential to the maintenance of law and order among the diverse subject peoples largely comprising the Empire. Every military defeat is much more than the unfortunate loss of life, prisoners and material, it is the loss of prestige which most influences the minds of subject races.

(Continued overleaf)

REFLECTIONS.—Continued.

The Australian Broadcasting Commission saddles with unimportant Australian news while most people are anxiously waiting to hear the burning news from Europe and other fronts where titanic battles are shaking civilisation's foundations.

It is gathered from the U.S.A. radio broadcasts that during this year 1942, eight million tons of Merchant shipping will be completed for service. Assuming an average tonnage of 5,000 one thousand six hundred ships will be needed to fill the bill, with a vast number of seamen, comprising officers, engineers, greasers, oilers, deckhands and stewards, about 70,000 in all to man the ships for sea. Most of the parts necessary in the construction of the vessels will no doubt be fabricated in inland areas and assembled in the ship-yards. It means that if each Yard is capable of completing eight of these ships during the year, 200 Yards would be needed for the job. But the greatest problems would seem to be supplies of material, and men to man the ships when they are built.

In addition to Merchant Ships, the construction of vessels for the Navy must proceed apace and further large numbers of men trained to handle them when they leave the builders.

The Americans are used to big jobs, but this tonnage, and manning with seamen is going to tax the Nation's ingenuity to its limits.

We have been assured by American spokesmen that the Japanese have lost about half their cruiser strength as a result of successful U.S. action. Reports from the same source claim the sinking of at least six, possibly eight Japanese aircraft carriers (actually a greater number than Japan was known to have in commission at the outbreak of war). In the same context we are warned not to be over optimistic.

Well, if these reports of sinkings are facts, and not fictions, there is every justification in optimism in the belief that owing to the "negligible" Allied losses the time is near when the Japanese will be swept from the seas, certainly before they are able to replace the very severe losses of ships and planes claimed by our U.S. Allies.

SUSTAINED COURAGE

"Marine Engineer" writes:

"We frequently read of well-merited awards for bravery or for services of outstanding character in connection with deeds performed in the face of the enemy. But in this war, so far as Australia is concerned, all the awards appear to have been conferred on members of the three fighting services and in particular, to our gallant lads of the Air Force.

"But not a single award appears to have gone to any member of the Australian Merchant Navy. Surely the volunteer men of this great and indispensable service are worthy of some recognition, especially among those officers and men who, day after day and month after month in slow and almost unarmed ships, have been carrying war material and supplies to Port Moresby and Darwin through seas and 'narrows' subject to sudden and devastating attacks by the enemy; in fact, they have been attacked and many men have lost their lives. But in spite of all this, seamen and ships keep going, the constant strain is great, and is accentuated by coastal lighting restrictions, etc.

"The risk run by these seamen is reflected in life insurance premium rates.

"Surely, the unspectacular and sustained courage and the example of duty well done is worthy of the Nation's unstinted recognition."

(We fully agree, and invite the consideration of the Government to the matter.—Ed. N.L.J.)



His Excellency the Governor chatting to Cadet Smith, youngest member of the Navy League Sea Cadet Corps, and mascot of "Victory" Depot, North Sydney. Also seen in the picture are the Lady Wakehurst, Rear-Admiral Muirhead-Gould and Mr. J. Williams, O.C. "Victory" Depot.

Cadet Smith's father is serving in the Royal Australian Navy.

PATHS OF AGGRESSION

By Major-General Sir Digby Shuttleworth, K.C.I.E., C.B., C.B.E., D.S.O., in the "NAVY."

In a previous article it was considered that Hitler would try to seize by force the riches of the Ukraine and would attempt to occupy the Caucasian oilfields. If he were to be successful in this surprise attack and Russia should be defeated quickly, he would avoid a war upon two fronts. He knew that war with Russia would be popular with the German Army. The supplies of food, minerals, and oil which he would obtain would enable him to continue with his plans for the destruction of this country.

To-day after nine months of war, Russia is not only on her feet but is fighting back strongly. Hitler has occupied the Ukraine and the new oilfields of Romania and Ploesti, in the Ukraine,

but thanks to the scorched earth policy applied by Stalin he has secured very little loot.

This is because, for some time previous to June, 1941, Rumanian oil and petrol had been imported for the use of the Ukrainian factories. As far as is known, supplies of oil and petrol from the Tuapse terminal of the Caspian Sea pipe line to the Black Sea had not been used to take oil and petrol up to the Bug and Dnieper rivers, as is customary. This must have been because of a deliberate policy to prevent Hitler obtaining large reserves of stored oil, as occurred in France, Belgium and Holland. It is probable,

(Continued overleaf.)

PATHS OF AGGRESSION

(Continued.)

too, that the stocks of Rumanian oil in the factories of the Ukraine were kept as low as possible by Stalin.

If Hitler is in a position to do so he may continue his advance to the Caucasus. For argument's sake let us assume he is successful. If so, he would have to face two major problems. The first would be the reconstruction of the refineries, because the refineries at Baku and Grozny would be destroyed as thoroughly as were the refineries at Odessa, before the Germans occupied that port.

The second and larger problem would be the transportation of oil. Three pipe lines reach the Black Sea from the Caspian Sea. Of these, only one is built for crude oil. All three pipe lines cross difficult, or high country. At intervals pumping stations lift the oil along the pipes. These pumping stations would most certainly be destroyed. Alternatively, the Russians possess oil trucks, to a lifting capacity of some half million tons. These, too, would be destroyed. The possibilities of Hitler either refining, or transporting oil from the Caucasus, if he ever gets there, are less than they were before he attacked Russia in June, 1941.

If oil is his greatest immediate need he may attempt to reach Mosul and, later, the Persian oil fields, but even if he should succeed the same problems of refining and transporting oil would still have to be solved. To reach Mosul and the Persian oilfields Hitler may attempt to use air power to land troops in Syria, if he wishes to avoid antagonising Turkey. Should Hitler, however, decide to invade Turkey, he would be in a position to use the alternative approach to the Caucasus, south of the Black Sea. If so, he would have to fight his way through the defiles east of Erzerum which leads to Kars and Ardahan and the tableland of the Southern Caucasus. A truly formidable task against Turkish and Russian opposition. If Hitler does attack Turkey he may try to open the direct railway approach to Mosul via Nisabın, but here the railway threads its way through the Taurus mountains, across bridges and viaducts and through tunnels easy to destroy. The opposition which confronts Hitler to-day in his search for oil is far more form-

idable than in the summer of 1941, but the approach, via Syria, to Mosul would seem to be the easier line of advance.

Any consideration of the possibilities which confront Hitler should he decide to try and seize the oilfields, cannot ignore the Black Sea. During the recent fighting the German Army has captured Sebastopol. The Russians have facilities at Novorossiysk and Batoum, but the capture of Sebastopol makes the Black Sea position easier for Hitler. Hence the severity of the continued fighting in the Crimea, where Hitler is trying by land power to secure control over the sea supremacy which our Allies retain in the Black Sea.

It may be that Hitler aims to seize the Suez Canal, to open up direct sea communication with Japan. Possibly he hopes to obtain the services of the French Fleet to enable him to effect a junction with the Japanese Naval Forces in the Indian Ocean. Let us examine the Japanese end of any such plan.

It was in 1936 that Japan signed, with Germany, the Anti-Comintern Pact. She has had therefore nearly six years to plan and weigh up the risks. It is evident that the Japanese leaders consider that they can win this war, and it is evident, too, that they are prepared to face enormous risks.

It was in November, 1938, that the Japanese took the first step to carry out their part of the

plan. By occupying Canton they threatened Hong Kong and French Indo-China. This helped the Germans indirectly.

But in August, 1939, Germany signed a non-aggression pact with Russia, directly contrary to her 1936 agreement with Japan. This treacherous move undoubtedly made the Japanese pause.

In the spring of 1940 Germany over-ran Holland and informed Japan that she was not interested in the Dutch East Indies. Japan still held her hand, probably because she did not trust Germany, but also because she was not then ready to fight the States as well as ourselves.

In June, 1940, France fell, and Japan moved again. At the end of the year she had occupied French Indo-China. She forced the Vichy Gov-

AUTHENTIC NATIONAL SURVEY PROVES*
MOST DENTISTS
CHOOSE IPANA
for their own personal use
* Ask your dentist for the facts

Ipana with massage, is specially designed not only to clean teeth thoroughly, but to help invigorate the gums. So, massage a little extra Ipana onto your gums... whenever you brush your teeth.

Get a tube of Ipana to-day! Let the healthful dental habits of Ipana and massage help you to have brighter teeth, firmer gums, a lovelier, more radiant smile.

CHANGE TO

Ipana

TOOTH PASTE & GUM MASSAGE



THE STAFF OF LIFE . . .

is a **STURDIER STAFF** if spread with
NORCO BUTTER

Be sure to ask for—



"THE BUTTER OF PERFECTION"

Cockatoo Docks & Engineering Co. Pty. Ltd.

Contractors to . . .
H.M. AUSTRALIAN NAVY
Ship-builders, Marine & Engineers:
General

Inquiries invited
COCKATOO ISLAND
SYDNEY

Phone : W 1941 (10 lines)

ALL OUT



The multitude of uses of plywood in the War effort are not yet for publication. To all our friends whom we have failed in the supply of unessential goods, we offer our sincere thanks for their reasonable attitude, and hope to renew their acquaintance when the War is won.

FREDERICK ROSE LIMITED

MENTMORE AVENUE - ROSEBURY
MU 2471 ——— MA 6111

PATHS OF AGGRESSION

(Continued.)

erment to concede territory to Siam, which pleased Siam. The Japanese occupation threatened our position in the Malay States and Burma. It gave Japan tungsten, zinc, coal, and rubber, and opened the road to the rice of Siam, which was needed to feed the people of Japan. But there was Russia still to consider. Russia had reached an understanding with Germany—could not Japan do the same thing?

Mr. Matsuoka, at that time Prime Minister of Japan, went to Berlin in the spring of 1941, to secure the good offices of Hitler, and with his assistance, on the way back to Tokyo, Mr. Matsuoka signed a pact of non-aggression with Russia.

The ink of this agreement was hardly dry when Hitler double-crossed Japan for the second time by his treacherous attack on Russia in June, 1941. This caused the fall of Mr. Matsuoka and Japan paused once more.

Later, the German successes against Russia and their premature boastings of the early capture of Moscow and Leningrad, added to a policy of Economic Sanctions, which this country and the United States had applied against Japan, brought the extremists into power in Tokio.

The Japanese military leaders, who were now in power, decided to take a desperate step and declare war upon the United States and the British Empire. The treacherous attack upon Pearl Harbour contributed to the fall of Singapore, because this attack could not have been made by the Japanese without temporary naval supremacy in the Pacific.

By overrunning Malay, the Netherlands East Indies and Borneo, and by invading Burma, the Japanese have secured the oil, food, minerals and riches which they covet. The Allies have been denied an annual output of 10,000,000 tons of oil, so that the Japanese are in a strong position economically. But they still need iron and steel.

India, which possesses iron ore, manganese, and the largest iron and steel plant in the British Empire, offers another attractive prize. The annual output of the Tata Works was approaching 1,000,000 tons of pig iron and 1,000,000 tons of steel billets and bars just before the war began.

Although it would suit Hitler for the Japanese to attempt to overrun India, this would entail the risk of an attempt to secure naval control of

the Indian Ocean. Japanese commercial shipping has suffered severe losses already. Can they disperse their shipping still farther? Can their battleships venture into the Indian Ocean with the growing strength of the United States Navy on their flank? Still, the same seizure of Ceylon may be attempted by Japan. They may even try to seize Madagascar, it is said.

It is true, too, that the Japanese know that India was conquered by us with small forces. Will this knowledge lure them on to make the attempt? Will they be content with that or will they try and reach, through India, to Persia and Iraq? Will this expansion suit Japan, or will it merely assist Hitler.

Or, may the Japanese not prefer to attack Australia, to secure their position in the South-west Pacific? Is it impossible that they may attack the Russians to secure Vladivostok?

But whatever the Japanese may do sea power will decide their fate. Once their Navy is defeated, as it will be, inevitably, the Japanese menace will fade into history, smirched by treachery and cruelty.

EMERGENCY SIGNALS



Remembered the sailors' proverb. But there are distress signals other than the traditional ones—Kymatic hand signals for instance and reader's fatigue—signals that you need better light. Mazda lamps stay brighter longer. Ask for Mazda, the perfect lamp.

MAZDA
ELECTRIC LAMPS
The Most Brightest Lamps

Advt. of Australia General Electric Proprietary Ltd., Distributors for The British Thomson-Houston Co. Ltd., Eng.



The Clipper Ship "ARGONAUT"
(from the celebrated painting by J. Spurling)

Block by courtesy "S.M. Herald."

The present writer sailed with an able seaman who made two voyages in the "Argonaut." He said she was a fine, powerful ship, well-found and comfortable. The same seaman was in the "Eudora" when the crew was wrecked by the Captain on a certain Good Friday in a West Coast port. This is his story. "At five bells (5 a.m.) I was on duty. There was much grumbling by the men, who considered the day should be a holiday. After breakfast the mate referred them to the 'old man,' to whom he conveyed their request. The captain, clad in pyjamas, shortly appeared in the door-way at the break of the poop. Looking at the gathered seamen, he said: 'Well, men, what's your trouble?'

"'Well, Sir,' said the spokesman, 'this is Good Friday—a holiday.'"
"Ah, yes. It is Good Friday," reflected the Captain as if speaking to himself. "A holy day. A day of prayer and fasting."
"Well, Sir," said the spokesman hopefully, "we can kneel all day on the main deck in prayer and fasting, or you may carry on with your chipping and painting."
"They carried on."

AUSTRALIAN JOCKEY CLUB

(A.J.C.)

SYDNEY

THE NAVY

THE ARMY

THE AIR FORCE

Use ...
Exide
BATTERIES

POOLE & STEEL PTY. LTD.

43 STEPHEN STREET
BALMAIN
N.S.W.

GENERAL ENGINEERS
BOILERMAKERS
SHIPBUILDERS
DREDGE BUILDERS

Plans, Specifications and Estimates prepared
for Mining Dredges and Plant of all kinds.
Electric Welding and Oxy-Acetylene Work.

Telegrams:

"POOLSTEEL," BALMAIN, N.S.W.

Telephones: WB 1031, WB 1058

Vital*
-urgent*
-imperative*
Put all your Savings into
**£10 NATIONAL
SAVINGS BONDS**

Inserted in the interests of National
Security by ...

**PACIFIC CHENILLE-CRAFT
COMPANY**

220 HENDERSON RD.

ALEXANDRIA :: SYDNEY

WAR IN THE EASTERN SEAS

By H. C. FEBEARY

Although the war at sea has been world-wide from the start, the entry of Japan into the conflict has brought about a vast increase in the naval activity in the Eastern Seas. Where formerly the Allies had only to cope with sporadic surface raiders, now they have a full-scale major campaign on their hands. The world's three leading Navies are concerned and a tremendous struggle for command of the sea has opened.

It did not open well for the Allies. We may condemn as vigorously as we like the treachery of the Japanese in starting war-like movements three weeks or a month before they launched a blow. That does not mitigate the fact that they caught their opponents off guard. All we can do is to recognise the ill-effects and grit our teeth to meet any consequences.

The Japanese plan was a grandiose one. They prepared expeditions to ten widely separated points, and they launched the blows successively all the way from the Californian trade routes to Malaya. Outlying American bases like Guam, Wake Island and Midway Island were invested: the Dutch and British East Indies were attacked: Hong Kong was besieged: Thailand and Malaya were invaded.

In addition to these main blows, there were diversions whose importance in the whole scheme could only be guessed at. There was, indeed, need for big maps on which to study the whole problem as news of one operation after another came in from a "battle front" that was 12,000 miles in length from East to West, and stretched from North to South between the Arctic Circle and the North Coast of Australia.

This problem of distance is all important in the Eastern Seas.

The vast stretches of ocean that separate the land masses and the island groups in the Pacific make it inevitable that any war out there shall

be mainly naval. And the opening moves in the campaign made it quite clear that Japan's plan was to force their antagonists into dispersal of their fleets in an attempt to protect the many points that were attacked. There is always the danger in war that public opinion in a democracy may clamour for moves that are superficially comforting but are strategically unsound, and we have seen signs of that not only in the British Empire, but also in the United States in the early weeks of this struggle.

It may be said that the Japanese dispersed their ships in launching their expeditions. But it is to be noted that the only warships which have been identified are second-line units: Admiral Yamamoto's main squadron of eight battleships has not figured in the news at all, and was evidently kept intact, as it should be. The older Kongo class battleships were used as covering forces in the expeditions to Manila and to Malaya.

We have no evidence as yet as to the escort provided for the aircraft carriers from which most of the air attacks on outlying points in the Pacific have obviously been launched. But at the moment it appears probable that, except in the opening attack against Pearl Harbour, there has been little more than a small destroyer escort as an anti-submarine screen.

The American official bulletin about the events at Pearl Harbour indicated that between 150 and 300 aircraft took part in the attack. This is a very remarkable number. The most reliable information does not credit the comparatively small Japanese aircraft carriers with a capacity of more than 50 machines each, and even if we allow a war load of 80, it would still have been necessary to send five carriers on the expedition in order to launch 300 'planes. The Japanese Navy has no more than nine such vessels available, so far as we know, and in view of the widespread aerial attacks that have been carried out elsewhere, so large a concentration for the attack on Hawaii seems improbable. The explanation may be that the first waves of machines re-

(Continued overleaf.)

METAL MANUFACTURES LTD.

Port Kembla, N.S.W.



Makers of . . .
Non-Ferrous Wire and Stranded (antennae, cables, etc.)
Telephone Cables, Stranded Wire and Cables, etc.

SELLING AGENTS
(with Distributors in all States)

Wire, Cable, etc.
BRITISH INSULATED
CABLES LTD.
34-36 William St., Melbourne.
E.I.C. Bldg., Sydney

Cables & Stranded Wire
LUXEY SCRAP
& CO.
Cable, Wire, etc.
Kempster Bldg., Sydney

BIRT & COMPANY
(PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.
P.O. BOX 544 S. G.P.O.

Also at

64 Eagle Street, Brisbane; Musgrave Cold Stores,
Stanley Street, South Brisbane.

SHIPPING AND GENERAL AGENTS

MACHINE TOOLS
WOODWORKING MACHINERY
SMALL TOOLS
ENGINEERS' SUNDRIES

GOODALL & CO. PTY. LTD.

Machinery Merchants

301-305 KENT STREET — SYDNEY

Phone: B 7714 (5 lines)

WAR IN THE EASTERN SEAS

(Continued.)

turned to the carriers to refuel and reload and so formed later waves.

There is one aspect of the war in the Eastern seas about which we have, as yet, no information of value. This concerns the effect of the outbreak of hostilities so suddenly on the seaborne traffic that was moving peacefully and on its normal routes. Only one or two reports of the sinking or capture of merchant shipping have got through the American censorship at the time of writing. But it is evident that the big 2,000-ton submarines of the Japanese Navy were active, and at great distances from their bases. One which sank an American Army supply ship was 4,500 miles from its base, and so must have been despatched to its war station at least seventeen days before the start of hostilities.

This is all of a piece with the German despatch of their U-boats into the Atlantic during August 1939, a fortnight or more before war began. Fortunately, in that case, the British naval authorities were on their guard. Anti-submarine patrols were also in the Atlantic, carrying out exercises, and so the losses of merchant shipping in the opening weeks were no more than 189,000 tons, and the losses among the U-boats were a great deal higher than any of the German authorities liked.

It is most unlikely that this Japanese submarine was the only one at work or the only one that had a victim. And in addition to submarines, the Japanese Admiralty has long prepared auxiliary cruisers for work as surface raiders. In this side of the Eastern war there is news yet to come, and we must be prepared for it.

Events have shown how hard and how bitter will be the struggle afloat in this new phase of the war. The Japanese Navy is a far more formidable antagonist than the German Navy of to-day, and will make great demands on us, and on the Americans. We cannot afford slips or errors of judgment.

BUY WAR SAVINGS
CERTIFICATES

SEA CADET NOTES

Officers and Cadets of the Navy League made a splendid showing on the occasions of the Pageant of Patriotism organized by Station 2G in June and July. In a letter to the Secretary of the Navy League, Mr. Frank Grose expressed his appreciation of the Sea Cadets' co-operation and praised their smart appearance.

Mr. E. Barton (O.C. Manly N.L. Sea Cadets) writes: "The ashes of the late Stoker N. Robson, R.A.N., were scattered in the sea off Harbour on Sunday, 28th June. Stoker Robson met his death as a result of the Japanese submarine attack on Sydney Harbour recently. More than sixty League Cadets under Messrs. J. Williams (O.C. "Victory" Depot) and the O.C. Manly attended the impressive ceremony. "Victory" Depot's bugler, Cadet Adam, sounded the "Last Post" and after an interval of silence "Reveille". Claude Gidley (formerly C.P.O., Manly Cadets) is again on the high seas, serving in the Merchant Navy. Kevin Campbell, another old boy, is also in the Merchant Navy, we hope he will speedily be restored to health after his illness. Another old boy, Frank Soars, has been doing his bit in the Middle East and has recently returned to Australia.

Officers and Cadets of "Victory" Depot are always pleased to welcome old boys to the depot. Mr. Symonds was a recent visitor and greatly interested the cadets with a description of life in the Merchant Navy in the danger zone.

FIVE THOUSAND TONS WERE
LOST

By R. A. MOONEY, Merchant Navy.

He died not on the field of fame,
No fighting man was he;
No word of praise nor even name
Was heard by you or me.

He died not as a soldier dies
In uniform and armed;
In endless grave his body lies,
Lifeless and unmarked.

And yet he died as heroes do,
He died for you and me,
Unknown, unmourned, unmourned too,
He lived and died at sea.

Five thousand tons were lost they said,
A good ship gone said he,
No thought of men, of heroes dead,
Who died for you and me.

GLOBEX
BEEF EXTRACT

For appetising flavour, strength-building nourishment and economy in use . . . you can't beat GLOBEX. It contains the full strength and concentrated essence of the primest beef and it is made in a second.

Try it for soups, gravies, nourishing beef tea, and it makes really delicious sandwiches . . . but spread it thinly.

OBTAINABLE FROM ALL CHEMISTS AND STORES
1, 2, 4 and 8 oz. jars or 4 and 8 oz. containers

INVINCIBLE 1906
MOTORS PTY LIMITED 1942

53 North George Street, Sydney, Australia
Established in 1906

Telephone:

BW 2236

Telegrams:

"Vincos-Sydney"

"INVINCIBLE" MARINE and INDUSTRIAL
ENGINES are made in 16 Models—all FOUR-
CYCLE.

Write for 32-page illustrated Catalogue



THOMAS ROBINSON & SON PTY. LTD.

FLOURMILL AND WOODWORKING
ENGINEERS

160 Sussex Street
Sydney

Telephones: MA 2812, MA 4971

F. T. EASTMENT & SONS

M.U.I.O.O.F. Building

CASTLEREAGH STREET
SYDNEY

BUILDERS



**IT'S
YOUR FIGHT—
YOUR
MONEY
IS NEEDED NOW**
SERVING FOR
**NATIONAL
SAVINGS BONDS**

STRATEGIC CANALS

By E. H. BAXTER ("Nautical Magazine")

Nearly all naval actions of importance have taken place well away from land. A fighting fleet requires room to manoeuvre in, and it does not want to be distracted by artillery fire from coastal batteries. On account of possible aerial action from land bases, fleets may tend to seek action further away from land than they have done in the past. But there is one aspect of naval strategy which is closely connected with the land, and which may have great influence on naval matters in the future.

Canals were made for commercial purposes before the dawn of modern history. Their construction for strategical purposes is almost entirely modern. Boats have been carried overland, as in some of the Maori wars in New Zealand and in Central Africa during the Great War. Vessels have been built on inland waters, as in the case of small warships on the Canadian lakes during the wars with the U.S.A. To-day large canals are recognised to be important factors in naval warfare.

All the great Naval Powers to-day have maritime interests in more than one sea or ocean. The chief land masses of the world divide the waters without any consideration for human desires, but modern science has succeeded in driving canals through some favourable parts of the land. The strategic importance of these canals is enormous. They enable fleets to be transferred across land barriers, and to some extent in a naval sense they are the interior lines of communications which have been so carefully studied by military commanders in the past. In all war operations the ability to move forces rapidly to a desired point of concentration and maintain them there, or remove them, is of supreme value. But it is only in the last hundred years or less that the chief strategic ship canals have been built.

Two of the chief canals have been built on land which has been acquired by the constructing Powers from the original owners. In 1866 Prussia took the Schleswig-Holstein from Denmark on the grounds that (1) it had been a fief of the old German-Roman Empire; (2) some of the inhabitants were of German origin, spoke German, and desired to be under German rule; and, chiefly, (3) she wanted it! All of which has a curiously modern sound. In 1887 a ship canal was

commenced from Brunsbuttel at the mouth of the Elbe to Kiel on the Baltic. This was finished in 1895, but the increasing size of capital ships forced the German Government to enlarge it. The work began in 1908, and was finished shortly after the outbreak of the Great War. The canal saves about 600 miles of awkward navigation round Jutland, and the German Navy have found it very useful. Through it they can transfer their ships from the Baltic to the North Sea, or back, as necessary.

Panama was a State of Colombia, and that country granted permission to a French company under Ferdinand de Lesseps to construct a canal across the Isthmus in 1879. This company became bankrupt, and in 1902 offered to sell its property to the U.S.A. Since the middle of the nineteenth century the idea of a canal across Central America had interested many important men in the U.S.A., and for many years they had considered the respective merits of rival sites in Panama and Nicaragua. The latter was decided upon when the French company agreed to sell their assets. The Colombian Senate refused to ratify the new scheme. Late in 1903 the State of Panama revolted and declared its independence. The U.S.A. immediately stopped Colombian troops from quelling the insurgents, recognised the new independent State of Panama, and acquired the Canal Zone from it.

In 1904 the U.S.A. commenced the work of building the canal to join the two largest oceans. The first steamer passed through in August, 1914. The canal can take the largest capital ships, but the width of its locks was responsible for the limit of 35,000 tons being fixed for capital ships by treaties which are now obsolete. Its chief strategic importance is that the U.S.A. can transfer its fleet from one coast to the other without having to go round Cape Horn. Should there be any considerable increase in the size of capital ships the U.S.A. will either have to widen the locks or build a new canal across Nicaragua, a scheme they have contemplated several times.

The project of a canal to join the Mediterranean and the Indian Ocean occurred in the eighth century A.D., but it was not until 1859 that M. de Lesseps, whose name is connected with two of the most famous canals in the world, commenced

(Continued on page 14.)

AUSTRAL BRONZE COMPANY PTY. LIMITED

Established 1914

Head Office and Works:

O'Riordan Street, Alexandria, Sydney

MANUFACTURERS OF:

Copper Rods and Bars; Busbars for Electrical Work; Manganese Bronze Rods; Bars and Ingots; Extruded Brass; Architectural Bronze; Munz's Metal and Copper in Round, Square, Hexagon and Special Sections; Copper Plates and Rolled Copper Anodes; Aluminium Bronze Rods and Bars; Copper, Brass, Gilding Metal, Phosphor Bronze and Nickel Silver in Sheets and Strip.

Muntz Metal and Naval Brass Condenser Plates

Sheets and Sheetmetal

Manufacturers of (under licence)

Stena's Manganese Bronze for Marine Craft Propellers

Branch Office:

101-103 KING STREET, MELBOURNE



**FOLEY'S
SUPERFINE
BUTTER**

**BETTER BUTTER —
BETTER BUY IT**

SHOES . . .

The largest and most up-to-date Shoe Store in the District. Full and half sizes in all styles for men, women and children. Here you can choose your exact styles and fittings and secure it at a lower price than you would pay elsewhere.

Your inspection invites

A. BAGLEY & SON

"THE BOOT STORE"

211-213 BEAMISH ST., CAMPSIE. LF 3183

STRATEGIC CANALS

(Continued from page 12.)

the actual work. After many difficulties, chiefly of a financial nature, the canal was opened in 1869. How financial difficulties led to Great Britain obtaining a share in the control of the canal is fairly well known, and it appears that this matter of finance is a very important feature in the construction of all large canals. Work on such has been stopped for lack of money, but seldom, if ever, by technical obstacles. While the Suez Canal is internationalized we are in a position to exercise control over both ends of it.

The Canal du Midi, which connects the Atlantic with the Mediterranean, might become of vital importance if the Straits of Gibraltar became closed, and if it could take the largest ships. There are several canals which would assume considerable strategic importance if they could pass the largest capital ships. In Russia the Four Sea Ship Canal System is intended to unite the Baltic, White, Black and Caspian Seas. The Baltic and White Seas are already connected, and the efforts of the Russians to develop the Northern route from the White Sea to the Far East is an extension of the system, which would all be under Russian control. Had this canal existed during the Great War we could have sent submarines to the Baltic by Norway and the White Sea, thus avoiding the dangerous Kattegat. Another canal of small capacity which would be very useful if it could be enlarged is the Forth and Clyde Canal through which ships damaged in the North Sea could be quickly transferred to the great docks and repairing shops on the Clyde.

The defence of strategic canals has naturally occupied a good deal of naval activity. Several manoeuvres of the U.S.A. navy have been concerned with the defence of the Panama Canal. The ends of big canals are generally well protected. The chief reason why the U.S.A. bought three of the Virgin Islands from Denmark in 1917 was that they were useful as outposts to the Panama Canal. A canal must not only be guarded against attack from the sea but also against action by land, and in these days from the air. The Suez Canal is probably the most difficult to protect of any of the big canals. It is not hard to imagine conditions which would subject it to attack from both sides, and a stretch of 100 miles would be very difficult to guard adequately. Germany is in the happy condition of having her strategic canal entirely within her

own territory, while her nearest neighbours to it, Denmark and the Netherlands, are no menace.

The ends of big canals are frequently developed as naval stations or bases. The best naval defence of a canal is by the vigorous and aggressive use of a fleet based on it. In war the entrances to a canal unless properly guarded would be favourite places for a submarine attack on convoys. The ships of a convoy would have to wait their turn to pass a canal, and after passing they would have to wait while the convoy reformed. At such times a submarine, in the absence of anti-submarine forces, would probably have good chances.

In an emergency it might be possible for the locks of a canal to be used as temporary dry-docks. All the locks of the Panama Canal, for example, are double, so that a damaged ship might be patched in one without entirely stopping traffic. The land defences of a canal would give some protection to a fleet anchored in its approaches.

The loss of a canal would automatically transfer many of its advantages from the loser to the conqueror. If, for example, the U.S.A. lost the Panama Canal to a hostile Power, that Power would not only have acquired a naval station near its enemy, but would be in a position to attack either coast of the U.S.A., while the U.S.A. navy would either have to abandon one coast or to divide itself into two comparatively weak squadrons. The loss of the Suez Canal would force us to use the Cape route to India and the East, while an enemy fleet based on the canal, or near it, would be in a position to attack shipping from the Cape to India when it liked.

KING GEORGE'S FUND

The King George's Fund for Sailors to date amounts to £41,664/6/6. Donations may be sent to the hon. treasurer, 4 Bridge Street, Sydney.

JOIN NAVY LEAGUE NOW

SELLERS FABRICS PTY. LTD.

BOWDEN STREET
ALEXANDRIA, N.S.W.

Telephone: MX 1316

**Canvas and Duck
Manufacturers**

PAUL & GRAY LTD.

Ship Chandlers

82 SUSSEX STREET

Phone: BW 1851



**BACK THEM UP -
KEEP ON BUYING
WAR SAVINGS
CERTIFICATES**



The Navy League

N.S.W. Branch

Patron:

His Excellency The Governor of N.S.W.,
The Lord Wakehurst, K.C.M.G.

President:

Rear Admiral J. B. Stevenson, C.M.G.

Executive Committee:

T. H. Silk, M.L.C.E., M.L.N.A. (Chairman)

Sir Kelso King, S.S.D.

Commander F. W. Hinson, O.B.E.,
S.S.D.

Sir Thomas Gordon, Kt.

Commander S. W. Spain

Commander J. R. Patrick, R.D.

Hon. Treasurer:

Sir Kelso King, S.S.D. C. M. C. Shannon

Hon. Auditors:

Robertson, Crane and Gibbons

C. M. C. Shannon

W. A. Mackay

Sir Walter Carpenter, K.B.

J. L. Milson

S. Cooper, S.S.D.

Hon. Secretary:

Commander F. W. Hinson, O.B.E., S.S.D.

Secretary and Editor of Journal:

W. W. Beale, O.B.E.

AIMS AND OBJECTS

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

Its Objects are:

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

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

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

DUCON CONDENSERS

Condensers are an integral part of all wireless installations. Ducon Condensers are renowned for their reliability. On shipboard the lives of men depend upon the effective functioning of the wireless equipment. That is why Ducon Condensers are so often specified by radio engineers.

Ducon Condenser Pty. Ltd.

BOURKE STREET, WATERLOO, SYDNEY

ALSO AT MELBOURNE

Published monthly by the Navy League, N.S.W. Branch, at their offices, Royal Exchange, 14a Pitt Street, Sydney, and printed by Star Printery Pty. Ltd., 433 Kent Street, Sydney.

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 THE LORD JESUS CHRIST KNOW YOU? Or to put it more plainly: DO YOU KNOW THE LORD JESUS CHRIST? Unless your faith in God is through knowing the Lord Jesus Christ as your own personal 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."

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 (which includes complete pardon for your past sins)—BE WISE AND BE SAVED through our Lord Jesus Christ.

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

"HOW SHALL WE ESCAPE IF WE NEGLECT SO GREAT SALVATION." Hebrews 2:3.

Inserted by

CLAUDE GORDEN & CO. PTY. LTD.

Melbourne



• This advertisement has been inserted in the interests of National Security by ...

• **HARVEY TRINDER
(N.S.W.) PTY. LTD.**

ASSEMBLY HALL

Cr. YORK & JAMIESON STREETS
SYDNEY, N.S.W.



CAPSTAN
The Empire's
favourite
cigarette

We in Australia

are vitally concerned in the great struggle that still lies ahead—and must maintain and intensify our war efforts, each in our particular branch of the industrial life of the nation.

The important services being rendered by Thatcher & Oberg in providing timber supplies for Australia's Defence preparations are a vital and integral part of the war effort—an earnest and valuable contribution to ultimate victory.

**THATCHER
AND OBERG PTY. LTD.**

General Timber Merchants
Flooring Specialists

GARDENER'S ROAD - MASCOT

COOEE'S POLICY

Coo-ee's policy is plain and unvarnished—to give you the best possible merchandise at the lowest possible price. When you visit any of Coo-ee's stores you will be impressed by the quiet courtesy and attentive service of our Salesmen! Coo-ee is a friendly organisation! Shop at Coo-ee, and you can't go wrong.

If you find it inconvenient to call at any of our stores, send your orders by mail. We will attend to them promptly and efficiently! Remember, order by mail with complete confidence at Coo-ee!

COO-EE CLOTHING LIMITED

Head Office:

326-28 GEORGE STREET, SYDNEY

Stores at All Principal Suburbs and at
NEWCASTLE and WOLLONGONG

Always Ask For

Imperial
Hampé

The Delicious Meal-in-a-Moment



Flavour Sealed Ready-to-Serve!

Try it sliced or diced in a quick-serve salad or sizzling hot, fried for breakfast, lunch or tea.

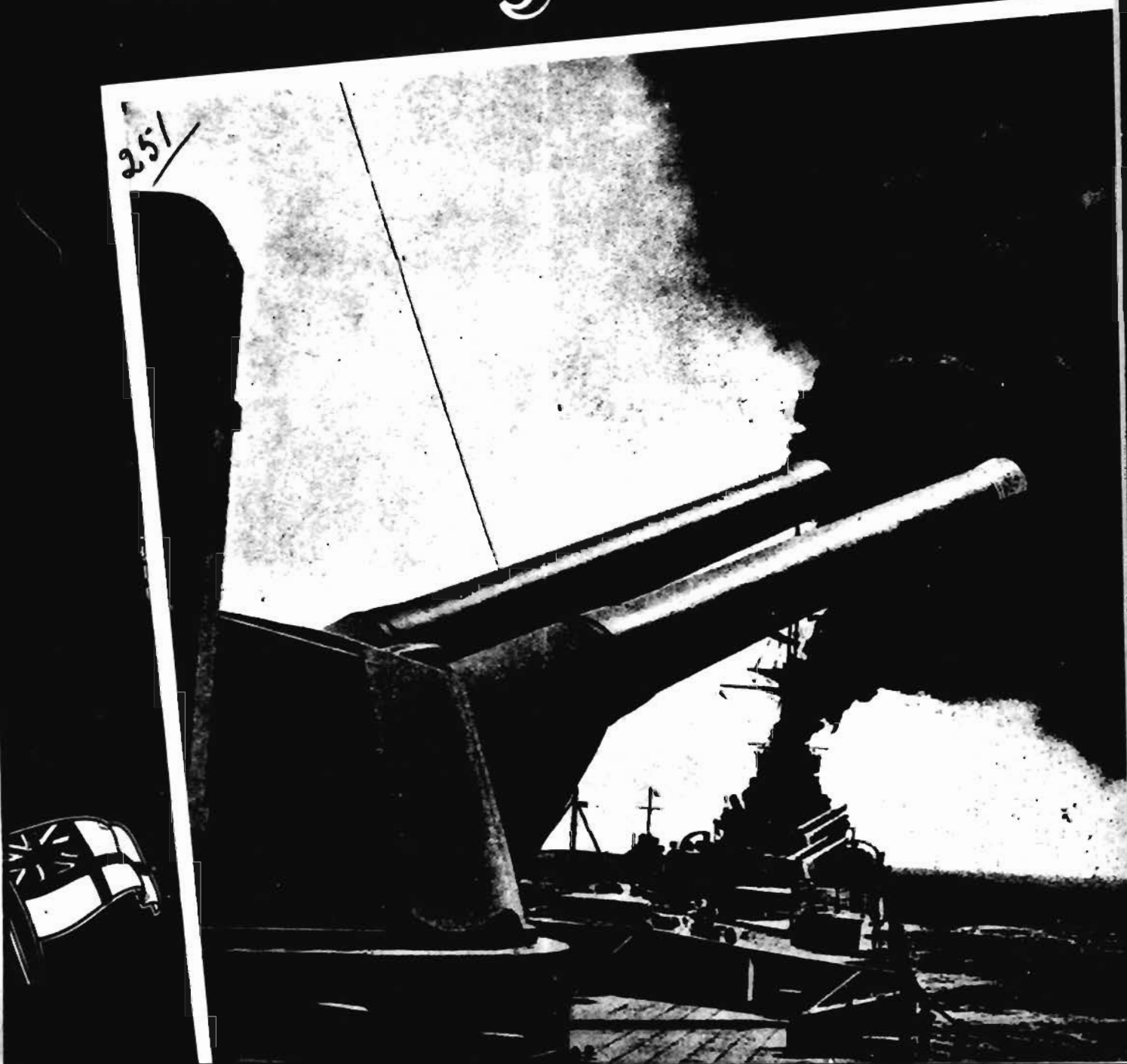
At grocers and stores everywhere. Ask for Hampe—pronounced Hamp-y.

Product of the Riverstone Meat Co., 5-7 O'Connell St., Sydney

THE NAVY

LEAGUE JOURNAL

251



N.S.W.

AUGUST, 1942

6d. MONTHLY

CAN A TEACUP TELL YOUR FORTUNE?

Perhaps! But the predictions of fortune tellers have a habit of being wrong. Good fortune is largely wise planning. The only way to be sure of financial independence in the years to come is to **SAVE** for it **NOW**, while you can. To restrict spending to an absolute minimum is not only a contribution to Australia's war effort, it is plain common sense — for money spent on non-essentials is money that could have been, and should have been, directed to helping Australia to Victory.

WINNING THE WAR IS THE GRAVE RESPONSIBILITY OF THE NATION — SAVING FOR THE NATION IS THE GRAVE RESPONSIBILITY OF EVERY INDIVIDUAL.

THE COMMONWEALTH SAVINGS BANK OF AUSTRALIA

Provides all facilities for saving money
THRIFT COMES FIRST

JOHN LYSAGHT (Australia) PTY. LTD.

33 MACQUARIE PLACE
SYDNEY
N.S.W.

Telephone: B 6771 (4 lines)

BAKER ENGINEERING PTY. LTD.

Specialists in Marine, Stationary and Road Diesel Engines, all classes of Machine Work, Aluminium and Bronze Castings.

131 PARRAMATTA ROAD
AUBURN, N.S.W.

Telephone: UX 6007

POOLE & STEEL PTY. LTD.

43 STEPHEN STREET
BALMAIN
N.S.W.

GENERAL ENGINEERS
BOILERMAKERS
SHIPBUILDERS
DREDGE BUILDERS

Plans, Specifications and Estimates prepared for Mining Dredges and Plant of all kinds. Electric Welding and Oxy-Acetylene Work.

Telegrams:

"POOLSTEEL," BALMAIN, N.S.W.
Telephones: WB 1031, WB 1056



THE NAVY LEAGUE JOURNAL

The Official Organ of the Navy League, N.S.W. Branch
Royal Exchange, 54a Pitt Street, Sydney—B 7908

Vol. 5—No. 8

N.S.W., AUGUST, 1942

Price, 6d.

THAT SECOND FRONT

It is implied by some writers and speakers that the Germans have got the jitters about the threat of a Second Front.

History has no authentic record of a great military nation in the flush of world-shaking victories suffering from attacks of nerves because its opponents promised another front somewhere, sometime.

Britain doubtless has learned valuable lessons from her European experiences in this war; the Germans, too, will have gained valuable experience and like the Allies will be ready to put it to practical use if and when required. Such factors should not be lost sight of by Second Fronters. Nor should the gigantic task of transport of men and the vast quantities of equipment and other essential supplies vital to the success of such a colossal venture be underestimated. All these things are the province of the Supreme General Staff, and a layman can only hint at their magnitude and leave their working out to the professional experts.

The layman, however, may be able to interpret public feeling regarding a Second Front. Generally, it is felt that if a Second Front is to be launched successfully and pushed vigorously to victory it must begin while the Russians are in the field. Should the Axis succeed in forcing Russia to yield, a Second Front launched at a subsequent date would most probably meet with overwhelming disaster. The main reason for such views is the wide-spread belief that if Russia is put out of the war there will be no real Second Front possible in Europe, and that the job of giving the Axis a military knock-out will be beyond the capacity of the Allied Nations. Russia must be kept in the war.



• This advertisement has been inserted
in the interests of National Security
by . . .

H. J. COONEY
MFG. TAILOR

449 PITT STREET
SYDNEY, N.S.W.
Phone: M 6248

BUSSELL BROS.

Grocers

5 Keweenaw Bay Rd. (Lake Cowper St.).	FW 1219
Waverley	UA 1199
54 Lockey St., Summer Hill	FW 2300
100 Oxford St., Woolleahs	FW 2423
15 Bondi Road	FW 2423
103 Bondi Rd., Bondi	FW 2423
751 Bondi Rd., Bondi	FW 2423
786 New South Head Rd., New Bay	FU 1270
105 Anzac Pde., Kensington	FX 2204
77 New Canterbury Rd., Petersham	LM 2524
543 Gardeners St.	Mon. 4th
447 New South Head Rd.	
Douglas Bay	FM 1720, FM 2100
225 Old South Head Rd., New Bay	FU 2004
419 Victoria Rd., Chateauwood	JA 2236
227 Coogee Bay Rd., Coogee	FW 2300
575 Military Rd., Cremorne	XM 2347
46 Miller St., North Sydney	XM 1200
906 Military Rd., Mosman	XM 2742
501 Anzac Pde., Maroubra	Fa 1700
5 Bondi St., Darlinghurst	Fa 1700
25 Oxford St.	FA 1700

1197 Matney Rd., Mowat; Lewis's Bridge Rd. and
Railway Rd., Rydham; 648 Oxford St., Padding-
ton; 47 Kricheldorf Rd., Brookville; Car. Booth
and Trafalgar Sts., Annandale.
Also at Pearlth, Windsor, Campbelltown,
Blacktown and Mudgee.

DUCON CONDENSERS

Condensers are an integral part of all wireless
installations. DUCON Condensers are renowned for
their reliability. On shipboard the lives of men
depend upon the effective functioning of the wire-
less equipment. That is why DUCON Condensers are
so often specified by radio engineers.

DUCON Condenser Pty. Ltd.
BOURKE STREET, WATERLOO, SYDNEY

ALSO AT MELBOURNE

IN GREAT WATERS

*'some labouring sail
Lashed by the fury of the sea and gale.'*

By H. C. FERRARY in "The Navy"

Perhaps the most frequently heard remark in ordinary conversation in the past week or two has been, "Haan't it been an awful winter?" But that has been said by people who had at least solid unmoving pavements beneath their feet, bedrooms that were not swirling three feet deep in sea water and with jobs of work that were mostly done in central-heated offices, sheltered from the fury of wind and the stinging of sleet.

Officers and men of the escort vessels that have been working in the Atlantic will agree that it has been an awful winter, but for them the conditions in which that winter had to be faced were far more trying than any landsman knows. I am told that meteorological records and the reports of senior naval officers and convoy commodores all show that from September to March this winter there was hardly once a forty-eight hour lull in the gale conditions. Wind gusts of hurricane force were referred to frequently in the reports, and when an experienced seaman uses the word hurricane he is not writing for the sake of effect, but knowing that the professional seamen who study his report will understand that he means the wind was blowing at more than 75 miles an hour. In and around the naval bases where I have met and chatted with seafaring men during these months I have been astonished at the number of times when talking of heavy weather they have mentioned that the wind was Force 9. That in the seaman's scale of wind pressures represents a strong gale with the wind blowing up to 50 miles an hour. In an average winter that force would be attained on only a few days, yet this past winter it seems to have been general, week in and week out.

How the little escort vessels, from corvettes up to destroyers, have stood the tremendous buffeting without disaster passes comprehension. Yet in the published reports there is no mention of a single warship being lost through stress of weather in all the six months since last September. There has been damage. There have been lives lost—men swept overboard, or even flung overboard as the ship gave some unexpectedly savage roll, but on the whole the flotillas have been remarkably lucky even in this respect. There have been astonishing escapes from death, and ships have survived experiences that no naval architect could ever have imagined when he designed them. It is difficult to get the men to talk of their adventures, but sometimes in the evening, perhaps in a small company in the ward-room of a corvette, perhaps in the larger circle that one meets in the ante-room in a depot ship, a yarn or two may run around, told in the terse and utterly undramatic style in which nearly all seamen seem to learn to talk.

A very brief glimpse of what life in a small warship has been like during the winter came from the captain of a ship who vowed that he woke up one morning in port to find icicles hanging over his head from the roof of his cabin. What had happened was that the electric heating of the ship had gone off during the night and that water from the deck above had seeped through deckseams which had opened under the stresses and strains that the ship had undergone at sea in the preceding weeks.

It has not been the cold, however, from which the Atlantic escort men have suffered most, but the heavy weather. Atlantic rollers from 20 to 35 feet in height driven by a 50-mile-an-hour gale are terrific obstacles for a vessel of less than 1,000 tons displacement to meet even when steaming slowly. Damage to the superstructure and loss of boats washed out of their davits has

(Continued overleaf)

IN GREAT WATERS—

been common. But I think something very like a record is held by the captain of the ship who twice in one morning had part of the forebridge stove in under him and yet lived to tell the tale.

The things those heavy seas do to small ships are at times fantastic. I heard of one destroyer which rolled to an angle of 70 degrees and hung there for half a minute before recovering. If any landsman wants to know what that is like let him take his son's model yacht or model boat to the bathroom and tilt it on its side to an angle of 70 degrees. He will discover then that the men of that ship were telling the plain truth when they said that the portside of the bridge, normally many feet above the water line, was submerged.

A seaman of that ship describing afterwards what happened said: "I was standing in the wheelhouse, and through the open doors I could see the sea sweeping over the signal platform. I saw an Ordinary Seaman bolding on to the fore-stay of the foremast with both hands. The sea swept him off his feet until he was horizontal and then the end of the bridge went under water."

So that for several seconds, maybe as much as half a minute, that man was hanging by a thin wire rope with nothing solid below his feet but the bottom of the Atlantic Ocean.

The tremendous force with which the seas hit these ships can hardly be imagined. Here is an example from a story told me by a naval surgeon. The wind was Force 9 and the seas were running anything between 18 and 30 feet high. The ship gave a violent roll to port and a terrific wave burst inboard on the after deck. As it cascaded away over the sides again the doctor heard a petty officer calling for him and he hurried aft. He there discovered an extraordinary state of things. One of the guns' crew was pinned against the breech of the gun by a great plate of metal curving upwards from the deck and bent at the top so that the man was gripped as in a half-closed nutcracker.

That metal plate was part of the platform of the gun which had been securely bolted to the deck before the sea hit the ship. It had not only been wrenched from its moorings but had been bent upwards as if it were a piece of cardboard.

To release the man the hands had to rig heavy tackle—and remember that the ship was still rolling and battling her way through the storm—and slowly force the plate back by fractions of an inch at a time. Marvellous to relate the man was not severely injured, but a short spell in hospital was ordered to give him a chance to recover from the shock.

Those are just a few glimpses of the fleet during the past winter. They are no more than samples of scores of stories that could be found. I have no doubt, in the official records in the various Naval Control offices round the coast. I offer them here in the hope that perhaps when next you look at your ration book you may see a picture, a picture of an awful winter and what it meant to the men who worked through it so that your coupons should be something more than a tiny scrap of paper.

"CORAL SEA"—"The answer is that the Coral Sea battle bore no resemblance to the Battle of Jutland. The fact that some writers in the Press said it was the 'greatest Naval battle since Jutland,' clearly indicated that their statements were mere guess work and just the dope we have learned to expect.

"Rear-Admiral Grace has stated that the Allied and Japanese surface ships were never within a hundred miles of one another. The engagements were confined to attack and counter attack by planes."

METAL MANUFACTURES LTD.

Port Kembla, N.S.W.

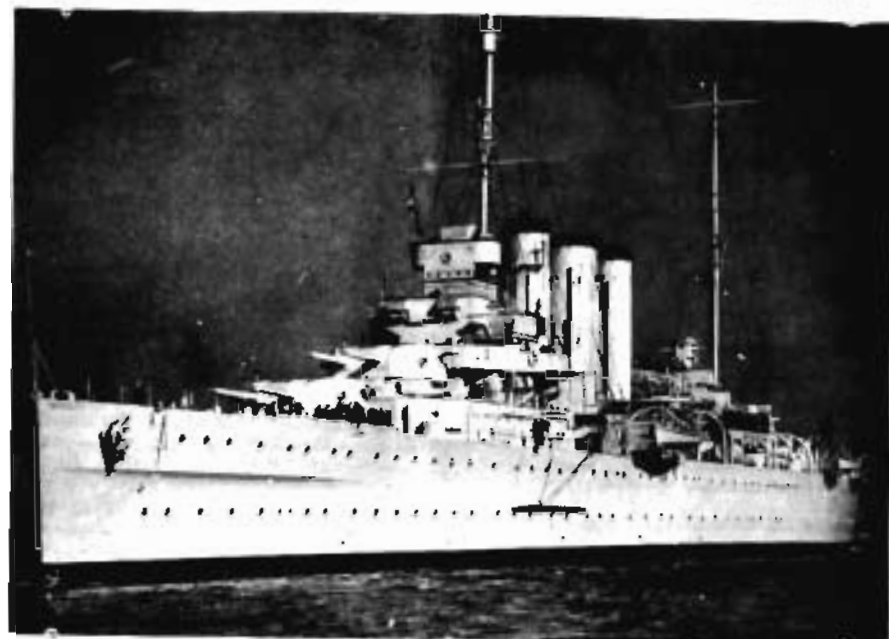


Makers of . . .
Non-Ferrous Wire and Stranded Conductors, Tubes,
Telephone Cables, Braided Wire and Cables, etc.

SELLING AGENTS
(with Distributors in all States)

Wire, Cable, etc.	Tubes & Brass Wire
BRITISH INSULATED	ENOK SCHLAPP
CABLES LTD.	& CO.
54-56 William St., Melb.	Collins House, Melb.
Kembla Bldg., Sydney	Kembla Bldg., Sydney

H.M.A.S. CANBERRA LOST IN ACTION



—Block courtesy of H. M. Herald—

"Canberra"

Was lost in action against the Japanese off the
Solomons.

Tonnage	10,000
Speed	32 Knots
Armament	8 8in.
Complement (officers and men)	816
Casualties—	
Missing, believed killed	74
Died from wounds	10
Wounded	109

A SPEEDWELL



IS
THE
FINEST
CYCLE
MADE

Manufactured and Everlastingly Guaranteed by
BENNETT & WOOD PTY. LTD.
PITT AND BATHURST STREETS, SYDNEY

Branches at Parramatta, Newcastle, Wollongong,
Lismore and Geelong

New! Interesting! Infectious! Harry S. Pepper's

KENTUCKY MINSTRELS

A Minstrel Show is the ideal form of entertainment for any Amateur organisation. It may be produced anywhere, and the cast may be a dozen or a hundred.



"Kentucky Minstrels" gives you a complete Minstrel Show from Introduction to Finale, with Choruses, Songs, Stump Speeches, End Men's Jokes, Cross-Talk, Patter, Side Splitting Gags, etc.

All Ready for Performance. The greatest folio of its kind ever presented for your pleasure.

PRICE: 3/6, Post 3/9. Sing! Laugh! Be Merry!!
Send for a Copy RIGHT NOW!

Obtainable from

J. ALBERT & SON PTY. LTD.

"Boomerang House," 117/119 King Street, Sydney

Other People's Views

(Extracts from the *Australasian Press*)

NEW YORK, July 2, 1942:

A spirited rejoinder to what it terms "easy criticism" of the British war effort, in which it pays a glowing tribute to British courage and fighting spirit, is made by the New York "Times" in an editorial. The paper says:

"Now, at this moment, when the fate of Egypt hangs in the balance, let us reaffirm our faith in British courage, endurance and honour. Now above all other times, let us give thanks for three years of steady courage and uncomplaining sacrifice on the part of the British people. Now, in the dark hours, let us be both generous enough and realistic enough to recognise that, without that courage and sacrifice, our own position would be far more perilous than it is to-day."—"The Age," 4/7/42.

SOMEWHERE IN AUSTRALIA (June, 1942):

A.I.F. Officers in this area say they were amazed on their return from overseas at the ignorance of most Australians of the part played by British Forces in the Middle East.

Questioning the right of critics to criticise England, these returned men ask: "What have they done to get Australia ready for this crisis in its history? How many of them helped to build an army in the years 1918 to 1939? How many helped to build aircraft and ships? The only difference between England and Australia is that the people of England have not only been threatened—they have been in the battle line. There have been 80,000 killed in England, and more are being killed now . . .

"Some people in Australia seem to have forgotten or not to have heard how the British and the A.I.F. fought side by side in all the campaigns in which the Australians have fought. People here should never forget the exploits of the Royal Navy around Greece and Crete. The British people stand where they do to-day because they have been prepared to go out and fight and die."—"Sydney Morning Herald," 17/6/42.)

CANBERRA, 22/8/42:

People of Britain were showing deep personal interest, an almost passionate interest, in the welfare of Australia and New Zealand, Dr. Evatt . . . said to-day in a review of his recent visit abroad.

"Hundreds of thousands of people there," he said, "are related to people in the Dominions, and when the Pacific situation developed they were anxious at heart about their kinsmen overseas. I never saw anything so clearly demonstrated as this fact was. When I went to Leeds with Mr. Churchill I saw kiddies just the same as those one would see at Balmuir or Fitaroy, with the same kind of faces and dressed in the same way. The Leeds demonstration was the most impressive thing I have ever witnessed."

Dr. Evatt was likewise deeply impressed by the immensity of the British war effort. It was impossible to exaggerate the impression that effort had made upon him. In one factory he effort had made upon him. In one town he had visited, no fewer than 18,000 women were working at a filling factory, and the work was being conducted at a tremendous pace simply because of war's exigencies. Australian women had done a remarkable war job, but their work, he said, had not reached the high pitch attained in Britain.

Dr. Evatt paid a warm tribute to the work of Sir Kingsley Wood, British Chancellor of the Exchequer, for the part he had played in revision of the Australian wool agreement. Australians, especially wool-growers, should feel indebted to him for his ready co-operation.—("The Argus," 24/8/42.)



ALFRED HERBERT (Australasia) PTY. LTD.

- MACHINE TOOLS
- MACHINE SHOP ACCESSORIES
- ENGINEERS
- SMALL TOOLS

101 PYRMONT BRIDGE ROAD
PYRMONT

'Phone: MW 2734 (3 lines)

Melbourne Office:

144 KING STREET, MELBOURNE

'Phone: MU 4821

S. HOFFNUNG & CO. LTD.

CLARENCE STREET

SYDNEY

WHO WISH THE NAVY LEAGUE EVERY
SUCCESS



Lloyd's Engineering & Tool Co. Pty. Ltd.

Engineers & Toolmakers

TRADES STREET, NEWTOWN

'Phone: LA 3096-3001

WILHELMSSEN LINE

(Norwegian Australian Line)

REGULAR SERVICES MAINTAINED
WITH FAST MOTOR VESSELS

For further particulars, apply—

**WILH. WILHELMSSEN AGENCY
PTY. LTD.**

63 PITT STREET, SYDNEY

51 WILLIAM STREET, MELBOURNE

Agents:

ORIENT LINE BRISBANE
DALGETY & CO. LTD ADELAIDE
R. G. LYNN LTD. FREMANTLE

TANNER & MIDDLETON PTY. LTD.

TIMBER AND JOINERY MERCHANTS

Cypress Mills:

WOMBO
AVONMEA
CLIFFDALE

Branches:

HURSTVILLE
AUBURN
KOGARAH

Head Office:

152 BURWOOD ROAD, CONCORD

Telephone: UJ 2131 (7 lines)

HANSMAN HIGH-GRADE FOOTWEAR

includes Officers' Military Footwear and
Half Wellington Navy Boots (approved by
the Department). Flexibility and Service
under all conditions.

FROM ALL LEADING STORES.

Manufactured by

HANSMAN PTY. LTD.

MARION STREET, REDFERN
SYDNEY

STEELS

FOR ALL PURPOSES

High Speed Twist Drills,
Files, Hacksaw Blades



**THE EAGLE & GLOBE STEEL
CO. LTD.**

379 KENT STREET

SYDNEY



NOT NORTHERN RUSSIA, BUT—SOUTHERN AUSTRALIA
Block courtesy "S.M. Herald"
Army vehicles temporarily snow-bound in Australian alpine country. Notwithstanding the appalling bad roads and the snow, the men and machines successfully overcame the very severe test.

BIRT & COMPANY (PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.
P.O. BOX 644 B., G.P.O.

Also at

64 Eagle Street, Brisbane; Musgrave Cold Stores,
Stanley Street, South Brisbane.

SHIPPING AND GENERAL AGENTS

Cockatoo Docks & Engineering Co. Pty. Ltd.

Contractors to . . .
H.M. AUSTRALIAN NAVY
Ship-builders, Marine & Engineer
General
Inquiries invited
COCKATOO ISLAND
SYDNEY
Phone: W 1941 (10 lines)

GLOBEX

BEEF EXTRACT

For appetizing flavour, strength-building nourishment and economy in use . . . you can't beat GLOBEX. It contains the full strength and concentrated essence of the prime beef and it is made in a second.

Try it for soups, gravies, nourishing beef tea, and it makes really delicious sandwiches . . . but spread it thinly.

OBTAINABLE FROM ALL CHEMISTS AND STORES
1, 2, 4 and 8 oz. jars or 4 and 8 oz. containers

SEA CADET NOTES

(N.S.W.)

Navy League Sea Cadets are invited to muster in force to assist King George's Fund for Sailors on Friday, October 16. Details will be sent to the O.C.'s in good time, so that cadets may ask to be excused from school for the day.

Uniforms in accordance with amended Navy League Regulations may be worn by N.L. Sea Cadet Officers, petty officers and cadets, as these are approved by the British Admiralty and the Australian Navy Board. Cadets must wear the colour patch of their respective depots.

The wearing of uniform is a most important matter and the Authorities take a most serious view of any abuses. It should be remembered that Naval and Merchant Navy officers must pass many examinations and put in many years of responsible and exacting training ashore and afloat before they are given rank. And in time of war these bona fide officers and seamen when afloat, daily and nightly risk their lives for the Cause they are entrusted to defend. Uniforms then, when correctly worn by those entitled to them should be respected, just as you respect the wearers of them. Any civilian of military age who dons uniform which is unauthorised is one or all of three things: (1) A victim of his own vanity; (2) A subject for the attention of the Defence Authorities; (3) a case for a psychiatrist. Any member of the Navy League Sea Cadet Corps should immediately report to his O.C. the improper use of uniform or the wearing of war medals, decorations or ribbons by persons known not to be entitled to them.

We are glad to learn from Mr. Barton, O.C. Manly Coy., that Mr. Langbridge has offered to assist at the depot. Mr. Langbridge will act as Chief Officer.

Congratulations to Cadets Bobbie O'Connor and J. Jones of this unit who have done so well in the Signals branch.

The Whaler is now in the best of trim, looks quite new.

North Sydney Cadets have greatly co-operated with our lads during the past months, and we have been very pleased indeed to see them over here.

Navy League Training Manuals may be purchased at the N.S.W. Bookstall shop (downstairs) at the corner of Market and Castlereagh Streets, at elevenpence each.

Mr. J. Williams, O.C. "Victory" Sea Cadet Depot, reports: "We regret to say that Paul S. White, formerly a member of this unit, lost his life when returning to his military camp recently. Twenty cadets of this unit yesterday (28.42) under their O.C. visited Rookwood Cemetery when a wreath was laid on the late Mr. White's grave.

As our Senior Cadets become eligible for the Fighting Services, young recruits step in and take their places at the Depot.

Thanks to Mr. Sandeman for 10/-. Recently we were able to salvage Mr. Sandeman's launch and, good sportsman that he is, he is ever ready to do us a good turn.

Mr. Armstrong, recently acting as Chief Officer of this unit, has resigned.

PLEASE NOTE

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

Telephone - - - - B 7808



J. SCOTT PTY. LTD.

Manufacturers of
SCOTT'S "REOWN" BRAND ROPE
AND CORDAGE

Head Office and Stores:

163 CLARENCE STREET — SYDNEY
Ropeworks: MASCOT, N.S.W.



BUY WAR SAVINGS CERTIFICATES

Advertisement sponsored by . . .

C. JESSOP AND CO.

2-4 SHORT STREET, REDFERN

THIS RIDDLE . . . THIS PARADOX . . .

(Continued from page 2)—

numbered by the Luftwaffe. England was thus completely unprepared for fighting on land. Her only strength, apparently, lay in her incomparable Navy; but this would not be of much avail once the Panzer divisions and dive bombers crossed the twenty-two miles of water between Calais and Dover.

England's prospects looked pretty grim. What was not realised at the time, especially by observers in countries then neutral, was that the ultimate fate of the whole non-Axis world depended on what happened to England in 1940. This may sound a bold statement; but read on:

For our purpose, it is not enough to recall what did happen. We must also consider what might

have happened. If England had caved in, the whole of her vast potential capacity for war production and all her strategic advantages would have become part of the German war machine. Consider the effect on the war situation if Hitler had acquired the British ship-building industry and all the docks, harbours, aerodromes, arsenals, factories and other resources throughout the British Isles! With no one left to carry on the fight in Western Europe, what we now know as Vichy France would have gone the same way. The French Fleet would certainly have been taken over. The British Fleet, of course, would have escaped—or would it? In the hypothetical circumstances we are contemplating, we would not necessarily have had a Churchill deciding such questions.

When the Nazis had finally swallowed France and England, and digested that rich meal, it would have been Russia's turn. What hope would the Soviet have had? Compare the circumstances in which the Russians would then have fought, with those in which they did fight in 1941-42. On the one hand, an immensely stronger Germany, with a powerful Navy and merchant shipping roving the seas with no one to hinder them, bringing back the oil, the foodstuffs, and other materials that Hitler needed (and still needs) so desperately. And on the other hand, a far weaker Russia than the one which only just succeeded in stopping the Germans in 1941. For, if England had fallen, there would have been no Beaverbrook-Harryman Mission to gladden Stalin's heart by answering "Yes" to every single request he made for munitions and materials; no British Navy to convoy supplies to Russia and maintain the blockade of Germany;

no devastating raids by the R.A.F. on German war industries.

The superb courage, stamina and skill of the Russians could not then have availed against the overwhelming forces that would have been massed against them. With Russia's resources added to those of all the rest of Europe, including the British Isles, and eventually all Asia as well (for the German junction with Japan would have been effected through Siberia), could America have withstood the avalanche which would, in due course, have descended upon her? Her chances certainly could not have been put any higher than England's were in 1940.

As for Australia . . .

Those Effete English!

It was a narrow escape for us all. And by what means was such a universal catastrophe averted? Largely, it would seem, our escape was due to that queer, illogical stubbornness of the English people. We are told by many foreign authorities that the English are not only effete, but have always been strangers to clear and realistic thought. They are said to be "capable of entertaining two conflicting hypotheses at the same time without being aware of it!" So it may have been their mental "woolliness" that prevented them from seeing what all the rest of the world could see so clearly: that they were down and out at last. If so, the whole world should thank its stars for that curious "defect" in the mental equipment of the English.

Of course, there is another school of thought

which does not accept the popular view of English mentality. The late A. G. MacDonell, for instance. He was a Scot among Scots. Yet in his book "My Scotland" he discounted the idea (fostered by the English themselves, he said) that it was the Scots, the Irish and the Welsh who "ran" England. His view was that the English were "the most diabolically clever" people the world had ever seen! He regarded their ability to conceal their ability as one of their assets. Another, he considered, was their refusal ever, in any conceivable circumstances to accept any defeat as final.

Whatever the explanation, the fact is that the "effete" English managed to gain for the rest of the world the long breathing space it needed to collect its scattered wits, marshal its resources, and eventually form a common front against World Public Enemy No. 1.

At the most critical moment, the clumsy British system of political democracy performed once again its well-known trick of producing the right leader; a man capable of giving the British people the peculiar kind of inspiration which,

(Continued overleaf)

SHOES . . .

The largest and most up-to-date Shoe Store in the District. Full and half sizes in all styles for men, women and children. Here you can choose your exact styles and fittings and secure it at a lower price than you would pay elsewhere.

Your inspection invited

A. BAGLEY & SON

"THE BOOT STORE"

211-213 BEAMISH ST., CAMPSIE. LF 3183

MACHINE TOOLS
WOODWORKING MACHINERY
SMALL TOOLS
ENGINEERS' SUNDRIES

GOODALL & CO. PTY. LTD.

Machinery Merchants

301-305 KENT STREET — SYDNEY

Phone: B 7714 (5 lines)

ALL OUT



The multitude of uses of plywood in the War effort are not yet for publication. To all our friends whom we have failed in the supply of essential goods, we offer our sincere thanks for their reasonable attitude, and hope to renew their acquaintance when the War is won.

FREDERICK ROSE LIMITED

MENTMORE AVENUE - ROSEBERY

MU 2471 — MA 6111

**ROYAL PACKET NAVIGATION
CO. LTD.**

(K.P.M. LINE)

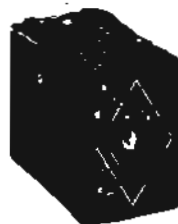
255 GEORGE STREET, SYDNEY, N.S.W.

Phone: BW 2381

The Ensign

120 BOX

BRITISH-MADE CAMERA



Simple to use, and gives good "snap" right from the start. For 8 pictures 2½ x 3½, or 16 pictures 2½ x 1½ inches, on Kodak 120 roll film. Instructions given with every camera. Make photography your hobby.

HARRINGTONS PTY. LIMITED

SYDNEY

J. J. HOELLE & CO.(Government Contractors)
TERMINALS, Etc.Manufacturers of Utilux Reading and
Portable Hand Lamps, Transformers and
Grillers, etc.47-49 ALMA STREET
DARLINGTON

Phone: MX 1561

K. E. BONSER PTY. LTD.MOTOR CAR AND TRUCK SPRING
SPECIALIST

BRODIE STREET, CAMPERDOWN

SYDNEY

Phone: LA 2433

KING & KLEIN293 ABERGROMBIE STREET
REDFERN

Telephone: MX 3108

MANUFACTURERS OF BOXES, CASES
AND CRATES FOR ALL PURPOSES.**THIS RIDDLE... THIS PARADOX...**

perhaps, only a peculiar people would regard as inspiration at all! He promised them nothing but "blood, sweat and tears" for a long time to come. They said "We can take it." If they had been a clear-headed, realistic, logical people, with more thought for material prosperity and less for vague abstractions such as freedom and justice and decency, they might have rejected him and his grim promises, and found for themselves a British Laval. The nights of Paris were never made hideous by the bursting of bombs, the glare of fires started by myriads of incendiaries, the crash of falling masonry, the wholesale slaughter of women and children.

The Few and The Many

Their decision was followed by two miracles. The first was wrought by the R.A.F., when it proved that quality in pilots and aircraft could compensate for an apparently fatal inferiority in numbers. The decisive defeat of the Luftwaffe, in the first Battle for Britain, frustrated the intended invasion. The second miracle was wrought by the whole of the people of England who were the victors in the second Battle for Britain. Never before had a near-conqueror tried to defeat a great nation by the wholesale murder of its civil population. Never before had flesh and blood been so sorely tried. If the people's morale had cracked, Hitler would have had his victory; but it did not.

It was the defeat of Hitler in the two Battles for Britain that made British-American aid to Russia possible in 1941-42. It was that, and that alone, which gave America the opportunity of joining the powerful Allies when she was attacked in December, 1941, instead of facing without Allies a conquering horde with three-quarters of the world's resources at its disposal.

The Hard Road to Victory

England, starting far behind scratch after Dunkirk, faced the future without once doubting her ability to travel the long, hard road to victory. The amazing thing is not that setbacks occurred (such as Greece, Crete, Malaya, the N.E.I., Libya and Egypt), but that there were not more of them. There may yet be more of them before the tide finally turns. In June, 1941, the 47 million people of Great Britain and Northern Ireland were opposed to 78 million Germans and Austrians, 44 million Italians, and

many added millions in the occupied countries who were forced to work for Germany. In addition, practically all the battles the British had to fight outside England (with the invaluable but necessarily limited help of the Dominions) were fought so far away that their supply lines stretched for distances equal to half the circumference of the earth!

The British industrial effort was stepped up progressively until it now exceeds Germany's per capita. No other nation has ever exerted such an effort proportionately to its population. Such a prodigious achievement imposes hardships on the people, in long working hours and deprivation of consumption goods, to a degree as yet unthought of in Australia or America. Eighty per cent. of the total war production of British factories has been exported to Russia, the Middle East, Australia, and other theatres of war. Australia has had a far larger share of those exports than the man-in-the-Australian-street ever imagines. In the first two years of war, four out of every five British Empire casualties were sustained by troops from the United Kingdom. When Australia was threatened with a Japanese invasion, Great Britain offered to return the A.I.F. to Australia—no small undertaking. The troopships were convoyed by the Royal Navy, without loss. The shipping diverted to this enterprise weakened the supply line from England to the Middle East, and doubtless made the British task harder in Libya.

The Seamen's Part

The main problem in such distant theatres of war as the Middle East and the Far East is not production, or manpower, or even strategy, but shipping. The most incessant, most vital, and least advertised of all the battles in this war has been the Battle of the Atlantic, which later developed into the Battle of the Oceans. For two and a quarter years the Royal Navy and the British mercantile marine bore almost the whole brunt of it, again with invaluable but necessarily limited help from the Dominions, the Free French, and free men of other occupied European countries. More recently American ships and sailors have, with equal fortitude, faced the same perils. The story of the unceasing, unspectacular heroism of the men of the merchant navy will go down into history as one of the main factors in the ultimate defeat of Hitler.

Wanted—A Sense of Proportion

There are some tiresome people who ignore the impossibility of making one ship do the work of two. They seem to imagine that it was England's duty to make "impregnable bastions" of England, Egypt, Syria, Palestine, Iraq, Iran, Malaya, Burma, India, Australia, and a few other places; to send unlimited supplies to Russia, open a second front in Europe, and defend the Netherlands Indies, so that we in Australia should not have to suffer the inconvenience of A.R.P. There are physical limits to what can be done by a country which, after all, has only about six times Australia's own population.

It is by no means impossible that the Allied cause may yet have to suffer further reverses this year. If so, can we not preserve our sense of proportion and endeavour to see things whole? We have known for a good many months that the European summer of 1942 would bring us tidings which, in the short run, were bound to appear bad. Hitler's plans had gone awry; the unexpected strength of England's resistance and her continued naval blockade had made him nervous about oil and other vital supplies, and forced him to attack Russia prematurely; the Russian campaign had not augmented his dwindling oil reserves; he had played the best of his few remaining political trump cards (perhaps even the last of them) when he gave Japan the signal to enter the war; the results, promising at first, were fizzling out a bit, and seemed likely to leave him worse off than ever, with 130 million Americans and their almost unlimited war potential added to the forces ranged against him. He may even have seen oil in 1942 as the only alternative to disaster in 1943. It was perfectly obvious, therefore, that he would concentrate the whole of his available resources on at least two furious blitzkrieg drives towards the oil of the Caucasus and the Middle East. One of these was bound to be through Libya and Egypt, for Hitler knew that the appeals from the Pacific for the diversion of some of the British strength in the Middle East to other theatres, had been partially successful. In these circumstances, it would have been mere fatuous optimism for us to expect what may be Hitler's last all-in offensive to be stopped in its initial stages. It will take the last ounce of our concentrated energy to stop it at all.

(Continued overleaf)

But, if this war has taught Hitler anything, it must surely be that there is a world of difference between initial victories and final victory—especially when he is fighting the British. Indeed, he appears to have realised this years ago, if he meant all he wrote in "Mein Kampf." This article may be fittingly concluded with the following: quotation from that work:—

"The spirit of the British nation enables it to carry through to victory any struggle once entered upon, no matter how long such a struggle may last, or however great the sacrifices that may be necessary, or whatever the means that have to be employed; and all this though the actual equipment at hand may be entirely inadequate compared with that of other nations."

WHY THIS IS PUBLISHED

This has been prepared for publication by the Federal Council of the Australian Association of British Manufacturers, Melbourne.

As Australian citizens with rather more than average knowledge of affairs in Great Britain (owing to their contacts as representatives of British manufacturers), members of the Association think it desirable that Australians should be more fully informed than many are at present of the part Great Britain has played, and is playing, in the present world struggle. In issuing this and future articles on similar subjects, their association is entering a wider field than the restricted one usually considered appropriate to a trade organisation. Their justification (if

justification is needed) is that this is work which needs doing, and which almost every section of the Australian community wants to see done; but which, nevertheless, may not be done as effectively as it should be, simply because the responsibility for it is so widely diffused.

A further justification lies in the fact that loosening of the ties between Australia and the British Commonwealth through misunderstanding and ignorance (which a small minority appears to desire, possibly as the result of cleverly disseminated enemy propaganda) might adversely affect post-war trade relations between the two countries. So that, indirectly, it may be claimed, the field is after all an appropriate one for the A.A.B.M. to enter.

An Appreciation

The efforts of innumerable private citizens, many sections of the press, and many organisations throughout Australia, to counteract unfair and ill-informed criticism—including the "England-let-us-down" myth—are gratefully acknowledged by the publishers of this article, who would welcome their co-operation in further work to the same end.

Letters containing comments or suggestions are cordially invited. They should be addressed to the Director, The Australian Association of British Manufacturers, 84 William St., Melbourne, C.I. Those letters which are favourable will provide valued encouragement; even unfavourable comments will receive full consideration in the hope that their criticism may prove constructive.

men of the Allied fleets—all doing their part to help the equally brave and unsung heroes of the merchant fleets in their hazardous task of transporting supplies to the Allied fighting forces.

This work of patrolling and searching takes many interesting—and dangerous forms.

Men dive into minefields round the British coast to salvage broken planes for the R.A.F. and count it all part of the day's work.

They go out in squat, dreary vessels, that must be pushed into positions where the agility

of a destroyer is probably required. They risk attacks from enemy aircraft above, and death lurks in the minefields all around them.

As well as picking broken planes off the bed of the sea, they sometimes lay bomb targets for novice pilots to shoot at; and they take on the mooring of seaplanes.

Meet one of them. He is a doughty Scot, Mr. Alexander Murray who answers only to Sandy. He is a ship's engineer. Short, sturdy, with a face lined by the winds of the Seven Seas, and usually coated with a layer of engine room grease he is typical of the men who drag wrecked aircraft from the mud. Sandy has only one foible. He demands linoleum on the engine room floor. His engine rooms are talked about in nearly every port in the world because that linoleum has to shine like glass in spite of the grease.

One day an R.A.F. pilot reported shooting down a plane that was different from any he had seen before. The Air Ministry ordered the salvage boys to get it off the bottom. Sandy in his unlovely creaking tub went on the job and two small mine sweeping craft went too—the sweepers to find the plane and Sandy's ship to lift it.

While they were searching a Junkers arrived on the scene and started machine gunning the crew. Bullets sprayed down like red hail. Sandy spat. He remembered the times he had crawled on his stomach in the trenches during the last war. He recalled the 14 wounds he received then. And he raced for one of the two machine guns aboard, spat again and then shot three holes through that Junkers. So the Air Ministry got their mystery plane and a Junkers thrown in for good measure.

Skipper of the ship is Alan Delve. He held a commission in the merchant navy, and not long ago was an A.B. because he heard of the salvage job and enlisted on the ground floor. He's known as "Ritz" because he has an educated air and a "wardroom voice."

Tommy Gray, also in the crew, was in convoys in the last war and he was shot up in every ocean. Until January this year he was in the Navy with his two sons, but he was discharged as unfit for further service at sea. Now he is hopping between mines in unswept waters, doing one of the toughest and roughest of the sea jobs.

—(From Dept. of Information.)

THE TRAMP

By R. A. Mooney, Merchant Navy

*She's only a battered rusty tramp,
With iron decks to tread,
A box of a room and an old oil lamp,
A port and a bit of a bid.
But the feel of her decks beneath my feet
As she wallows in the sea,
Might sicken the heart of an admiral neat,
But she's good enough for me.*

*She hasn't a run to call her own,
She wanders here and there;
The wind in her stays has ceased to moan,
No wires were so threadbare.
But she's just an old girl who's feeling her years—
That she's feeling the strain well I see,
But she's wanting no pension, impervious to sneers,
And she's good enough for me.*

*She's sailing now in different days,
And they've painted her battleship grey.
The powers that be stopped her wandering ways—
In a convoy they told her to stay.
But she still carries on and she's giving her all,
And tho' U-boats abound in the sea,
Again and again she'll make her landfall—
For England, Land of the Free.*

R. NEVILLE & CO.

FURNACE ENGINEERS

Phone: LA 3474

25 CHAPEL STREET
MARRICKVILLE, N.S.W.



The Navy League

N.S.W. Branch

Patron:

His Excellency The Governor of N.S.W.,
The Lord Wakehurst, K.C.M.G.

President:

Rear Admiral J. B. Stevenson, C.M.G.

Executive Committee:

T. H. Silk, M.I.C.E., M.I.N.A. (Chairman)

Sir Kelson King, S.S.D.
Commander F. W. Hixson, O.B.E.,
S.S.D.
Sir Thomas Gordon, Kt.
Commander S. W. Spain
Commander J. R. Patrick, R.D.
Hon. Treasurers:
Sir Kelson King, S.S.D. C. M. C. Shannon
Hon. Auditors:
Robertson, Craze and Gibbons

Hon. Secretary:

Commander F. W. Hixson, O.B.E., S.S.D.
Secretary and Editor of Journal:
W. W. Beale, O.B.E.

AIMS AND OBJECTS

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

Its Objects are:

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

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

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

SPECIALISTS IN CABINET AND
JOINERY TIMBERS OF ALL KINDS
5,000,000 feet in stock

MOULDINGS TO ANY DETAIL

D. HARDY & SONS PTY. LTD.

451-475 GLEBE ROAD, GLEBE, SYDNEY
NEW SOUTH WALES

'Phone: MW 2683 (7 lines)

G. L. BRIGGS & SONS PTY. LTD.

Timber Merchants

STOREY STREET, ROZELLE

'Phone: WB 2038

You can be assured of a Good Drink by
visiting—

WATSONS PARAGON HOTEL

Circular Quay

BOTTLE DEPARTMENT
FLAGONS ALE

B 4223 — Telephone — B 4223

PAUL & GRAY LTD.

Ship Chandlers

82 SUSSEX STREET

'Phone: BW 1851

THE STAFF OF LIFE . . .

is a STURDIER STAFF if spread with

NORCO BUTTER

Be sure to ask for—



"THE BUTTER OF PERFECTION"

SELLERS FABRICS PTY. LTD.

BOWDEN STREET
ALEXANDRIA, N.S.W.

Telephone: MX 1316

Canvas and Duck
Manufacturers



**BUY AND HOLD
WAR SAVINGS
CERTIFICATES**

**W. G. DEUCHAR
& CO. PTY. LTD.**

22 BRIDGE STREET, SYDNEY
N.S.W.

B 6925



CAPSTAN
The Empire's
favourite
cigarette

COOEE'S POLICY

Coo-ee's policy is plain and unvarnished—to give you the best possible merchandise at the lowest possible price. When you visit any of Coo-ee's stores you will be impressed by the quiet courtesy and attentive service of our salesmen. Coo-ee is a friendly organisation! Shop at Coo-ee, and you can't go wrong.

If you find it inconvenient to call at any of our stores, send your orders by mail. We will attend to them promptly and efficiently! Remember, order by mail with complete confidence at Coo-ee!

COO-EE CLOTHING LIMITED

Head Office:

326-28 GEORGE STREET, SYDNEY

Stores at All Principal Suburbs and at
NEWCASTLE and WOLLONGONG

Better and British . . .

"HOFFMANN"

Ball and Roller

"TIMKEN"

Tapered Roller Bearings

**Bearing Service Co. of Aust.
Pty. Ltd.**

38 WENTWORTH AVENUE

SYDNEY

Telephone : M 6038

T O - D A Y . . .

the latent strength of the Allied Powers is fully aroused. Confidently we are facing the common task — combining, maintaining and intensifying all our war efforts.

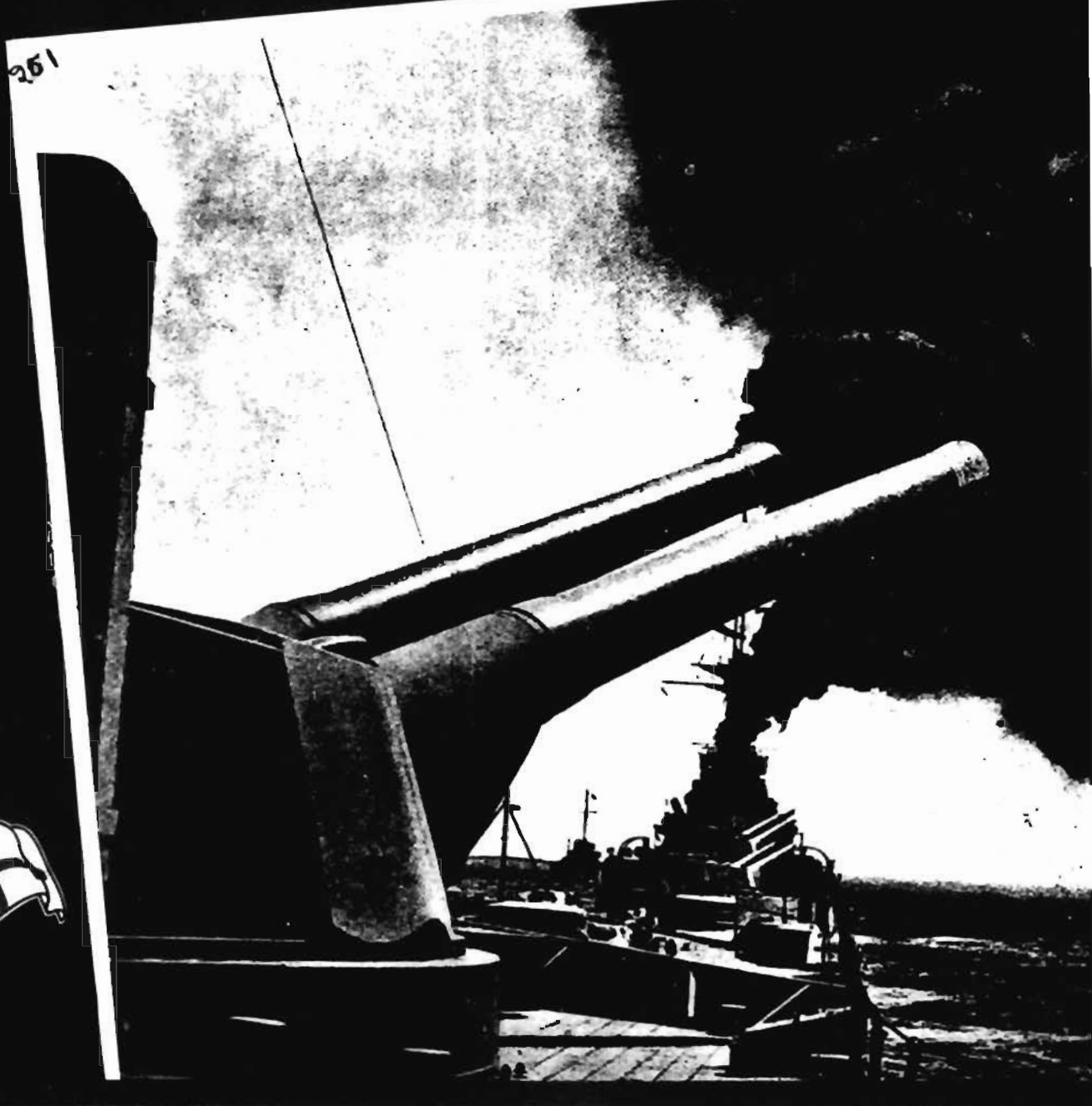
Fully realising the urgency of Australia's Defence requirements and the imperative need of keeping up Timber supplies, THATCHER & OBERG are loyally doing their utmost in this important branch of wartime service — working for the Allied victory that will surely come.

**THATCHER
AND OBERG PTY. LTD.**

General Timber Merchants — Flooring Specialists
GARDENER'S ROAD - - - MASCOT

Phone: MU 1221 (5 lines)

THE NAVY LEAGUE JOURNAL



N.S.W.

SEPTEMBER, 1942

6d. MONTHLY

MONEL
BRASS
BRONZE
COPPER
NICKEL
ALUMINIUM
NICKEL SILVER
NICKEL ALLOYS



FIVE
FLOORS OF
CENTRE CITY
SPACE DEVOTED TO

**BETTER
METAL SERVICE**

WRIGHT & COMPANY
81 CLARENCE ST., SYDNEY :: BW 3711

Monel is a registered trade mark

**F. W. HUGHES
PTY. LTD.**

Woollen Mills

30 GROSVENOR STREET

SYDNEY



*Phone: B 7224 (2 lines)

HENDERSON & CO.

Shipwrights

2 HICKSON ROAD
CIRCULAR QUAY - SYDNEY

Phone: BW 6366



**Australian-Oriental
Line Ltd.**

(Inc. in Hong Kong)

G. S. YUILL & CO. PTY. LTD.

6 BRIDGE STREET

SYDNEY :: NEW SOUTH WALES

MITCHELL LIBRARY

12 SEP 1942
SYDNEY.



THE NAVY LEAGUE JOURNAL

Vol. 5—No. 9

N.S.W., SEPTEMBER, 1942

Price, 6d.

JAPAN'S DECLINE?

Judgment must walk soberly through the haze of this war, lest to our detriment local mole-hills of endeavour counterfeited Himalayan heights of achievement.

"The strength of Japan is on the decline," so runs the pen of a widely-read journalist. A more misleading pronouncement would be difficult to conceive. It might be truer to say, without disparagement, that that writer's intelligence is on the decline.

Practically every successive major act in the Pacific and adjacent waters since December last year shows that Japan's strength grows. Her conquests of territories and strong points of great value have given her control of (1) reservoirs of almost unlimited labour; (2) abundant raw materials essential to the development of her war potential, including oil-fuel, rubber, tin, rice, timber and other valuable commodities. All the strategic centres she has seized, together with the addition of many supporting subsidiaries, without doubt, have been immensely strengthened, thereby adding many fold to the Allies' task of recovering the ground lost. True it is that much is possible to the Allies at a great price—a price added in hundreds of thousands of lives and incalculable material and treasure—the beating back of the Japanese to Japan or liquidating them about and around the scores of strongholds intervening between their homeland and Australia, India, the Solomons, Hawaii and Dutch Harbour.

It is questionable whether Japan faced in the aggregate two hundred thousand Allied troops in her conquest of the Philippines, Malaya, Netherlands East Indies, Burma, Borneo, most of New Guinea, New Britain and sandy lands of lesser size and value, but when the need arises, can any realist doubt that Japan will throw a million or more men into the defence of these rich prizes?

(Continued overleaf)

JAPAN'S DECLINE?—Continued.

The secrecy of Allied intentions is understood; so too, of Japan. Secrecy is not a sign of decline. Losses known and guessed at are relative. Japan has captured considerable Allied tonnage towards the replacement of her losses, while new construction is playing its part; then, too, the fifty odd Japanese submarines and her many fast merchantmen converted to aircraft carriers or armed raiders are doubtless earning their keep in forays in the Pacific and Indian Oceans.

Writers who, at this critical phase of the war, invite their readers to believe that the strength of Japan, or the Axis as a whole, is on the decline.

surely do the Allied Cause a disservice; rather it would be better to say that the Nipponese power is still unbroken and that to smash it the Allies will be called on to work and fight and sacrifice as never before.

Allied statesmen have repeatedly told their countrymen this war is "everybody's war." The old rich, the new rich, the poor without distinction will be in the crucible before this titanic world-struggle ends in victorious peace. For Allies and Axis alike "decline" is still below the horizon.

—EDITOR.

Brazil, The Newest Ally

A gay, easy-going people are the Brazilians, particularly of Rio de Janeiro, and all those lands north and west of the capital.

Below Rio on the way to Uruguay and Argentine the Italian and German Colonies predominate in influence, and one hears the languages of these citizens far more commonly than the national tongue—Portuguese.

In the basin of the mighty Amazon and at the cities of Bahia, Para and Pernambuco about half the inhabitants are Mulatto or black as ebony. Brazil was the last country in the Americas to free the slaves; indeed, in the land to-day, many people are living who clearly remember the days of slavery.

To millions of people Brazil's chief fame is the glorious harbour of Rio de Janeiro, claimed to be the finest in the world, by five out of six globe trotters. But Brazil has the Amazon, too; it has the world's largest and finest coffee plantations, and it has modern and progressive cities of great charm. Vast forests clothe the basins of many of its mighty streams where Indians laze away their lives or hunt and fish. Rubber, which in the years before the British development of Malaya with cheaper and more abundant labour, was plentiful in the Amazon valley, but to-day it is neither plentiful on the old scale nor cheaply produced or marketed, but its value is great.

The vastness of Brazil will be appreciated by readers who realise that Australia would fit

easily within the boundaries of this largest of South American Republics with its mixed population of about 35,000,000. It will be readily understood that Brazil's climate between the latitudes of its north and south boundaries has many vagaries, but generally the temperature is warm to hot which no doubt induces siestas and pleasure rather than sustained hard work.

Sleep and pleasure in excess would not be applicable to the powerful and progressive German element in the South, especially in and about Rio Grande do Sul, nor perhaps to the fine type Northern Italians so numerous about Sao Paulo.

The vision and the pen move fast, but much of interest must be omitted. Brazil as an ally, however, must be noted. Advantages it offers to the Allied Nations are chiefly in many port and airfield facilities.

The Navy is more or less modern but untried; the Air Force small and quality to be tested; the Army shows up well on ceremonial occasions but its performances against, say, first line German troops would have us on the side of the Germans. One would hardly term Brazilians of Portuguese and Negro descent a martial race, and would not expect them to signally distinguish themselves on the battlefields of Europe. They are, however, a most likeable people, probably more proficient in the arts of peace and pleasure than in the burly-burly and risks of modern war.

W.W.B.



H.M.S. "SHROPSHIRE"

—Blocks courtesy "S.M. JOURNAL"

The British Government in its gift of the cruiser "Shropshire" to replace Australia's lost "Canberra," handsomely recognizes this country's military aid to Britain. The gift is a gesture of goodwill and co-operation and a tacit acknowledgment that the Empire sinks or swims together in this Battle of the Nations.

THE SOLOMONS OPERATIONS

The reports of successful operations proceeding on and around Guadalcanar-Tulagi (Florida?) Islands will be judged by the strategic results achieved and held by the U.S.A. Forces. Until the cost in life and material is known, together with the present potential value of the gains no man can say whether the gains outweigh the losses and justify the conception and the execution of the operations.

The Island of Guadalcanar mentioned lies a little south of Tulagi and Florida Islands; it extends in an east and west direction and is mountainous, some of the peaks reaching an altitude of more than 8,000 ft. Guadalcanar is some 80 miles long with an average breadth of about 25 miles.

Tulagi Island and Harbour referred to lie nearly midway along the south coast of Florida Island. This small area is one of the most important centres in the Solomons and no doubt, it is here the U.S.A. Forces concentrated

their attacks with the object of securing this key position and denying its use to the Japanese. The Japanese reactions to the American successes will be watched with anxiety and interest, for no informed person imagines that Japan will readily regard the islands as permanently lost.

A good thing about the Allied operations is that they reveal an offensive spirit and it is by the forceful exercise of this spirit that wars are won.

The climate of the Solomons in general is not healthy for white people. The rainy season from December to March is, as one would expect, excessively humid; at this time in low-lying areas malaria, ague and dysentery take their toll of whites—especially the newly arrived, while the horrible running ulcer is not unknown. At Tulagi the average rainfall is something like 118 inches yearly. Supplies of quinine for the troops will hardly be less necessary than food.

—W.W.B.

**NIGHT
MUST
FALL!**

**SEE IT
THROUGH WITH
PHILIPS
LAMPS**



MADE IN AUSTRALIA



J. W. MCGREGOR & CO.

Woolbrokers

5 BOND STREET, SYDNEY

Phone: B 6429

**Hawarra & South Coast
Navigation Co. Ltd.**

57 DAY STREET
SYDNEY

Phone: M 4041 (4 lines)

Inquiries outside of office hours
Phone M 3217

THE STORY OF H.M.A.S. "NESTOR"

By **GRAHAM KINGSFORD-SMITH**

(Broadcast from Station 2FC)

Once again tragedy has struck at the Australian Navy and yesterday we heard that the "Nestor" was gone. The "Nestor," many of you probably had never heard of her, but in her short life of sixteen months she had fought valiantly on many oceans, and she left a list of battle honours that would make many far older ships envious. I remember early in the War when it was announced that Australia was to get some fine new destroyers; and gradually names, so secret then, leaked out. The "N" class, and one of them was NESTOR.

A crew was selected for her. Some came from the already famous nineteenth destroyer flotilla, some had fought in British ships at Narvik, and some were new—the keenest hands from the new entry school at home. So they stood by her building at a South of England dockyard. The earlier ones of her class were finished. One sent to the Poles, the others to the Australians. Two of them sailed north into the hardest shipping lane of the war—the convoy route to Archangel. But soon they followed in the wake of most of the Australian ships, and sailed for the warmer waters of the Mediterranean.

But the "Nestor" was unlucky. In the great blitzes of 1940 while she was still on the stocks, she was damaged by a bomb, and it was not until February, 1941, that she proudly wore the white ensign for the first time. She passed her trials with flying colours. Her engines drove her through the water at a speed few could rival—her 4.7 inch guns responded to the most accurate modern control, her torpedoes and her depth charges comprised many tons of high explosives. In August, 1941, she too, turned towards the Mediterranean. A convoy was to blast its way through the dangerous waters of the Narrows carrying supplies to hard-pressed Malta. And so the "Nestor" sailed eastward, screening the battleships, which in turn guarded the vital convoy.

They steamed into the Narrows where many previous ships had fallen victim to the Axis planes and mines and submarines. They were ready for anything where her lookouts, with almost uncanny skill, spied the thin wisp of surface spray that told of an approaching torpedo. Swiftly the flags ran up her mast; the fleet altered course, and the torpedo missed its mark. Along the track from which it came sped "Nestor" and her depth charges exploded around the U-boat. But before she could turn again for the kill, the bombers came over. Flight after flight of them—dive bombers, high bombers, and torpedo bombers. The guns of the fleet roared into action, but the planes raced in and a big merchantman listed as a torpedo struck. The fleet could not wait. There were other ships to be saved and so "Nestor" was left to shield the stricken merchantman from the renewed fury of the bombers. For 24 hours they gave of their worst, but eventually "Nestor" led her charge, listing badly, but her cargo intact under the protecting guns of Malta.

In her maiden encounter she had proved herself, and honours went to her gallant crew. Her Captain received the D.S.O., her Sub-Lieutenant the D.S.C., and two Able-Seamen the D.S.M. The ship herself suffered wounds, but after quick repairs she was at sea again.

November saw her patrolling in the Straits of Gibraltar again, her lookouts distinguished themselves, and a U-boat was sighted on the surface more than eight miles away—willing hands manned the guns and depth charges as she raced to the position, and under the skilful charge of the ship's schoolmaster, the plotting device estimated the position of the now submerged U-boat. One after the other the great depth charges rolled over the side and the water boiled astern. Again and again she struck, and after an hour and a half ghastly evidence began

(Continued on next page)

METAL MANUFACTURES LTD.

Port Kemble, N.S.W.



Makers of ...
Non-ferrous Wire and Stranded Conductors, Tubes,
Tubing, Cables, Braided Wire and Cables, etc.

SOLE AGENTS
(with Distributors in all States)

Wire, Cable, etc.
INSULATED
CABLES LTD.
24-26 William St., Mch.
Kensington, N.S.W., Sydney

Tubes & Braided Wire
KNOX SCHAFF
& CO.
Cotton, Woolen, Mch.
Kensington, N.S.W., Sydney

BIRT & COMPANY (PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.
P.O. BOX 844 B. G.P.O.

Also at

44 Eagle Street, Brisbane; Macgregor Cold Stores,
Stanley Street, South Brisbane.

SHIPPING AND GENERAL AGENTS

Cockatoo Docks & Engineering Co. Pty. Ltd.

Contractors to ...
H.M. AUSTRALIAN NAVY
Ship-builders, Marine & Engineers
General

Inquiries invited
COCKATOO ISLAND
SYDNEY

Phone: W 1941 (10 lines)

STORY OF H.M.A.S. "NESTOR" (Continued)

to float to the surface. A leather overcoat with a German name inscribed; a mangled human lung. The recent loss in those waters of our own Lieutenant-Commander Calloway, D.S.O., was avenged.

Again honours came to the ship. A bar to the Captain's D.S.O., a D.S.C. to the schoolmaster, D.S.M.'s to the Able-Seamen, a Sub-Lieutenant and a Seaman mentioned in despatches, "For skill and enterprise in action against enemy submarines," said the official citation.

The "Nestor" moved eastward to join the Eastern Mediterranean fleet under the famous Admiral Cunningham. She joined her sister ships who had already distinguished themselves in the evacuation of Crete when two of them had saved 1,700 soldiers, under a hail of bombs. They had carried on though two others with them had been turned back with bomb damage. They had served in the famous Tobruk Ferry Service that brought succour to our troops besieged there. They had supported our troops in the Battle of Syria.

"Nestor" joined forces with them and settled down to the hectic life that was the daily lot of that fleet. Barely a day passed without its air raid. These narrow waters were spanned by the Luftwaffe; but the fleet carried on and never were our land forces left in want. Again and again convoys were forced through to Malta. Food for the hungry people, shells to drive off the Stukas; bombs to harry the Axis supply lines to Libya. Malta was vital to the Empire and the fleet was vital to Malta.

"Nestor" helped her sister ship to send another U-boat to the bottom, and many planes fell to her gunners. There grew in her that spirit of casualness and efficiency that we only find among men who have won their spurs in action and who daily entrust their lives to each other. It is hard to describe, but inspiring to see, and it always denotes the really dependable ship. The third battle for Libya raged, and the destroyers, like hunting dogs, harried the enemy's flank. Derna was bombarded, our light forces creeping close in shore under the early morning dust haze, wreaking havoc among the oil tanks and supply dumps, and speeding away before the hornet's nest of bombers could find their mark. The Axis used heavier and heavier escorts to their convoys,

GLOBEX

BEF EXTRACT

For appetising flavour, strength-building nourishment and economy in use ... you can't beat GLOBEX. It contains the full strength and concentrated essence of the prime beef and it is made in a second.

Try it for soups, gravies, nourishing beef tea, and it makes really delicious sandwiches ... but spread it thinly.

OBTAINABLE FROM ALL CHEMISTS AND STORES
1, 2, 4 and 8 oz. jars or 4 and 8 oz. containers

Renowned for Flawless Service and
Excellent Cuisine

PETTY'S HOTEL

1 YORK STREET, SYDNEY
Telephone: BW 4371

A la Carte Luncheons from 2/6
A la Carte Dinners from 4/-

Private Rooms are available for Cocktail
Parties — Wedding Receptions — Lun-
cheons — Dinners — and Suppers

AUSTRAL BRONZE COMPANY PTY. LIMITED

Established 1914

Head Office and Works:

O'Riordan Street, Alexandria, Sydney

MANUFACTURERS OF:

Copper Rods and Bars; Bushes for Electrical Work;
Manganese Bronze Rods; Bars and Ingots; Extruded
Brass; Architectural Bronze; Munro's Metal and Copper
in Round, Square, Hexagon and Special Sections;
Copper Plates and Rolled Copper Anodes; Aluminium
Bronze Rods and Bars; Copper, Brass, Gilding Metal,
Phosphor Bronze and Nickel Silver in Sheets and Strip.

Metallic Metal and Naval Brass Condenser Plates

Sheets and Sheetmetal

Manufacturers of (under Licence)

Steele's Manganese Brasses for Marine Craft Propellers

Branch Office:

101-103 KING STREET, MELBOURNE

It seems that "Nestor" was with our forces that so swiftly and so efficiently invested Madagascar, and we can well picture their satisfaction at avoiding a second Java of the Indian Ocean. But the damage she had suffered so long ago in her first engagement began to tell. Only those who have served in an engine room in those tropic waters can know what her engineers went through. She never failed in her duty, but it became increasingly obvious that she must go home to dockyards of Britain for rest.

And so she sailed, guarding a convoy on the long route round the Cape of Good Hope. We

(Continued on Page 20)

Shop at . . .

MILLARD'SThe House of Quality
forEverything in Men's and Youths'
Wear•
MILLARD'S PTY. LTD.(Town Hall End) Queen Victoria Buildings
492 GEORGE STREET — SYDNEY

Phone: MA 6447

Better and British . . .

"HOFFMANN"

Ball and Roller

"TIMKEN"

Tapered Roller Bearings

**Bearing Service Co. of Aust.
Pty. Ltd.**

38 WENTWORTH AVENUE

SYDNEY

Telephone: M 6038

For all classes of
Electrical Appliances**LAWRENCE & HANSON
PTY. LTD.**

33 YORK STREET, SYDNEY

•
"PEAL" RADIO

"WYNYARD" APPLIANCES

•
Refrigerators and Washing Machines**DUCON
CONDENSERS**

Condensers are an integral part of all wireless installations. Ducon Condensers are renowned for their reliability. On shipboard the lives of men depend upon the effective functioning of the wireless equipment. That is why Ducon Condensers are so often specified by radio engineers.

•
Ducon Condenser Pty. Ltd.

Bourke Street, WATERLOO, SYDNEY

ALSO AT MELBOURNE

FAILURE OR SUCCESS?**THE SHIPS AND CREWS OF BRITAIN MAY BE PROUD**

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

The news columns of late have given us information of what appear to a large section of the public to be failures on the part of the Navy. Failures we have had, but there have also been successes. Mistakes there have been, but no Government, no Service, no individual is super-human. It is impossible for those who have not access to all the facts to form a correct judgment in regard to the allocation of responsibility for failure in any operation against an enemy; and all the facts cannot, of course, be published in time of war.

Much uninformed criticism has been directed against those at the Admiralty responsible for naval operations, and although uninformed criticism may be deplored, it does indicate that the public is taking a keener interest in sea-power than was the case before the war, when adverse public criticism of naval reductions might have saved the present situation.

"It is an undoubted maxim," said the House of Lords in 1708 to Queen Anne, "that the honour, security and wealth of the Kingdom depend on the protection of trade and the improving and right management of our naval strength. Other nations, formerly great and powerful at sea, have by negligence and mismanagement lost their trade and seen their maritime strength entirely ruined. Therefore we do, in the most earnest manner, beseech Your Majesty that the sea affair be your first and most peculiar care."

As in 1708, so in the twentieth century, "the right managing of our naval strength" should have been the first duty of the Government of every country which forms a part of the British Empire, because by sea-power our Empire came into being; by sea-power it has flourished; and it is to sea-power it must look for security and prosperity.

Sea-power, or power derived from the sea, does not, of course, depend merely on the ships of the Royal Navy. Sufficient and efficient aircraft are as necessary to sea-power as are guns and torpedoes. We must not, however, forget that however strong they be, our fighting ships and aircraft cannot afford us those benefits we

derive from the sea if our merchant ships are too few to carry the goods required, or if our merchant seamen and fishermen hesitate to face the perils of the deep in time of war. But they do not hesitate, although they have not only to fight the forces of nature, but to face the horrors of enemy action which transcend anything to which they were exposed in past wars. Their endurance and courage have earned for them the admiration of the world and the gratitude of their countrymen.

We must go back some years to find the causes underlying our naval failures during the present war.

Instead of trusting to our own strength, a policy was followed which limited naval armaments by International agreement without regard to the magnitude of our responsibilities. The forcing on the Board of Admiralty of the London Treaty, with the consequent reduction of our cruiser and destroyer strength, was the fundamental cause of most of the naval failures during the present war.

The number of cruisers and destroyers with which we started the Great War of 1914-18 proved woefully inadequate. Yet, owing to "negligence and mismanagement" in the following years, we found ourselves with only a fraction of that number when the present war was forced upon us. This policy of appeasement, this bowing of the knee to foreigners and pacifists, hamstringing our armed forces before the war and during the war has, at times, prevented us from forestalling our enemies in neutral countries—Madagascar is a welcome exception. It also threw shaky neutrals into the arms of Germany.

These cardinal errors, which have cost us so dearly in this war, would have been avoided if the British public had taken as keen an interest before the war in the value of sea-power as it now takes in any naval failure, which is invariably followed by stricter rationing and a tightening of the belt.

Our naval defeats—and we must admit defeats

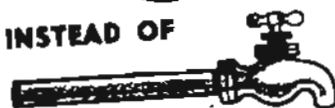
(Continued on Page 11)



INSTEAD OF



INSTEAD OF



NOW BEING PRODUCED
AT

STEWARTS and LLOYDS

(Australia) Pty. Limited



THE STAFF OF LIFE . . .

is a STURDIER STAFF if spread with

NORCO BUTTER

Be sure to ask for—



"THE BUTTER OF PERFECTION"



Sing a
Song of 6³

Sing a song of sixpence—
It isn't much to spend;
But every time you spend
it,

You get a

DIVIDEND

When You Shop at

GREEN COUPON STORES

FAILURE OR SUCCESS?

(Continued)

—in the Battle of Crete; off Singapore; in the Java Seas; and in the Bay of Bengal have all been attributed to a lack of air support due not to any fault of the individual on the spot, but to lack of aircraft.

So much for the debit side. On the credit side we can look back with pride to many naval successes, often against heavy odds, such as the River Plate; Taranto; Narvik; Cape Matapan; the sinking of the "Bismarck," and other incidents, particularly in the Mediterranean. Important as they are, however, it is not in these local naval engagements that lies our chief naval success.

"It was the British Navy," said the late Lord Asquith, when writing of the last war, "which fed and equipped the Allies, by successive stages drained the life-blood of the enemy, and won the war." This result, be it noted, was achieved without any great material victory over the enemy's main fleet.

A similar success is slowly, but surely, being attained in this war. The silent pressure of sea-power, aided by air-power, is being remorselessly exerted against Germany and Italy, and we hope before long Japan will experience similar pressure. The occupation by Germany of the long stretch of coast-line from the north of Norway to Spain; the one-sided "neutrality" of Vichy France; and the denial to us of the bases in Southern Ireland, have added considerably to the difficulties of cutting off Germany and Italy from the markets of the world. That sea communications with these countries are severely hampered points to a success of which our Navy and Air Force can justly be proud.

Further, our Merchant Navy, under the pro-

tection of the Royal Navy, is bringing to our ports essential supplies of food and raw materials. Owing to the success of this protection we are better fed than the peoples on the Continent.

The untiring energy of our patrol vessels and minesweepers renders the sea lanes round these islands comparatively safe not only for the merchant ships coming from overseas, but for our coastal trade which is of paramount importance to the transport problem. The endless work entailed in this protection of our trade is not as spectacular as the sinking of enemy ships. But it is equally essential to success.

Our Navy, depleted as it has been by regrettable losses, still stands between Hitler and his ambition, as it stood between Napoleon and his efforts at world domination. "Those far-distant, storm-beaten ships," said Mahan, "on which the Grand Army never looked, stood between Napoleon and the domination of the world." Sea-power will also play its part in procuring the independence of those countries now suffering under the rule of the Gestapo.

When, therefore, we are weighing in the balance our successes at sea on the one hand, and our failures on the other, we must take into account not only the spectacular material successes attained in battle, but the unspectacular, little known successes which are achieved by miraculous efficiency, untiring energy and devotion to duty. It is these latter successes which weigh the most.

When we have won our fight we must pledge ourselves never again to ask our young men to go out, without adequate equipment, to guard and carry our sea-borne supplies and comforts, and to fight for our security. Our young men hesitate not; they go. Too many of them come not back; but they have done their duty.

A WANDERING STUDENT IN THE FAR EAST

Lord Ronaldsday wrote a book under this title more than thirty years ago, and to-day his words are seen to be prophetic. Here is one example:

"Japan is advancing with a fixed determination towards the goal which still stands far off on the horizon of the future. Political power, supported by military prestige, commercial and industrial supremacy in East Asia, a dominant voice in the destinies of the Eastern world—such are the objects towards the attainment of which the national energy is being turned. It is in the factory and the workshop as much as in the arsenal and the dockyard that the key of the future will be found; amid the roar of machinery and the hiss of steam and the unceasing whirl and crash of the spindle and the loom."



Officers and men were landed at an Australian port recently, undaunted by their nerve-racking experiences when their ship H.M.A.S. "Canberra" was sunk in a night action against units of the Japanese Navy. Survivors paid a high tribute to the rescue work of the U.S.A. Navy and to the kindness of all ranks in providing articles of clothing to those in need, also cigarettes.

Top, Lieutenant Victor Smith, of Chattrwood, Sydney, who was rescued from the Mediterranean last year, with Commissioned Gunner Hardiman. Top right, Surgeon-Lieutenant John Newton and Engineer-Lieutenant B. W. Mustared (with beard). Lower right, three cheerful Victorians, Eng.-Artificer N. Jenkins, P/O. Lygge, and C.P/O. Scott. Lower right, ratings going on leave.

Survivors from H.M.A.S. CANBERRA

courtesy "N.M. Herald."



Photo courtesy "N.M. Herald."

DAVISON ENGINEERING WORKS

577 GARDENERS ROAD
MASCOT

Phone: MU 2071

W. R. CARPENTER & CO. LTD.

Island Merchants & Shipowners

O'CONNELL STREET
SYDNEY

Phone: BW 4421



AUSTRALIA SILKNIT LTD.

Lingerie Manufacturers

Silknit House
CENTRAL SQUARE - SYDNEY
And at ERSKINEVILLE, N.S.W.



E. D. McMAHON & CO.

Produce Merchants

153 SUSSEX STREET
SYDNEY

Phone: MA 4893

Omar Khayyam's Country is the Gateway to Russia

Locomotives driven by British soldiers—drivers are rolling through the desert and mountains of Omar Khayyam's country to bring aid to our Russian Allies. In some of the trains are Australian refrigerator cars.

Iran is the one country where British and Russian troops have met and fraternised. In 1941, when German influences working there could no longer be ignored, British and Russian troops entered the country and restored order.

Now Iran is an important link in the chain of supplies which must move endlessly to Russia—a link indirectly threatened by Hitler's great drive to the Caspian Sea, which the Russians are now withstanding.

Reza Shah Pahlavi abdicated in favour of his son Mohammed in 1941. Mohammed undertook to institute constitutional reforms which would safeguard British and Russian vital interests in time of war.

Iran is a land of oil, and this fact alone makes the country vital to the Allied cause, as well as its geographical position as one of the few gateways to Russia.

Only one-third of this country, five times the size of Great Britain, lying between the Persian Gulf and the Caspian Sea can be cultivated. It is rich in oil, but its greatest need is water.

There are about 15 million inhabitants, of whom 1½ millions live in the large cities; some two million are still semi-nomadic. The rest of the population is concentrated in the more fertile areas of the lowlands. Most of it is old, fairly pure, Iranian stock. Armenians and Kurds form distinctive minorities of 50,000 and 800,000. There are, too, 25,000 Assyrians on the Western Frontier, and Arabs in the South-Western Desert.

Modern Iran dates from the revolution of 1906, when a National Assembly was set up and a constitution drawn, which, with slight modifications, exists to-day. The Anglo-Persian Oil Company dates from 1908. The German interest in Iran was reflected in the Berlin-Bagdad railway project.

In recent years Germany made appreciable headway in trade concessions in Iran. German technicians and specialists working on low salaries; teachers, tourists and pressmen steadily increased. With the advent of Hitler, propaganda in Iran reached full-scale proportions.

Fortunately, determined Allied action here, as in Syria and Madagascar, foiled Axis plans. The road to Russia is still open, and ties which may prove even stronger have been forged by Mr. Churchill and M. Stalin in the conversations at Moscow.

—From Department of Information.

T. POLLOCK & SONS

BRUSH MANUFACTURERS

22 SHORT STREET, CARLTON

Telephone: LW 1460

Manufacturers of Paint and Varnish Brushes
Specialists in Wire-twisted Brushware**MORRISON & SINCLAIR
PTY. LTD.**

SHIPBUILDERS

LONGNOSE POINT, SYDNEY

Phone: WB 1951 (2 lines)

NEON TUBE LIGHTING DISPLAYS

(Stead & Baker)

743-5 HARRIS STREET, SYDNEY

Neon . . . Don't Hire It . . . Buy It

Best Wishes from . . .

STANCO (AUST.) LTD.

Manufacturers of "FLIT"

USHER'SDistinguished among the World's
Finest Hotels

CASTLEREAGH STREET, SYDNEY

Phone: B 6511

**ALEXANDER MOIR
& Co. Pty. Ltd.**

Paper Merchants

99 CLARENCE STREET
SYDNEY

Phone: B 7711 (2 lines)

SEA CADET NOTES

Mr. J. Williams, O.C., "Victory" Depot Navy League Sea Cadets, reports:

Cadets from this unit attended church services in memory of the death of the Duke of Kent; also of the officers and men of H.M.A.S. "Canberra" who fell in the battle for the Solomons.

We welcome Mr. Victor Lloyd as acting Chief Officer to this unit.

The keenness of Cadets to qualify for higher grades is to be commended.

Chief Telegraphist Green's good work interests the Cadets in the wireless class, while the work devoted to the reconditioning of the cutter reflects great credit on those concerned.

Messrs. Keig and Hager, formerly of this Company, were visitors recently. Mr. Keig was on the "Canberra" when she was sunk in the Solomons battle. Mr. Hager is in the Army. Cadet Jones, late of this unit, in another of our old colleagues to lose his life in this war. He was killed in the "Canberra" action. To his relatives we extend our sincere sympathy.

Mr. Peak, a yacht owner, has thanked cadets of "Victory" Depot for their good work in saving his craft from going ashore recently.

The stays of the "Australia" mast in front of the Depot have been overhauled. As soon as we can get some paint the Cadets will be glad to give the outside of the Depot a brush up.

The semaphore arms have been repaired and are in use again in the signalling class.

The O.C., "Vendetta" Navy League Depot, Manly (Mr. E. Barton) reports satisfactory progress.

The O.C. is ably supported by C.O. Langbridge and C.P.O. R. Perse in the efficient training of the Cadets.

Another of our old Cadets is doing his bit "up north." It is Geo. Gibbon and we wish him well.

One of our staunch active workers, Miss Cousins, is on deck whenever her services are

required. Miss Cousins, on behalf of this Company, recently placed a wreath at the War Memorial in memory of the officers and ratings who died when H.M.A.S. "Canberra" was lost in action against the Japanese.

Woolwich whaler was sighted on the Lane Cove River a couple of Saturdays ago, and Mr. Collins, the O.C. of the unit, is to be complimented on the smart appearance of the crew and of the boat.

Since the outbreak of war, 203 Navy League Officers, Petty Officers and Cadets have joined their country's Fighting Forces and many have made the supreme sacrifice.

**WHAT A DIFFERENT WORLD IT
WOULD BE**

By E. A. MOONEY, Merchant Navy

*What a different world it would be
If all our dreams came true;
If all we hoped and prayed for
Came suddenly in view.
If wishes and ambition
Were absent from our day;
If we were in possession
Of the things for which we pray.*

*What a different world it would be—
All war and hate to cease;
If o'er the world came suddenly
Complete and lasting peace.
If all our friends returned again
To greet us with a smile;
If grey skies never came with rain
To hide the blue awhile.*

*What a different world it would be
If everything came right;
With neither dreams nor hopes for me,
Nor obstacles to fight.
If you and I found life's road downhill,
And love's hard road were easy;
If we had neither dreams nor thrill—
What a sad, dull world it would be.*

**OLIVER MANUFACTURING CO.
PTY. LTD.**

WILLIAM ST., ALEXANDRIA

ENGINEERS, BRASSFOUNDERS
& ELECTROPLATERS

Contractors to the Admiralty

Phone: MX 1548-9

**NORMANDIE
RESTAURANT**

7 ELIZABETH STREET
SYDNEY

Phone: BW 6880

**KELLY ENGINEERING
CO. PTY. LTD.**

General Engineers

106 MITCHELL ROAD
ALEXANDRIA

All Enquiries — Phone LA 4011

E. D. PIKE & CO. LTD.

Timber Merchants

31 ELAMANG AVENUE

MILSON'S POINT - SYDNEY

DEAN & COMPANY

Specialists in
METAL STAMPING
DIE MAKING and MFG.
Est. 20 years

32 ROSS ST., FOREST LODGE
Phone: MW 2226

Steel Wire Ropes for all Purposes

Manufactured by
**THE AUSTRALIAN WIRE ROPE
WORKS PTY. LTD.**
NEWCASTLE

Prices and particulars from the Company's
Distributors:

BULLIVANT'S AUSTRALIAN CO. PTY. LTD.
331 Kent Street, Sydney
J. R. REID & SONS
401-403 Kent Street, Sydney

FOR CASES & CRATES
(New and Second Hand)

Ring MX 2087

WINNA BOX FACTORY

14 WYNDHAM STREET
ALEXANDRIA

E. M. BALDWIN & SONS

GENERAL ENGINEERS



SHOWGROUND ROAD
CASTLE HILL :: N.S.W.

Phone UW 2251

SELLERS FABRICS PTY. LTD.

BOWDEN STREET
ALEXANDRIA, N.S.W.

Telephone: MX 1316

Canvas and Deck
Manufacturers

ALL OUT



The multitude of uses of plywood in the
War effort are not yet for publication.
To all our friends whom we have failed in
the supply of essential goods, we offer
our sincere thanks for their reasonable
attitude, and hope to renew their
acquaintance when the War is won.

FREDERICK ROSE LIMITED

MENTMORE AVENUE - ROSEBERY
MU 2471 ———— MA 6111

LUXURY WITHOUT EXTRAVAGANCE

Towering impressively above the skyline at the highest point of Sydney's colourful cosmopolitan King's Cross, Hampton Court, embodying a wealth of quiet luxury and thoughtful detail, is truly the key to pleasant living . . . for a day, or a month, or a year. Here, in one of the very few licensed Residential Blocks in the Southern Hemisphere, one senses instantly a spirit of genuine hospitality, of discreet, unobtrusive service, in an atmosphere of well-planned spaciousness and comfort.

That so many who sojourn here awhile return again and again is significant of Hampton Court's fulfilment of the most exacting personal requirements.

Here, in fashionable King's Cross, you will find life, excitement, gaiety. And only here, in all Australia, will you discover that exhilarating atmosphere of liveliness, of leisurely sophistication and never-ending variety that is so reminiscent of those Continental cities made famous by the glamour of their night-life.

Lights, colour, contrast . . . tree-lined boulevards, Delicatessens and Flower Stalls . . . exclusive Perfumery Salons and Theatres . . . people, both carelessly formal and elegantly informal—all go to make King's Cross the different place it is.

When day is done and night's curtain falls you feel yourself a part of this modern metropolis—the real heart of Australia's greatest city.

Always in holiday spirit, all the year round, King's Cross matches your every mood, anticipates your every desire, yet remains as impersonal as you wish—and is ever ready to give you the fullest measure of happiness.

With Hampton Court as your "headquarters" no other place can offer such diversified attractions, or provide such satisfying enjoyment of your freedom from everyday cares.

A HOMEY, DIGNIFIED ATMOSPHERE

At Hampton Court you can really relax in a restful, pleasing environment—enjoying a standard of service mellowed by years of experience in playing "mine host" to people of means and manner.

Here you will find all the comforts of home—To this truster the approval of many world travellers is subscribed. Here is a place not merely to "stop at" when you're in Sydney on business or on holidays—but a home in which to LIVE!

STORY OF H.M.A.S. "NESTOR"

(Continued from Page 71)

can imagine the mixed feelings of those on board as they left their new-won bases behind, but the relaxation meant a lot to them. There was one car-free night amid the hospitality of South Africa, then she rounded the Cape and steamed northward. But fate ruled against her. She was at Gibraltar, one lap from home, when Rommel began his great drive on Libya.

We all know the urgency of the situation, and a great convoy of the vitally necessary weapons was prepared to rush to General Ritchie's assistance. Every day was precious, and it was realised that the convoy must fight its way through the Central Mediterranean, although every force the Axis could mass against it would try to bar its way. "Nestor" knew those waters. Her reef must wait. She joined the fateful convoy. The finest, fastest merchant-ships available, packed with invaluable supplies, trained by the bravest, proven merchant-seamen, they sailed. The battleships, cruisers and destroyers surrounded them, with a ring of steel. They knew what lay ahead and they knew what their arrival would mean to the struggling desert troops. So they pressed on.

We all read of that great battle of June 15th. American heavy bombers in their maiden action. British fighters, British ships, clashed with the greatest fleet that the Axis had put to sea since Matapan. Losses to our fighting ships meant little. It was the munition ships that counted. So they clashed in those confined waters where they find it is hard for big fleets to manoeuvre, where Axis bombers are mere minutes-of-flying-time away from their bases, where mines have been collecting for two and a half years of war. The engagement must have been fierce, even for a Mediterranean action. Italian destroyers were sunk. Liberator bombers damaged a battleship. We had losses, too. Two cruisers, two escort vessels, four destroyers. But the munition ships got through, and even now the supplies they brought are massed against the enemy at the vital defence lines of Egypt.

And so the "Nestor" is gone. But no one can begrudge her parting. Drake and Nelson would have been proud of her. The honours she won will live, and her fine crew will fight again. The casualties, fortunately, were few. As in the case of the "Vampire," they were mostly among the

unsung heroes of the engine-room where the bomb struck.

And so: a fine ship has gone down, but ever newer, more powerful, ships are being built, and what is more, all over Australia men, those in uniform and those in overalls, are vowing that they will not forget.

HOUSEKEEPING AT SEA

The Royal Australian Navy, like the British Navy, is popularly known as the Silent Service, but it would cease to be silent if by any chance it was not being properly fed. There is little likelihood of this happening while the men are in their ships.

Problems of housekeeping at sea are dealt with by a staff of experts who give their lives to the job of feeding the Navy and whose work ashore makes it possible for the Navy to function efficiently at sea on voyages of up to 90 days.

Paymasters make "demands" on victualling officers, if there is a victualling yard at the port at which they call. If there is no yard they obtain supplies through other channels open to them. They have comprehensive lists of quantities required for the men under their care, and lists of components for balanced diets, for stated periods, which all help them to make out their "demands" for supplies on a scientific basis.

The officer knows the proportion of fresh fruit and vegetables necessary for anti-scorbutic purposes. A seaman's diet is as carefully worked out as that of a socialite slimming for beauty, but the seaman is dieted for health.

Salads are included in the diet when fresh vegetables are obtainable, and in the Royal Australian Navy refrigeration helps to keep vegetables for longer periods than would otherwise be possible.

Ample space is allotted for this important job, and every ship is fitted with a refrigerator or ice box, whether it be a capital ship or a corvette. Every naval activity ashore has its refrigerator—kerosene, gas or electric, or it has an icebox—where ice is readily obtainable.

—Department of Information.

LINDY'S CAFE

115 MACLEAY STREET

POTTS POINT

Phone: FL 1220

MALCOLM MOORE (N.S.W.) Pty. Ltd.

Engineers

1 RENT STREET, SYDNEY

SPECIALISTS IN EQUIPMENT FOR . . .
HANDLING - CONVEYING - LIFTING

Telegrams: Toddengins, Sydney

Phone: BW 1488-9

AJAX MANUFACTURING CO.

127-9 PRINCES HIGHWAY, ARNCLIFFE

Mfgs. of Wire Mattresses, Washers,
Tubular Pipes, Camping Equipment,
Chrome Platers, Electro Platers, etc.

Phone: LX 1248

SILVER STAR STARCH

THE BEST IN THE WORLD

Always ask for Silver Star Starch

A. COOK & SONS PTY. LTD.

GENERAL CARTAGE CONTRACTORS

511 WATTLE STREET
SYDNEY

Phone: M 4274-5

G. R. BARKER

ENGINEER

56 BIRMINGHAM STREET
ALEXANDRIA

Phone MU 2750

J. CONNOLLY PTY. LTD.

43 MOUNTAIN STREET, SYDNEY

Engineers and Steel Window
Frame Makers

Phone: M 2587

CENTURY TYRE CO.

75 FLINDERS STREET
SYDNEY

Phone: FL 1646

THOMAS GRAY MEMORIAL TRUST**PRIZES FOR THE IMPROVEMENT AND ENCOURAGEMENT OF NAVIGATION****(1) OFFER OF A PRIZE FOR AN INVENTION, 1942**

The Council of the Royal Society of Arts offer the following Prize under the Thomas Gray Memorial Trust, the objects of which are "The advancement of the Science of Navigation and the Scientific and Educational interests of the British Mercantile Marine":—

A Prize of £50 to any person of British or Allied Nationality who may bring to their notice an invention, publication, diagram, etc., which in the opinion of the Judges is considered to be an advancement in the Science or Practice of Navigation, proposed or invented by himself in the period 1st January, 1937, to 31st December, 1942. Entries which have already been considered by the Judges in the years 1937-41 are not eligible for further consideration unless they have since been materially modified.

The Council reserve the right of withholding the Prize or of awarding a smaller Prize if in the opinion of the Judges no suitable invention is submitted, and in the event of more than one such improvement being approved, the Council reserve the right of dividing the amount into two or more prizes at their discretion. The Council do not claim any rights in respect of any invention to which a prize may be awarded.

Competitors must forward their proofs of claim, between 1st October and 31st December, 1942, to the Acting Secretary, Royal Society of Arts.

Award of Prize Offered in 1941

In 1941 the Council offered a similar Prize. Twenty entries were submitted, and the full Prize of £50 was awarded to:—

Mr. T. E. Metcalfe, O.B.E., of Windsor, for the Seaman's Protective Suit devised by him and provided by the Ministry of War Transport in boats and rafts.

(2) OFFER OF AN AWARD OF £50 FOR DEED OF PROFESSIONAL MERIT

Many well deserved honours have been conferred upon officers and men of the Merchant Navy for acts of gallantry during the present War. The Council of the Royal Society of Arts, as Trustees of the Thomas Gray Memorial Trust, are desirous of recognising, in addition, the remarkable skill which is constantly being displayed at sea during the present struggle. They have, therefore, decided to offer an award of £50 to any member of the British Merchant Navy for any deed brought to their notice which, in the opinion of the Judges to be appointed by the Council, is of outstanding professional merit. The period to be covered by the offer will be the year ending September 30th, 1942, and the Judges will proceed to consider their decision on or after January 1st, 1943. Deeds of the type to be considered in connection with this offer may be brought to the notice of the Council by any person not later than December 31st, 1942. They will not, however, be considered by the Judges unless they have been endorsed by a recognised Authority or responsible person able to testify to the deed to be adjudged. The Council reserve the right to withhold the award or to make a smaller award, or to divide the amount into two or more awards at their discretion.

Royal Society of Arts, John Adam Street,
London, W.C.2. — June, 1942.

VERNON W. DAVIES,
Acting Secretary.



The Navy League

N.S.W. Branch

Patron:

His Excellency The Governor of N.S.W.,
The Lord Wakehurst, K.C.M.G.

President:

Rear Admiral J. B. Stevenson, C.M.G.

Executive Committee:

T. H. Birk, M.I.C.E., M.I.N.A. (Chairman)

Sir Kelso King, S.S.D.
Commander F. W. Hixson, O.B.E.,
S.S.D.

Sir Thomas Gordon, Kt.
Commander S. W. Spain
Commander J. R. Patrick, R.D.

Hon. Treasurers:

Sir Kelso King, S.S.D. C. M. C. Shannon

Hon. Auditors:

Robertson, Crane and Gibbons

C. M. C. Shannon
W. A. Mackay
Sir Walter Carpenter, K.B.
J. L. Milson
S. Cooper, S.S.D.

Hon. Secretary:

Commander F. W. Hixson, O.B.E., S.S.D.
Secretary and Editor of Journal:
W. W. Beale, O.B.E.

AIMS AND OBJECTS

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

Its Objects are:

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

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

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

Security Electric & Mfg. Co. Pty. Ltd.

Electrical Engineers

Gardens Road :: Mascot

Phone: MU 1476

CHIEF CLOTHING PTY. LTD.

74 RESERVOIR STREET

SYDNEY

Phone: MJ 4664

BEGG & GREIG PTY. LTD.

ENGINEERS

20 ERSKINE STREET, SYDNEY

Phone: BW 7344

C. C. RAWSON PTY. LTD.

MANUFACTURERS & DISTRIBUTORS

New Address:

ACME HOUSE

60-2 YORK STREET — SYDNEY

SHOES . . .

The largest and most up-to-date Shoe Store in the District. Full and half sizes in all styles for men, women and children. Here you can choose your exact styles and fittings and secure it at a lower price than you would pay elsewhere.

Your inspection invited

A. BAGLEY & SON

"THE BOOT STORE"

211-213 BEAMISH ST., CAMPSIE. LF 3103

HARD FOUNDRY COKE FEDERAL COKE CO. LTD.

39 MARTIN PLACE
SYDNEY

'Phone BW 1701 for all enquiries

MACHINE TOOLS
WOODWORKING MACHINERY
SMALL TOOLS
ENGINEERS' SUNDRIES

GOODALL & CO. PTY. LTD.

Machinery Merchants

301-305 KENT STREET — SYDNEY

'Phone: B 7714 (5 lines)



CAPSTAN
The Empire's
favourite
cigarette

COOEE'S POLICY

Coo-ee's policy is plain and unvarnished—to give you the best possible merchandise at the lowest possible price. When you visit any of Coo-ee's stores you will be impressed by the quiet courtesy and attentive service of our salesman. Coo-ee is a friendly organisation! Shop at Coo-ee, and you can't go wrong.

If you find it inconvenient to call at any of our stores, send your orders by mail. We will attend to them promptly and efficiently! Remember, order by mail with complete confidence at Coo-ee!

COO-EE CLOTHING LIMITED

Head Office:

326-28 GEORGE STREET, SYDNEY

Stores at All Principal Suburbs and at
NEWCASTLE and WOLLONGONG



DESIGNERS AND MANUFACTURERS
OF EVERY TYPE OF WIRELESS
EQUIPMENT FOR USE AT SEA, ON
LAND, AND IN THE AIR

**Amalgamated Wireless
(A/sia) Ltd.**

Australia's National Wireless Organisation

DEEDS count more than WORDS

in this grim struggle for world freedom. The unprecedented demands of the war must be unhesitatingly met and earnestly sustained by one and all.

THATCHER & OBERG are proud to be contributing to our country's defence requirements by striving to maintain timber supplies—for timber has an important part to play in our defence structure.

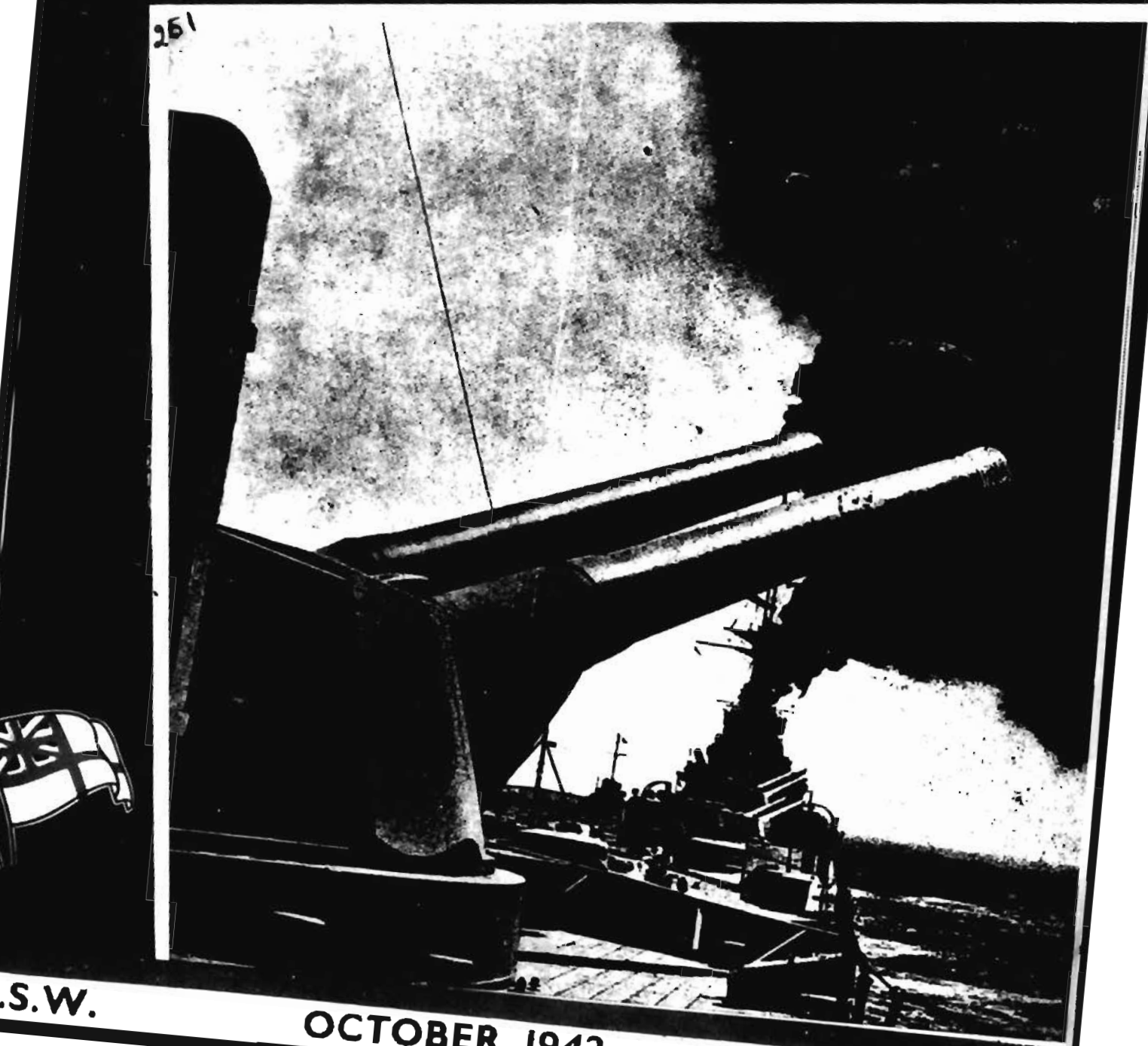
**THATCHER
AND OBERG PTY. LTD**

General Timber Merchants — Flooring Specialists
GARDENER'S ROAD - - MASCOT

Phone: MU 1221 (5 lines)

THE NAVY LEAGUE JOURNAL

251



S.W.

OCTOBER, 1942

6d. MONTHLY



Lloyds Engineering & Tool Co. Pty. Ltd.

Engineers & Toolmakers

TRADES STREET, NEWTOWN

'Phone: LA 3096-3001

Newcastle and Hunter River Steamship Co. Ltd.

Head Office:

147 SUSSEX STREET
SYDNEY

'Phone: M 4011 (3 lines)

Outside of Office Hours:

'Phone: M 4012

G.M.F. Electric Motors Pty. Ltd.

90-92 LAYTON STREET
CAMPERDOWN

Phones: LA 2290-3850

ALFRED HERBERT (Australasia) PTY. LTD.

- MACHINE TOOLS
- MACHINE SHOP ACCESSORIES
- ENGINEERS
- SMALL TOOLS

101 PYRMONT BRIDGE ROAD
PYRMONT

'Phone: MW 2734 (3 lines)
Melbourne Office:

144 KING STREET, MELBOURNE
'Phone: MU 4821

MITCHELL LIBRARY

23 OCT 1942

SYDNEY.



THE NAVY LEAGUE JOURNAL

The Official Organ of the Navy League, N.S.W. Branch
Royal Exchange, 54a Pitt Street, Sydney—B 7808

Vol. 5—No. 10

SYDNEY, OCTOBER, 1942

Price, 6d.

Profits — Shirkers — Co-Ordination

The horrors of "all-in-war" are still too far away from Australia's chief centres of population to shock the sensibilities of selfish people from their possessions and hoped-for profits. Before killing ceases, no family will escape unscathed both mental uncertainty and material sacrifice.

The seeming remoteness of the present armed conflict has apparently lulled many fit young males into the erroneous belief that the military situation is not sufficiently serious to influence them to don the uniform of the country which sustains and shelters them. The Federal Government, without further loss of valuable time, should devise effective methods to track down and compel the shirkers of military age to do their duty. Members of the public who have valid reasons to suspect men of shirking their responsibilities should report such cases to the Military or Man-power Authorities for investigation.

This war can be won only by selfless service, inflexible resolve and united purpose, intelligently co-ordinated to a greater degree of efficiency and endurance than our opponents are capable of achieving.

Of vital importance it is that all civil and war activities should be promoted to maximum effort without undermining the fundamentals from which progress springs and massed results are yielded.

Red tape must be ruthlessly cut, and habits and customs of laissez-faire must give way to the forcefulness and speed indispensable to victory.

METAL MANUFACTURES LTD.

Port Kemble, N.S.W.



Specialty Wire and Stranded Conductors, Tubes, Telephone Cables, Braided Wire and Cables, etc.

SOLE AGENTS
(with Distributors in all States)

Wire, Cables, etc.
SHEPHERD INDUSTRIES
CABLE LTD.
40-42 William St., Melbourne
Kemble Bldg., Sydney

Tubes & Braided Wire
KNOX MCLELLAN
& CO.
Cables House, Melbourne
Kemble Bldg., Sydney

BIRT & COMPANY (PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.
P.O. BOX 544 E., G.P.O.

Also at

14 Eagle Street, Brisbane; Musgrave Cold Storage,
Stanley Street, South Brisbane.

SHIPPING AND GENERAL AGENTS

GLOBEX

BEEF EXTRACT

For appetising flavour, strength-building nourishment and economy in use... you can't beat GLOBEX. It contains the full strength and concentrated essence of the prime beef and it is made in a second.

Try it for soups, gravies, nourishing beef tea, and it makes really delicious sandwiches... but spread it thinly.

OBTAINABLE FROM ALL CHEMISTS AND STORES
1, 2, 4 and 8 oz. jars or 4 and 8 oz. containers

SYDNEY'S FIRST BOMBARDMENT

By B. MILLIN

Sydney's first bombardment, quite unprepared, took place on the 20th May, 1814.

The ship *Three Bees*, which was anchored in Sydney Cove, caught fire in the hold, and the ship being built of wood the flames spread very rapidly. In those days chain cables were not in use and ships had of necessity to carry rope cables, the size of which accorded with the vessel's tonnage, the largest ships carrying up to a six-inch cable. Cables were stowed in the 'tween decks and took up a large amount of room which could ill be spared in such small vessels, the tonnage of which did not exceed 500 tons.

It is also worthy of note that iron or steel rigging only commenced to come into use early in the last century and the stays and other parts of the rigging (where steel is now used) were of rope, which necessitated constant tightening by means of dead eyes and lanyards.

The danger of cables chafing on a rocky bottom is obvious.

Presumably the cable of the *Three Bees* was burnt through and she drifted over to the North Shore.

It was the custom in those days for ships to be well armed, the *Three Bees* mounting 14 guns. Aided by her general cargo the fire increased in intensity and some of the guns being loaded discharged their contents in various directions, some of the shot landing in Bridge Street.

Sydney thus suffered its first bombardment.

October 21st, 1805, one hundred and thirty-seven years ago, the greatest of British seamen, Admiral Viscount Nelson, died in the hour of victory—and England lived.



FIGHTING SEAMEN FOR AMERICA'S MIGHTY NAVY

THE TRAINING STATION AT GREAT LAKES IS TURNING THEM OUT BY THOUSANDS

The American publication "LOOK," gives its readers much information regarding the training of recruits to become "Fighting Seamen in America's Navy."

With acknowledgments to "LOOK," readers of the "Navy League Journal" will read with interest of this phase of U.S.A. war activity.

On the shores of Lake Michigan, the U.S. Navy is training seamen whose impact will soon be felt by the Axis all over the seven seas. Here, a thousand miles from the nearest ocean, the Navy is producing a stream of fighting sailors to man the warships our yards are turning out at record-shattering speed.

The Naval Training Station at Great Lakes, Ill. (40 miles north of Chicago), supplies approximately 35 per cent. of the fleet's enlisted personnel. It is living proof of our Navy's ability to create the many-ocean force we need for victory. Each week, thousands of raw recruits enter the accelerated training programme at Great Lakes. A few weeks later, they emerge hardened seamen, ready to sail and fight.

The Navy's Raw Material

As they enter, they are a motley crew of landlubbers, varying in age from 17 to 50, coming from every walk of life, every corner of the nation. They are raw material, but they are good raw material. All of them are volunteers. All have passed the Navy's rigid physical examination, which rejects between 50 and 80 per cent. of the applicants.

The average recruit is 20 years old, has completed two years of high school and comes from a farm or small town. The process that turns him into a sailor—it's called "boot" training, because all recruits must wear leggings or "boots"—is a miracle of speed and efficiency.

By the time he has been outfitted and taught how to salute, he has already begun to look like a sailor. He is toughened by vigorous, enjoyable

athletics. He learns to sleep in a hammock and keep himself and his equipment shipshape. He learns to call things by their correct seagoing names. He acquires the discipline, skill and enthusiasm which will make him a valuable part of a fighting ship's company.

A Team of Specialists

Almost before he realises it, he graduates and goes to the Outgoing Unit. Here he awaits the orders sending him to sea or shore duty, where he completes his training. If he shows any special aptitude, he goes to Service School. There, he is turned into a machinist, signalman, radio operator, quartermaster, gunner, electrician, carpenter or one of the other specialists on whom the Navy depends.

Great Lakes is but one of the Navy's four major training centres. Multiply the Great Lakes story to include the humming beehives at Norfolk, Va., San Diego, Cal., and Newport, R.I., and you see how our Navy is meeting—and beating—the greatest expansion problem in its history.

PLEASE NOTE

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

Telephone - - - - B7808



INSTEAD OF



INSTEAD OF



NOW BEING PRODUCED
AT
STEWARTS and LLOYDS
(Australia) Pty. Limited

DUCON CONDENSERS

Condensers are an integral part of all wireless installations. Ducon Condensers are renowned for their reliability. On shipboard the lives of men depend upon the effective functioning of the wireless equipment. That is why Ducon Condensers are so often specified by radio engineers.

Ducon Condenser Pty. Ltd.
BOURKE STREET, WATERLOO, SYDNEY
ALSO AT MELBOURNE



Crusader
REGISTERED TRADE MARK

Crusader Cloth
Makes the Best Suits

BUY £10 WAR BONDS
AND
WAR SAVINGS CERTIFICATES

Independent Oil Industries Pty. Ltd.

A PURELY AUSTRALIAN COMPANY
OFFERING THE SAFETY AND
SECURITY OF A SUPERB
LUBRICANT . . .

PURR-OIL

A POST WAR NAVY Need in Pacific . . . New Zealand's Share

National Broadcast by Commodore W. E. PARRY, C.B., R.N., late Chief of the Naval Staff, New Zealand

I hope that perhaps you will forgive me if in this broadcast I appear to be mildly critical in some respects. It is because I have learnt to love New Zealand and the New Zealanders, because I do care very much what happens to New Zealand in the future, that I am anxious to speak more openly on naval affairs than I have been able to while I held an official position in the country.

I feel that many people in New Zealand do not realise how utterly dependent the Dominion is on naval forces, not only for its defence, but also for the offensive operations which alone can defeat our enemies. The fate of New Zealand, and of all British territories in the Pacific, depends entirely on the naval battles which are taking place between the Japanese and the United Nations. If the Japanese can secure command of the Pacific Ocean, nothing whatever can prevent their invading New Zealand. The land and air forces of the Dominion can meet the invader and perhaps defeat him temporarily; but as long as the Japanese sea communications remain intact, overwhelming forces can be sent to conquer this country. On the other hand, complete defeat of the Japanese Navy will relieve the Dominion from any further fear of invasion, thereby releasing the land and air forces for offensive operations elsewhere.

In speaking of naval forces, I naturally include all the aircraft which operate over the sea, whether they are carried in ships or are based ashore. The battles of the Coral Sea and of Midway Island are being decided mainly by air operations. The loss of an aircraft carrier is probably more important than that of a battleship at the present time, though these latter may yet return to their old position of predominance. Nevertheless, the operations are naval, because their object is to decide which side shall retain command of the sea and be able to move the ships containing armies and aircraft and their supplies wherever they wish. The effect of aircraft on naval operations is merely a new phase in the struggle for sea power.

Unfortunately, navies cannot be adequately improvised while a war is in progress. Armies and air forces can be expanded far more quickly than naval forces. This is not only owing to the time taken to build warships, but also to the degree of training required by naval personnel. Thus at the present time, although New Zealand is rapidly building up an efficient Army and Air Force, she cannot produce those major naval units required to win the war. New Zealand is making a very valuable contribution in providing naval personnel, and I have heard nothing but praise for the type we are sending but it will be some time before some of these reach the professional and technical qualifications required for the higher ranks and ratings. And New Zealand is only building minor war vessels for local defence purposes. Any larger warships are out of the question.

Thus the Dominion is utterly dependent on the naval forces of the United Kingdom and of the United States of America, and must remain so during the present war.

I suggest that we should all be determined to find a remedy as soon as possible, whatever sacrifice may be necessary and however long it may take before our goal is reached. If this is accepted, it is of the first importance that the Dominion should formulate an adequate naval policy to be put into force at the end of the war.

After the last war, Lord Jellicoe was sent in H.M.S. "New Zealand" to visit the various self-governing Dominions and advise them on naval affairs. In his reports he foresaw clearly that the present situation might arise if adequate preparations were not made. He pointed out that friction between the British Empire and Japan had already arisen and that their policies must inevitably conflict seriously. He, therefore, recommended the formation of a Far Eastern Fleet, strong enough to hold the Japanese. Contributions towards this Fleet from the

(Continued on page 16)

WHAT THE NAVY LEAGUE IS AND STANDS FOR

WHAT ARE ITS AIMS AND OBJECTS?

1. To maintain the safety and security of the Empire on the basis of Sea Power.
2. To urge on the Government of the day the importance of naval preparation, both as regards personnel and material, as the only means of guaranteeing in peace and in war the free inter-communication between the various parts of our world-wide Empire.
3. To emphasise the necessity for the protection of the Ocean Trade Routes, over which the bulk of our wool, wheat, butter, meat, etc., has to be transported; as also have all essential imports.
4. To urge the provision of an adequate Air Force for use with the Navy, since air power is now an essential factor in modern defence and attack.
5. To call attention to the fact that the presence of the Navy upholds British prestige throughout the world, and thereby fosters commercial relations. "Trade follows the flag."
6. To bring home to young and old alike the

part played by the Sea Services in the foundation and preservation of the Empire, and to encourage a fuller appreciation of the importance of close co-operation between all kindred British peoples.

WHAT DOES IT DO?

Since its inception, the League has been strenuous in seeking to show that Sea Power is the primary essential in Empire Policy, and it was largely owing to the watchfulness of the Navy League and its Branches throughout the Dominions and its constant propaganda against any attempt to weaken our supremacy at sea that an adequate Navy was in being at the outbreak of hostilities in 1914, once again to prove that the Fleet is the Empire's Sure Shield. To quote the late Lord Sydenham of Combe, G.C.S.I., etc.:-

"On 4th August, 1914, the Navy was in a position of relative strength never realised at the beginning of any of the great wars of the past. And the reason was that the intelligence of our people at home and overseas had been awakened by a sense of their primary Imperial

POOLE & STEEL PTY. LTD.

43 STEPHEN STREET
BALMAIN
N.S.W.

GENERAL ENGINEERS
BOILERMAKERS
SHIPBUILDERS
DREDGE BUILDERS

Plans, Specifications and Estimates prepared for Mining Dredges and Plant of all kinds. Electric Welding and Oxy-Acetylene Work.

Telegrams:

"POOLSTEEL," BALMAIN, N.S.W.
Telephones: WB 1031, WB 1058

Do YOU VALUE FREEDOM?

Simple living and steady saving are imperative if Australia is to survive.

Every pay day we must set aside as much as we can possibly spare—to help our country. The price of victory will be great—but the war will be shortened by every sacrifice we can make, and made quickly.

Surely we will spend less, save more and lend more.

A COMMONWEALTH SAVINGS BANK
PASS BOOK

provides the easy way to save money for investment in

NATIONAL SAVINGS BONDS
WAR SAVINGS CERTIFICATES
or the NEXT WAR LOAN

need by an educative process in which the Navy League played a notable part."

By the Providence of God, the Navy was also ready in September, 1939.

To carry out its aims and objects the League has:-

- I. Formed Branches in every part of the Empire and other Countries.

This world-wide organisation creates a binding link between the peoples of the British Empire, and such is the strength of this tie that during the Great War the League raised over half a million sterling for the relief of Widows and Dependents and the Children of Men of the Navy, Mercantile Marine, and Auxiliary Forces who lost their lives in the war.

In this connection more than 15,000 cases were investigated and over 75 per cent. have received assistance; 2,815 children have received assistance towards the completion of their education and have been fitted for their work in life.

- II. Established Training Ships in England and Sea Cadet Corps.

In addition to Training Ships directly maintained by the League, it has helped to maintain Sea Cadet Corps for the sea-training of boys. Such Corps now exist in many parts of Britain, in Canada, New South Wales, Victoria, South Australia, South Africa and New Zealand. The total of Navy League Sea Cadets in training exceeds 30,000.

The boys are trained in nautical subjects and to become good citizens of the Empire, and those wishing to adopt the sea as a career are helped in every possible way in accordance with our aim

of "Empire Boys for Empire Ships."

Since the inauguration of the scheme, over 50,000 boys have been trained in the British Isles alone, while the Dominions have been responsible for a large number, many of whom answered their Country's call during the Great War, and many are doing so in the present conflict.

WHY IT SHOULD BE SUPPORTED

The need for the work of the League has never been more essential than at the present time. Other states and nations are protected by mountains, by deserts, and by other natural features. Great Britain and her Empire, alone among World Powers, can be easily approached on every side over the countless paths of the sea. She requires, therefore, a strong Navy to safeguard her water boundaries and police the seas; and the need of inculcating this truth is a paramount duty.

WE THEREFORE EARNESTLY ASK YOUR SUPPORT

The late Admiral Lord Jellicoe's message to the people of New Zealand:-

"The sea is our life. By the use of it the Empire was formed. By holding it the Empire was preserved. If we fail to appreciate its value, the Empire will perish."

The late Admiral Lord Beresford wrote as follows:-

"If the Navy League had never done any other work than to bring home the meaning of Sea Power to the youth of our schools, it would have fully justified its existence."

Rt. Hon. Sir Samuel Hoare, a former Cabinet Minister, said:-

"I have seen the Navy League Sea Cadet Corps at work, and have formed the highest opinion of its value to the community."

TERMS OF MEMBERSHIP

Annually		
Fellow	£1 1 0	With Navy League Journal
Member	0 10 8	and monthly post free.
Member	0 5 0	Without Journal.

For further information please communicate with the Secretary, The Navy League, Royal Exchange Building, Bridge Street, Sydney. Telephone: B 7808.

AUSTRALIA IS YOUR HOMELAND ...
MAKE IT SAFE

Cockatoo Docks & Engineering Co. Pty. Ltd.

Contractors to ...
H.M. AUSTRALIAN NAVY
Ship-builders, Marine & Engineers
General
Inquiries invited
COCKATOO ISLAND
SYDNEY

Phone: W 1941 (10 lines)



To-day, the canteens need more ETA Brand Salted Peanuts than ever before... So when YOU can't obtain supplies just remember that these favourites are going first where they're needed most.



A.R.C.
ENGINEERING
CO. PTY. LTD.

14 Spring Street
SYDNEY

PHONE: BW 2271

E. D. PIKE & CO. LTD.

Timber Merchants

31 ELAMANG AVENUE

MILSON'S POINT - SYDNEY

EVERY NIGHT AT 7!



A score of different kinds of adventure at Luna Park. All your old favourites to make you laugh and give you Thrills! There's the Big Dipper, Tumble Bug, Ghost Train, Coney Island, Spider Ride, and the Famous Luna Park Floating Dance Palace! Luna Park—Just across the bridge by any tram or train or by ferry from No. 8 Jetty, Circular Quay.

FUTURE OF THE RETURNED MAN

THINKING ABOUT TO-MORROW

On September 20th, 1939, at the N.S.W. Annual Congress of the R.S.S. & A.I.L.A., a resolution was unanimously adopted which read:

"That the R.S.L. pledges itself not only to carry on with its obligations to all ex-service men and women of the war of 1914-18 and previous wars, but also gladly to accept its new obligations to protect the interests of all who shall serve the Empire in the present war and any future war in which the Empire may be involved."

That was the determined course of the R.S.L. more than two years ago—to-day it is more than ever the purpose of the League to work untiringly in the interests of the returned soldier, sailor and airman of this war, as well as past wars.

It is interesting to note that public opinion in the United States of America is now thinking along the lines developed by the League at the outbreak of the present war.

Mrs. Eleanor Roosevelt, wife of the President of the United States—and a world personality in her own right, in a recent survey of post-war reconstruction, made it very evident that the returned soldier—the man now at grips with the enemies of the Allied nations, must be looked after, upon his return. Her own words say—"People must think ahead and see that economic opportunities are open to soldiers on their return from the war. We mustn't forget returned men!"

And those simple humane words of a very great lady reiterate the thoughts, decisions and activities of the R.S.S.A.I.L.A. Already the trickle of returned men from this war, who need it, have the care and attention of the League and its associated bodies who function for the rehabilitation and welfare of the war-weary returned man, who whilst well enough to be discharged from his unit, is not quite up to the strain of recommencing in civil life.

Arrangements are made to give such returned men a chance to regain the civilian outlook, to regain confidence in their civilian capacities, to convalesce if they are physically below par. The families of such men, too, are given opportunities to holiday with their husbands and fathers, if it is considered suitable. But a holiday and a rest

for war-worn veterans is not all that the League offers the returned man. Far from it! A study of the activities of the League reveals that it operates on behalf of the returned man and his family in many spheres indeed.

The League and its services are spread wide and far throughout civil life... in the interests of the returned man and his family, and the men of the present fighting services—Navy, Army and Air Force and their families—also the Mercantile Marine.

In "thinking of to-morrow," the League must and will prepare and organise for the hundreds of thousands of present day soldiers, sailors and airmen who will return after this war is won. The already active organisations and ramifications must increase and accelerate to cope successfully with the extra demands on its services that will come.

And the R.S.S.A.I.L.A. will honour its pledge of September 20, 1939:—"It will gladly accept its new obligations to protect the interests of all who serve the Empire in the present war" and "carry on with its obligations to all ex-service men and women of the war of 1914-18."

To that end the League asks its branches and sub-branches to maintain themselves actively and strongly. Yours are the local headquarters, the rallying points for the Old and New Returned Man when this war is finished!

—REVEILLE.

PAUL & GRAY LTD.

Ship Chandlers

82 SUSSEX STREET

'Phone: BW 1851

THE ROYAL CANADIAN NAVY

By Lieut. E. J. DOWNTON, R.C.N.V.R.

The Canadian House of Commons recently heard from Mr. Angus L. Macdonald, the Minister of Defence for National Services, a lucid and comprehensive description of naval warfare in general and the role of the Royal Canadian Navy in particular.

Early in the two-day discussion of the R.C.N.'s accomplishment and needs, Mr. Macdonald made these comments: "Historically the role of a navy has been to provide battle fleets and to escort merchant ships. The navy's function was to engage the enemy's surface craft in direct combat and to protect merchant shipping. Then two menaces appeared, the mine and the submarine. So . . . now new methods of naval warfare have to be evolved. These methods take the form of small but fast craft, such as destroyers, corvettes, mine-sweepers, motor torpedo boats and smaller types of ships. It is along these lines that the Canadian Navy has developed. . . ."

This war-time development has been dictated by events and circumstances, but intimation has been given that at some future date the R.C.N. hopes to possess cruisers again. To-day, however, the R.C.N. is often called the Empire's small-ship navy. Not long ago an American writer, after a trip across the border to see something of Canada at war, recorded that Canada had a "small-ship navy with a big job to do." There was no sense of disparagement in that description. The little ships—the destroyers, the corvettes, the minesweepers, the patrol vessels—ranging the waters of the Atlantic and Pacific, are a vital link in our naval effort.

The Canadian Navy's job, stated in simple terms, is the guarding of Canada's two-ocean coastline; the protection of shipping sailing to and from Canadian ports; and co-operation with naval forces of the United Nations wherever necessary.

"Our navy," as Mr. Macdonald remarked, "is peculiarly suited to the task of convoying. That was the work which we were asked to undertake at the beginning of the war; that was the work that lay nearest to our hand, and that is the work we have continued to do for the past

two-and-a-half years." To lend point to his words the Minister revealed that since the beginning of the war more than 56 million tons of cargo had been carried from Canadian shores to Great Britain, and that more than 9,000 ships had been convoyed. (These figures exclude troop convoys.)

The expansion of the R.C.N. is mentioned with pride by every Canadian. When war broke out the Canadian Navy had fifteen vessels: six destroyers, five minesweepers, and auxiliary craft. Personnel of the active force numbered a mere 1,774 officers and men. To-day, there are more than 400 vessels, including the numerous auxiliary craft, while manpower is over 31,000. By March, 1943, according to Mr. Macdonald, the strength will be about 44,000.

Three auxiliary cruisers, the 7,000 ton "Prince" ships "David," "Henry" and "Robert," formerly of Canadian National Steamship Co., are in service. The number of destroyers has been raised to thirteen, the additional seven being ex-U.S. ships. Two of six Tribals projected for the R.C.N. were launched towards the end of last year, but are not yet in commission.

Corvettes have proved a particularly suitable type of vessel for Canada, both from the point of view of duties to be performed and shipbuilding facilities. They are being built quickly in considerable numbers.

Converted yachts, minesweepers and armed motor launches are also carrying out patrols.

The men for these ships have been recruited mainly through the eighteen Royal Canadian Naval Volunteer Reserve Divisions spread across the country. To these establishments, answering the call of the sea, come men from farms and prairies, offices and shops, mines and lumber camps. After preliminary training the men generally go on to the main bases, H.M.C.S. "Stadacona" at Halifax and H.M.C.S. "Naden" at Esquimalt. There are two training establishments for officers, H.M.C.S. "Royal Roads," at Esquimalt, and H.M.C.S. "Kings," at Halifax. Later this year the new naval college at Esquimalt will be opened. (The first R.C.N. college,

(Continued on page 12)

SHIPS BUILT FIVE TIMES FASTER

Ships are now being built in U.S.A. on the "roll over" method five times as fast as was formerly built with the keel down, but to be possible. Formerly all ships were speed production and to eliminate the necessity of welders crouching under the hull, the builders evolved a method whereby the ribs are placed on a face plate and the keel laid first. Top: When the welding operations are completed the ship is pulled over so that it rests right side up. Below: The ship is skidded into the water by a hydraulic system which eliminates jarring such as occurs in the older system of launching.



U.S. MARINES INVADE SOLOMONS

Official pictures, released by the U.S. Office of War Information, of the successful landing at Guadalcanal, in the Solomon Islands. Top: U.S. Marines coming ashore in barges which also carried jeeps. Lower: An aerial view of Japanese installations on fire at Tanabogo Island, after a raid by U.S. planes from an aircraft carrier.



SHOES . . .

The largest and most up-to-date Shoe Store in the District. Full and half sizes in all styles for men, women and children. Here you can choose your exact styles and fittings and secure it at a lower price than you would pay elsewhere.

Your inspection invited

A. BAGLEY & SON

"THE BOOT STORE"

211-213 BEAMISH ST., CAMPSIE. LF 3183

MACHINE TOOLS
WOODWORKING MACHINERY
SMALL TOOLS
ENGINEERS' SUNDRIES

GOODALL & CO. PTY. LTD.

Machinery Merchants

301-305 KENT STREET — SYDNEY

'Phone: B 7714 (5 lines)

ALL OUT

The multitude of uses of plywood in the War effort are not yet for publication. To all our friends whom we have failed in the supply of unessential goods, we offer our sincere thanks for their reasonable attitude, and hope to renew their acquaintance when the War is won.

FREDERICK ROSE LIMITED

MENTMORE AVENUE - ROSEBURY
MU 2471 — MA 6111

THE ROYAL CANADIAN NAVY

(Continued from page 10)

established at Halifax in 1911, was closed in 1922.)

The expansion is all the more noteworthy in the light of pre-war history. The basic framework for the present force had to be laid through discouraging years when the ideal of disarmament guided the actions of treasuries. At one time, in 1922, the R.C.N. comprised 366 officers and men. This despite the fact that three years before Admiral of the Fleet Viscount Jellicoe, in response to an invitation from the Canadian Government, had visited the country to advise the Dominion authorities on naval organisation and policy. His perspicacious three-volume report, suggesting a programme of considerable expansion, was respectfully interred in the archives of Ottawa.

Ties with the R.N. are many and close. Thirty-two years ago, when the R.C.N. was formed, the Canadian Parliament expressed its intention to organise a Naval Service "in co-operation with and in close relation to the Imperial Navy." As technical adviser during the period of formation, Rear-Admiral C. E. (later Sir Charles) Kingsmill, a Canadian serving in the R.N., was brought to Canada, and he became first Director of the Naval Service. Personnel for administration and training also came from the R.N. Commodore Walter Hose succeeded Rear-Admiral Kingsmill in 1920. After retiring from the R.N., Commodore Hose had settled in British Columbia, and joined the R.C.N. in 1914. The present Chief of Naval Staff, Vice-Admiral Percy W. Nelles, took over in 1934. He is the first Canadian-trained officer to become a Vice-Admiral.

Ships, as well as men, have linked the R.C.N. with the Royal Navy. Acquired from England were ships with names which are now historic in the annals—admittedly brief—of the Canadian Navy. The cruisers "Niobe" and "Rainbow" were purchased from England in 1910. (The R.C.N. establishment in Great Britain now bears the name "Niobe.") Others include another cruiser, the "Aurora," received as a gift from England in 1920, the destroyers "Patrician" and "Patrol" and the submarines C.H.14 and C.H.15. Of the cruisers mentioned here, "Niobe" carried out constant patrols during the first two years

of the last war, became depot ship at Halifax, and was later sold. "Rainbow" suffered a similar fate after long service on the West Coast; "Aurora" was sold in the early 'twenties.

To-day the movement is the other way and Canada is repaying her naval debt to England. Ships and men are coming back across the Atlantic from the New World to the Old. Hundreds of Canadian officers and ratings are serving with the R.N. The construction programme being pushed ahead in the Dominion's shipyards includes the building of warships on R.N. order.

It is Canada's aim, to quote the Navy Minister again, to "assume our proper share of the burden of naval service hitherto borne so largely by the Motherland."

THE TIDAL RIVER

By R. J. WITHERS

*I watch the little ripples and the wavelets die,
I seem to see the very river shrink;
The tide, receding, leaves the sand and mudbanks dry,
And boats lie stranded on the river brink.
Oh, tell me, can't you feel the desolation all about?
The world seems full of sadness as the tide runs out!*

*But by and by the tide is again upon the make,
The mudbanks hide their faces 'neath the blue
White-crested wavelets which begin to break;
The stranded vessels raise themselves anew.
Oh, tell me, doesn't everything a brightness seem to win?
The world seems full of gladness as the tide comes in!*

*So, daily in our lives the tide runs in and out,
How many of us drift and live in vain?
Though opportunities are plentiful about,
We miss them, and they float away again!
Oh, surely each and all of us success may truly win
By grasping and retaining what the tide of life brings in!*

SELLERS FABRICS PTY. LTD.

BOWDEN STREET
ALEXANDRIA, N.S.W.

Telephone: MX 1316

Canvas and Duck
Manufacturers

THE STAFF OF LIFE . . .

is a **STURDIER STAFF** if spread with
NORCO BUTTER

Be sure to ask for—



"THE BUTTER OF PERFECTION"

ELMA DIAMOND PRODUCTS

Metal impregnated diamond laps and wheels.
Emery wheel dressers. Hand Laps.

Industrial diamonds of all types.

427 ELIZABETH STREET, SYDNEY

'PHONE: MA 3113

McPherson's Pty. Ltd.

Sole Selling Agents

AUSTRALIAN OPTICAL CO. LTD.

WHOLESALE OPTICIANS



91 YORK STREET
SYDNEY

HYCO PRODUCTS ENGINEERS

200 ALBION LANE
ANNANDALE

Phone: LM 4138

SEA CADET NOTES

Mr. J. Williams (O.C. "Victory" Depot, North Sydney), the officers and cadets have put in much useful voluntary training during the past month. A pleasing feature is the undagging enthusiasm displayed by the cadets in all their training activities. Cadets greatly appreciate the physical drill on Saturdays and derive considerable benefit from it.

The O.C. has appointed Mr. James MacFarlane as honorary officer-in-charge of visual signals. Mr. MacFarlane has served overseas in the present war and was invalided out of the service.

Mr. Williams (Junior) has made a model of a steamship for the depot and when it is completed with navigation lights, etc., it will be used for instructional purposes.

A tribute is paid by the O.C. to the sterling services of Mr. Lloyd whose co-operation in the training of the cadets is invaluable.

We have received from the parents of the late Paul Cedric White of this depot a framed photograph of their son. The memento will be valued by the boys and will be hung in the depot.

The ladies of the Welfare Committee continue to interest themselves for the benefit of the cadets at "Victory" Depot and their work is appreciated by all the Company.

Reports from Woolwich and Manly Depots indicate "ALL'S WELL."

About fifty uniformed Navy League Sea Cadets co-operated with the Merchant Navy Appeal Fund Committee on October 16.

STUART BROS. PTY. LTD.

BUILDERS



Our first
war aim
is to win
the war

48 LUCAS STREET, CAMPERDOWN

N.S.W.

Are you in the League Why not?

THE NAVY LEAGUE IS...

a WATCHDOG of National and Imperial security,

an ENEMY of apathy in all matters naval and maritime,

a TRAINER of the citizens of to-morrow,

a PRESERVER of our glorious sea heritage.

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

THE LEAGUE NEEDS NEW MEMBERS
WHY NOT JOIN NOW!

LEWIS VEE BELT DRIVES . . .

and MOTORISING UNITS increase output
and save Power and Space.

"INSTALL THE RIGHT DRIVE FIRST"

and invest your Savings in
NATIONAL SAVINGS BONDS

LEWIS BROS.

178 OXFORD ST., PADDINGTON, N.S.W.

FA 1306



E. DIXON & CO.

BRUSH MANUFACTURERS

200 CROWN STREET

EAST SYDNEY

Phone: FA 3576

A POST WAR NAVY

(Continued from page 5)

United Kingdom, Australia and New Zealand, in suitable proportions, were proposed. If this fleet had been formed who can doubt that it would have prevented the extension of Japanese influence which has taken place since 1918?

Unfortunately, Lord Jellicoe's proposals suffered a premature death, for reasons which I have no time to discuss now. The Japanese gained complete control of the China Seas, and of other portions of the Western Pacific. British and United States forces in the Pacific never included ships larger than cruisers, except for one of the older and less effective aircraft carriers—"Hermes" or "Eagle." The two Dominions also contributed a few cruisers, which have played a most useful part in the present war; but they have not been strong enough to prevent any forward movement of the Japanese Navy. There has been a tendency to trust in the magic effects of the naval base at Singapore, and to forget that this base was only valuable when it held naval forces capable of containing the entire Japanese Navy. Such forces could only come from the United Kingdom, and then only if and when they could be spared from European waters. The United Kingdom has done her best to build a world-wide Navy from her own resources; but it was not possible to provide for a simultaneous war in the Atlantic, the Mediterranean and the Pacific.

It is now useless to debate whether Australia and New Zealand should have provided stronger naval forces before the Pacific War started. This could have been done, but only at the expense of the wonderful development which has taken place in these Dominions, and of the high standard of living enjoyed by its inhabitants. Whatever might have been done, the facts remain as I have summarised them.

It is, however, very relevant that we should start thinking about our post-war policy. Naturally, we cannot yet make definite plans, but we can consider general principles. Indeed, one of the major reasons for the failure of the Peace Treaties of the last war was that they had not been sufficiently thought out beforehand. Not only must we win this war, but we must also win the subsequent peace. We sailors and soldiers and airmen can only advise on what should be done, but it is you, the people of New Zealand,

through your political leaders, who will have to decide. Are you, for instance, prepared to make sacrifices, such as a reduction in your scale of living, in order to ensure against a third World War twenty-five years hence?

At the present time we cannot visualise post-war conditions. I will, however, assume that we gain a complete victory. I will also assume that we are determined to profit by our experiences after the last war. Surely the chief lesson is that a strong, virile and determined race, such as the Germans after the last war or the Japanese after this war, can arise again within a very short period and threaten our way of living and all that we most value; and that adequate measures to prevent this must be taken?

If you have followed my arguments, you will, no doubt, say now "Ah, we are going to be told that the only way to keep the Japanese in order after this war is to maintain a strong Navy." I should like to say at once that this is only half what I am going to suggest. Although I am a professional fighting sailor, and although the abolition of navies would end my particular profession, I will at once concede that the best possible solution is to establish a New Order among all nations, whereby we can all live together in peace and devote all our energies to the improvement of the world and its inhabitants. That was the ideal of the League of Nations, and we must retain that ideal. But we must also remember that ideals are not easy to achieve, and that a long period must elapse before complete and world-wide confidence between all nations can be restored and the rivalries which have caused this war are buried. During this intervening period, our enemies must be held down by force; and I venture to think that this is the only argument understood by the young Nazi or the young Japanese of to-day. Until a new generation arises, armed forces will remain necessary.

If this argument is accepted, the next step will be to decide what form these forces should take. Armies of occupation may be necessary or perhaps air forces ready to move immediately against an aggressor. But in the Pacific, Japan will always be dependent on the sea for her existence. As long as we retain command of the sea and can prevent her moving military

(Continued on next page)

J. WATTS

GENERAL ENGINEER

1 THE CRESCENT, BERALA, N.S.W.

Phone: UX 6404

J. W. SPARROWHAWK

PATTERN MAKER ENGINEER

39 RICHMOND ROAD

FLEMINGTON

Phone: UM 8963

MITCHELL & GRAY

PLUMBERS & HOT WATER ENGINEERS

146 LIVERPOOL STREET

SYDNEY

Phone: FA 2373

W. H. LITTLEWOOD

38 EWART STREET
MARRICKVILLE

Phone: LL 1552

G. COLTON

ELECTRIC WINDINGS, TRANSFORMERS,
ETC.

59 ERSKINE STREET
SYDNEY

Phone: B 3510

N. R. ARMSTRONG

WOODWORKER

28 LUCY STREET :: ASHFIELD

Specialist in the Mfg. of Sew Handles, Mauls,
Heads, Mallets, etc.

Phone: UA 1929

A POST WAR NAVY
(Continued from page 17)

forces and supplies across the sea, Japan can harm no one.

It is, therefore, obvious to me that the United Nations must retain strong naval forces in the Pacific after the war. The nature and extent of those forces we cannot determine at present, although it is safe to say we shall certainly need strong naval air forces, carried in aircraft carriers as well as those based ashore, and the necessary ships to protect them. And I would urge that all New Zealanders should determine that this Dominion, with her splendid war record, should play a worthy part in preserving peace by providing her share of these naval forces, even if it entails some delay in the post-war development of the country and in the return of our pre-war standards and luxuries. Moreover, the young New Zealander has such an innate love of the sea, and has proved himself such a successful sailor, that I feel sure many of them will be glad to join the Brotherhood of the Sea as a permanent profession.

I do not presume to think that this short broadcast will convince many of my listeners to vote for a strong post-war New Zealand Navy. All I do ask of you is to think this question out thoroughly, and to study these naval problems deeply. I have recently read a most interesting book called "Seapower" by an author who calls himself T.124. I will repeat the name "Seapower," by T.124, which sets out much of what I should like to say in far better language than I can muster. The book contains certain exaggerations with which many of you will disagree; but its main theme, that the British Empire lives by sea power, cannot be disputed. The author ends by quoting Napoleon's words from his last

WEIR & HARROD

ENGINEERS

39 CARY STREET
DUMMOYNE

Phone: WA 2187

home in St. Helena, that if England maintains her power at sea, she can send her Ambassadors to dictate to all the Courts of Europe. The only alteration required to bring this up to date is to include the Courts of Asia, and particularly Tokyo.

And now it is time for me to come off my high horse and say goodbye. I can hardly believe it is nearly three and a half years since I commissioned the "Achilles" at Portsmouth in January, 1939, and I first met a New Zealand ship's company. Little did I think then what adventures we were to have together. To tell you the truth, I was not too anxious to leave England. The one thing I looked forward to was my return home in three years' time. Now that the time has come, my feelings are very different from what I expected. I deeply regret having to leave a most interesting job at a time when real danger threatens New Zealand. For the last twenty months, since I left the "Achilles" to take up my new duties as Chief of the Naval Staff in Wellington, I have really learnt something of your country, though I wish I could have travelled about more. In the "Achilles" I had already learnt to appreciate the sterling qualities of the New Zealand sailor; but my new appointment gave me a unique chance of meeting many members of the civilian community, both in an official and private capacity. As a result I am finding that there are so many ties binding me to New Zealand that it will be a terrible wrench to break them. Wherever I may serve in the future, I shall long for news of this Dominion and of our friends here. And both my wife and I are determined to revisit you one day, to fight our battles over again and renew our many links with New Zealand.

ALAN H. REID PTY. LTD.

ENGINEERS

207 CLARENCE STREET
SYDNEY

Phone: M 4265

**BAKER ENGINEERING
PTY. LTD.**

Specialists in Marine, Stationary and
Road Diesel Engines, all classes of
Machine Work, Aluminium and Bronze
Castings.

131 FARRAMATTA ROAD
AUBURN, N.S.W.

Telephone: UX 6007

**THE
DAY PUMP & ENGINEERING
CO. PTY. LTD.**

561 DARLING STREET
ROZELLE

Phone: WB 1279

R. & A. WARREN

ENGINEERS

251 MERRYLANDS ROAD
MERRYLANDS, N.S.W.

Phone: UW 9691



The Navy League N.S.W. Branch

Patron:

His Excellency The Governor of N.S.W.,
The Lord Wakehurst, K.C.M.G.

President:

Rear Admiral J. B. Stevenson, C.M.G.

Executive Committee:

T. H. Silk, M.I.C.E., M.I.N.A. (Chairman)

Sir Kelso King, S.S.D.

Commander F. W. Hixson, O.B.E.,
S.S.D.

Sir Thomas Gordon, Kt.

Commander S. W. Spain

Commander J. R. Patrick, R.D.

C. M. C. Shannon

W. A. Mackay

Sir Walter Carpenter, K.B.

J. L. Milson

S. Cooper, S.S.D.

Hon. Secretary:

Commander F. W. Hixson, O.B.E., S.S.D.

Secretary and Editor of Journal:

W. W. Beale, O.B.E.

Hon. Treasurers:

Sir Kelso King, S.S.D. C. M. C. Shannon

Hon. Auditors:

Robertson, Crane and Gibbons



**YORK & KERR
PTY. LTD.**

Carriers

Fraser House

BRIDGE STREET :: SYDNEY

**BLANDFORD FRASER
& CO. PTY. LTD.**

Leather and Grindery
Merchants

74 COMMONWEALTH STREET

SYDNEY

Phone: MA 3963

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 THE LORD JESUS CHRIST KNOW YOU? Or to put it more plainly: DO YOU KNOW THE LORD JESUS CHRIST? Unless your faith in God is through knowing the Lord Jesus Christ as your own personal 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."

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 (which includes complete pardon for your past sins)—BE WISE AND BE SAVED through our Lord Jesus Christ.

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

"HOW SHALL WE ESCAPE IF WE NEGLECT SO GREAT SALVATION." Hebrews 2:3.

Inserted by

CLAUDE GODEN & CO. PTY. LTD.
Murrumbidgee

T. G. GOVER

for Webbing, Lanyards, Cords, Band Regalia,
etc.

Smallwear Weaving and Spinning Mills

BROWN STREET, ASHFIELD

Phone: UA 2871 (2 lines)

**ENGINEERING & COMBUSTION
CO. PTY. LTD.**

AUTOMATIC STOKERS, INDUSTRIAL
FURNACES

324 BOTANY ROAD

ALEXANDRIA

Phone: MX 1021

**WATT ENGINEERING
CO. LTD.**

85 PYRMONT STREET

PYRMONT

Phone: MW 1716

World Events

have a deep personal significance for everybody these days. Efficiency means full time production and co-ordination. Australians must face up to this fact and work together for the protection of our nation—and each other!

THATCHER & OBERG are wholeheartedly participating in the work of Australia's Defence measures: striving to meet every demand for Timber supplies—despite unprecedented stock shortages—and thus co-operating to the utmost in Australia's plans for national survival.

THATCHER
AND OBERG PTY. LTD.

General Timber Merchants — Flooring Specialists
GARDENER'S ROAD . . . MASCOT

'Phone: MU 1221 (5 lines)

COO-EE'S POLICY

Coo-ee's policy is plain and unvarnished—to give you the best possible merchandise at the lowest possible price. When you visit any of Coo-ee's stores you will be impressed by the quiet courtesy and attentive service of our salesman. Coo-ee is a friendly organisation! Shop at Coo-ee, and you can't go wrong.

If you find it inconvenient to call at any of our stores, send your orders by mail. We will attend to them promptly and efficiently! Remember, order by mail with complete confidence at Coo-ee!

COO-EE CLOTHING LIMITED

Head Office:

326-28 GEORGE STREET, SYDNEY

Stores at All Principal Suburbs and at
NEWCASTLE and WOLLONGONG



CAPSTAN

The Empire's
favourite
cigarette

Always Ask For

Imperial

Hampé

The Delicious Meal-in-a-Moment



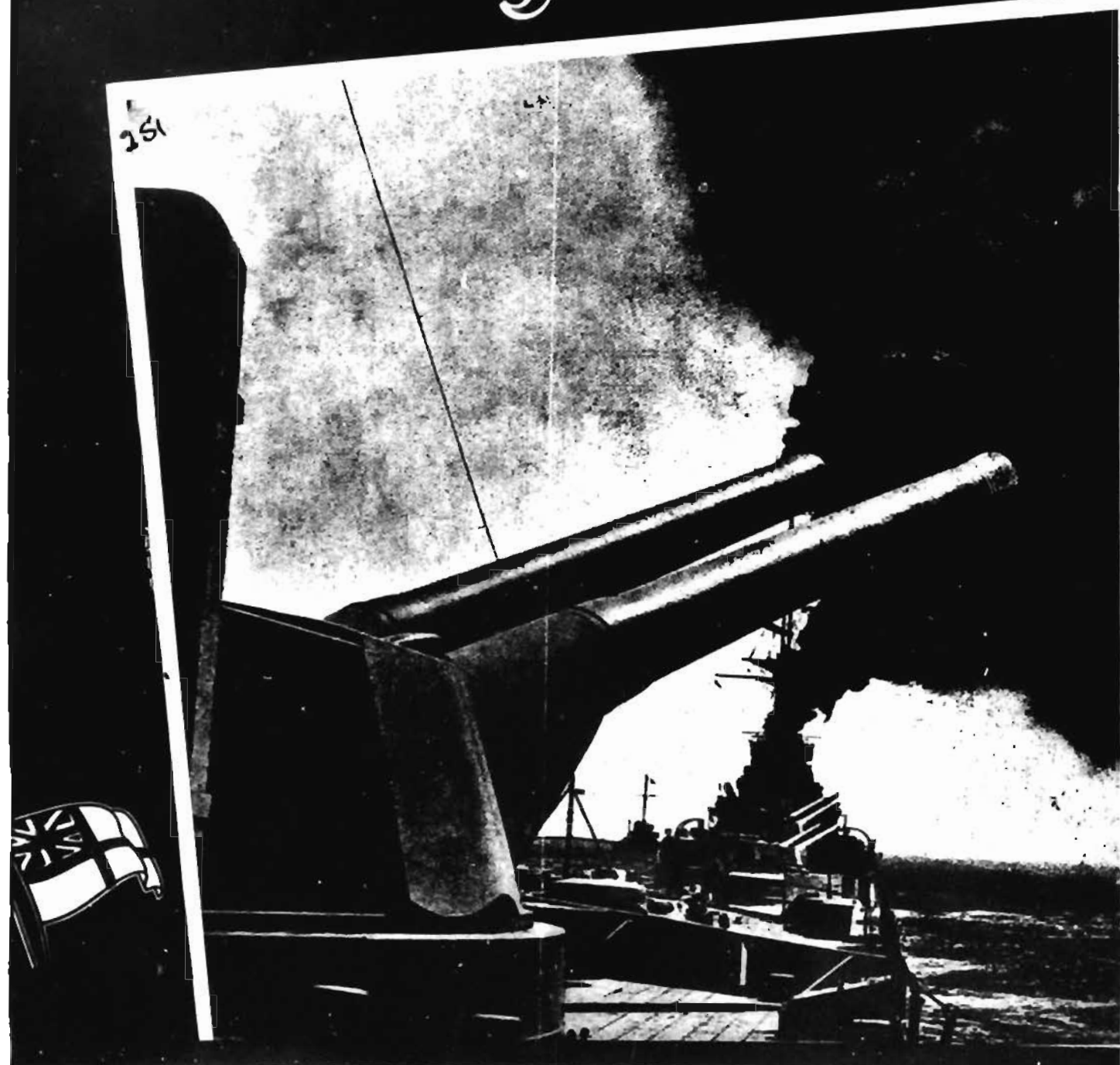
Flavour Sealed Ready-to-Serve!

Try it sliced or diced in a quick-serve salad or sizzling hot, fried for breakfast, lunch or tea.

At grocers and stores everywhere. Ask for Hampe—pronounced Hamp-y.

Product of the Riverstone Meat Co., 5-7 O'Connell St., Sydney

THE NAVY LEAGUE JOURNAL



N.S.W.

NOVEMBER, 1942

6d. MONTHLY

F. W. HUGHES PTY. LTD.

Woollen Mills

30 GROSVENOR STREET

SYDNEY



'Phone: B 7224 (2 lines)

POOLE & STEEL PTY. LTD.

43 STEPHEN STREET
BALMAIN
N.S.W.

GENERAL ENGINEERS
BOILERMAKERS
SHIPBUILDERS
DREDGE BUILDERS

Plans, Specifications and Estimates prepared
for Mining Dredges and Plant of all kinds.
Electric Welding and Oxy-Acetylene Work.

Telegrams:

"POOLSTEEL," BALMAIN, N.S.W.

Telephones: WB 1031, WB 1058

DUCON CONDENSERS

Condensers are an integral part of all wireless installations. Ducon Condensers are renowned for their reliability. On shipboard the lives of men depend upon the effective functioning of the wireless equipment. That is why Ducon Condensers are so often specified by radio engineers.

Ducon Condenser Pty. Ltd.

BOURKE STREET, WATERLOO, SYDNEY

ALSO AT MELBOURNE

WILHELMSSEN LINE

(Norwegian Australian Line)

REGULAR SERVICES MAINTAINED
WITH FAST MOTOR VESSELS

For further particulars, apply—

WILH. WILHELMSSEN AGENCY
PTY. LTD.

63 PITT STREET, SYDNEY

51 WILLIAM STREET, MELBOURNE

Agents:

ORIENT LINE BRISBANE
DALGETY & CO. LTD ADELAIDE
R. G. LYNN LTD. FREMANTLE

MITCHELL LIBRARY

50 NOV 942

SYDNEY.



THE NAVY LEAGUE JOURNAL

The Official Organ of the Navy League, N.S.W. Branch
Royal Exchange, 54a Pitt Street, Sydney—B 7808

Vol. 5—No. 11

SYDNEY, NOVEMBER, 1942

Price, 6d.

Reported Ship Losses and Realism

A reader who claims to have kept a careful record of Allied press and radio reports of vessels lost or hit in the war against Japan, says: "Japanese cruisers reported sunk or damaged exceeds the known cruiser strength of Japan in the year 1889." He suggests as a possible explanation of the total losses claimed that claims have frequently been duplicated.

As far back as early July this year, U.S.A. broadcasters were announcing that Japan had lost more than half her entire cruiser fleet as the result of Allied action. "If," remarks our informant, "cruisers damaged more than once are added to alleged actual sinkings, then may the large claims be accounted for." But in wartime, truth, like Joseph of old, is clothed in many colours, and in sacrifice in the name of expediency. Exaggeration never was worth much to realists, to-day it is worth nothing.

Japan's press and radio doubtless cheers its readers and listeners with highly-coloured accounts of daily losses of Allied ships.

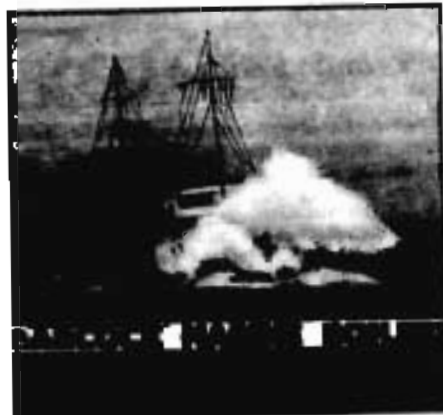
Coming to the reported series of actions at sea in the Solomon area, we have a U.S.A. Vice-Admiral saying: "The Navy's latest losses are serious." But if Allied losses are as stated in the press and on the air, they must certainly are not serious in relation to Allied Naval strength as a whole. The Vice-Admiral, the censors, the propagandists and their like, would seem to differ substantially in their ideas of what constitutes "serious" losses. The U.S.A. Vice-Admiral may have deliberately overstated the seriousness of the losses in the hope of leading the Japanese down the garden for a knock-out. But it is results that count, and soon or later the naked truth will slip out and shock those who previously met it in Joseph's coat.

Meanwhile, with all the active Allies, Australians must redouble their war efforts, nevertheless accept more and heavier sacrifices. There must be no illusions. The difficult and terrible task confronting our armed forces and our peoples is very real, and calls for super courage, super efficiency and super staying-power if we are to defeat our adversaries.

(Continued on next page.)

Cockatoo Docks & Engineering Co. Pty. Ltd.

Contractors to . . .
H.M. AUSTRALIAN NAVY
Ship-builders, Marine & Engineers
General
Inquiries invited
COCKATOO ISLAND
SYDNEY
Phone: W 1941 (10 lines)



MORRISON & SINCLAIR PTY. LTD.

SHIPBUILDERS

LONGNOSE POINT, SYDNEY

Phone: WB 1951 (2 lines)

Axis faith in the justice of the Cause they fight for is no less deep than ours; their will to conquer is no less vigorous and determined; and their intelligence and unity of purpose as reflected in the face of the war to date together combined indicate a rugged and deadly expanse ahead of us before victory complete and final is achieved.

LEST WE FORGET

In the danger zones north, north-west and north-east of Australia voyage day and night the forgotten men—the men of the Merchant Ships. The ships they man are vital to our war effort. Risks to life and limb are in the day's and night's work. These men don't complain, for they are of the stuff heroes are made of. But some of them do ask why it is they have been carrying on continuously for six to ten months without a day's spell, without a sight of home or dear ones. Well might they ask, "Has Authority forgotten us? Are we to carry on indefinitely without leave of absence? Without even a temporary slackening of the strain and the drain besetting us day and night?"

Everyone who has experienced something of the nature of the constant ordeal in which these seamen move and work knows that they are "cribbed, coffin'd and confined," as well as hazarding their lives where they ply to and fro.

These seamen, if they desire it, should be given an opportunity for reasonable leave of absence on pay, to visit their homes and rest from their exacting labours.

Failing this, arrangements should be made by the new Ministry of Shipping to transfer them to other ships, as occasion offers, where the risk is less.

We commend the just case of these Merchant Navy officers and men to the notice of the Minister for Shipping, in the belief that he will see that they are fairly and liberally treated in the matter of leave of absence on pay, and the granting of suitable transport facilities to them free of cost.

These merchant seamen from the danger zones more than deserve the unstinted appreciation and generosity of the shipowners, and of the Government representing the people of this country at this critical time.

PACIFIC THEATRE OF WAR

More Resources Vital to Victory

The Minister for External Affairs, Dr. Evatt, said recently that although defence preparations had improved enormously in the last seven months, the resources the United Nations had devoted to the Pacific fronts were still far less than were desired and deserved.

One of the Commonwealth Government's greatest tasks, he said, had been to obtain a proper assessment of the importance of the Pacific theatre in the world war.

In some powerful quarters in the United States the strength of Japan had been grievously under-estimated, even after that country had begun to occupy great segments of its new economic empire in south-east Asia and the Pacific.

"Throughout my mission to the United States and Britain," Dr. Evatt said, "I sought to combat these deadly fallacies, not merely because they endangered Australia, but also because they jeopardised victory for all the United Nations against all the Axis Powers.

"All these fallacies were collected together in the naive slogan: 'Beat Hitler first.'

"The slogan was a curious one, and in some respects a dangerous one.

"In a world war between two grand alliances, where your enemies include a great naval Power like Japan, it seems hazardous to attempt to apply any theory of priority which involves your postponing the issue against the enemy with naval power until you finally overthrow a great Continental Power in another part of the globe.

"The better view would seem to be to disregard the naive doctrine of priority, and never to neglect the possibility of mounting disaster if Japanese occupation of its tremendous economic resources continues indefinitely.

"The people of the United States have been perplexed by the problem. To-day, everyone is realising that the slogans and catchwords which were adopted in December last have little force 10 months later.

"It is important to observe that military experts like Hanson Baldwin are appreciating facts which they were slow to appreciate even three or four months ago.

"We in Australia have always denounced the theory that Japan will stay put and thereby assist the United Nations to adopt a merely defensive strategy in the Pacific.

"In Australia itself, we have had great difficulties in preaching the crucial importance of the Pacific theatre of war. We have always maintained that thesis. Early in the year, for instance, we were criticised by the newspaper proprietor, Sir Keith Murdoch, because we, the Australian Government, were too 'Pacific-minded.'

"You might as well criticise the Russians for being too 'anti-Hitler-minded' or the British for being too 'Channel-minded.'

"It was not as though Australia was putting forward these contentions on selfish grounds. Australia's sailors, soldiers and airmen had been, and still are, fighting on almost every front in almost every theatre of the world war. It is they who have earned for Australia the right to insist that their homeland will not be subjected to the vile and unspeakable disgrace of Japanese invasion.

"Therefore, in stressing the Pacific theatre the Australian Government has been acting as spokesman for its fighting services on all fronts.

"The desires and welfare of our soldiers, sailors and airmen are of paramount importance. Therefore, we are determined that the broken promises which characterised the period after 1918 shall not disgrace the post-war period.

"When the present hostilities end, the promises to the fighting services and their dependents, assuring them of reasonable economic security, will be kept by the Commonwealth, which has made those promises. Woe betide all those who attempt to obstruct the redemption of these solemn undertakings.

(Continued on Page 5)

COMMONWEALTH MOULDING PTY. LTD.

|||
Bakelite Moulding

|||
242 Princes Highway

Arncliffe

|||
Phone: LX 1236

Let us brace ourselves to our duty

Upon this battle depends the survival of Christian civilisation. . . . We shall do our duty and so bear ourselves that, if the British Commonwealth and Empire last for a thousand years, man will still say, "This was their finest hour."

The RT. HON. WINSTON CHURCHILL, C.H., M.P.
Prime Minister.

Sponsored by:—
**BRITISH AUSTRALIAN LEAD MANUFACTURERS
PTY. LTD.**

Makers of "Dulux" Marine Finishes



THE SYNTHETIC FINISH
Superior to Enamels and Varnishes

Surgical Dressings in Wartime . . .

JOHNSON & JOHNSON PTY. LIMITED
is filling the demands of the Australian Forces and of the National Emergency Services for many types of surgical dressings and medical equipment. This company is the major contractor to the Navy, Army and Air Force Departments for Field Dressings, Shell Dressings, Hospital Dressings, Cotton Wool, Surgical Catgut and Adhesive Plasters of many types.

Of over 800 employees, the majority are now engaged in the essential contribution made by Johnson & Johnson to the national war effort.

Johnson & Johnson

PTY. LTD., SYDNEY

U.S. NAVY MEN LEARN JAPANESE

Japanese-Americans Teach Classes Held on Campus of Colorado University

By BERT BEMIS

(With acknowledgments to "The Christian Science Monitor," Boston, U.S.A.)

Vacationists coming to the little city of Boulder, high in the lap of Colorado's foothills, may be a bit amazed to see numbers of well-dressed Japanese-Americans mingling with the shopping crowds, taking refreshment at soda fountains, occupying tables in cafes, and generally sharing normal civic life.

It is obvious that these Japanese are welcome; their presence occasions no surprise, no challenges as of enemy aliens. Boulder citizens have for them only the friendliest greetings, for they know them to be loyal subjects of Uncle Sam, doing a difficult and very important work for him and doing it well. These quiet, busy people are the teachers in the Navy Department's Japanese language school, which was recently installed on the campus of the University of Colorado.

Everything connected with the maintenance and operation of this institution, and the various other naval schools functioning in Boulder, is subject to the approval of Captain L. F. Welch, who is resident representative of the Navy Department, and whose presence in Boulder is indicative of the importance attached by the Navy Department to the work being done there.

Captain Welch has commanded every type of naval craft except aircraft. When the United States entered World War I, he was one of three officers sent abroad to observe English submarines in action, and he commanded a United States submarine during that war. He also was in command of the U.S.S. "New York" when it

represented the United States Navy at the coronation of England's King and Queen in 1937.

The Boulder Japanese language school was formerly a part of the University of California, and was under the direction of Miss Florence Walne, head of the Japanese section of the Department of Oriental Languages, Radcliffe graduate, long time resident in Japan, and a most earnest advocate of the inclusion of Oriental languages in the curriculums of American schools. It was a logical sequence of Miss Walne's successful career that the Navy Department should have chosen her to direct their Japanese language school in Berkeley, when it was opened last October, and that she should assume the same position in Boulder.

When the Berkeley School was opened, it was decided to make the existence of such an institution a military secret. So successfully was this done that very few persons outside the classrooms knew what was being taught them until the order came that all Japanese would be evacuated from western military combat zones. Instructors in the Navy's school were not exempted, so plans were made to have the school accompany the faculty to some inland point.

COLORADO TOLD

With publicity restraints removed, the people of Colorado soon learned that their university would house an institution for teaching the Japanese language to naval men; Boulder citi-

(Continued on Page 15)

"PACIFIC THEATRE OF WAR"

(Contd. from Page 3.)

"Meanwhile, the struggle for victory dominates all our actions and all our waking thoughts. In the battle for the Pacific and the battle for Australia, the inexorable logic of the events is now convincing those who doubted a few months back.

"Our defence preparations have improved enormously during the last seven months, but, having regard to the whole picture of the world war, resources devoted to the Pacific fronts are still far less than what is desired and deserved. Here, as elsewhere, unfortunately, the lesson had to be driven home by many setbacks and the loss of many gallant men."



INSTEAD OF



INSTEAD OF



NOW BEING PRODUCED
AT

STEWARTS and LLOYDS
(Australia) Pty. Limited

PAUL & GRAY LTD.

Ship Chandlers

82 SUSSEX STREET

Phone: BW 1051

METAL MANUFACTURES LTD.
Port Kembla, N.S.W.



Makers of . . .
Non-Ferrous Wire and Stranded Conductors, Tubes,
Telephone Cable, Braided Wire and Cable, etc.

SELLING AGENTS
(with Dispensaries in all States)

Wire, Cable, etc.	Tubes & Braided Wire
BRITISH INSULATED	ENOX SCRAP
CABLE LTD.	& CO.
41-43 WILLIAM ST., MELB.	Cable House, High.
Kembla Bldg., Sydney	Kembla Bldg., Sydney

SELLERS FABRICS PTY. LTD.

BOWDEN STREET
ALEXANDRIA, N.S.W.

Telephone: MX 1316

**Canvas and Duck
Manufacturers**

THE STAFF OF LIFE . . .

is a **STURDIER STAFF** if spread with

NORCO BUTTER

Be sure to ask for—



"THE BUTTER OF PERFECTION"

TOUGH TRAINING...

HOW COMMANDO MEN ARE TAUGHT

The wonderful successes of commando troops in this war have considerably altered the ideals of Army instructors, and the present system of training Australian soldiers gives much more scope for the exercise of initiative on the broad principle of the slogan "Every Digger a Commando."

The British Commando troops whose exploits have fired the imagination of the United Nations are recruited from the Army, and no man joins up for commando training, straight from civilian life. Every man in a commando is a volunteer, for each one of them is bluntly told at the outset that the special training he will undergo requires super-standards of efficiency and is full of danger, rigours and hardship.

It is made clear too, to the individual soldier that a commando must accept any task—that he must be ready to undertake any especially dangerous job, such as those that used to call for volunteers.

Each commando must be able to play a lone hand, with no officer to give orders, and on his skill and daring may depend the lives of his comrades. He must necessarily be tough and aggressive, and, when necessity arises, a ruthless killer. But men of the gangster and bully type are not given commando training. They have not the courage nor the brains, for such a job.

Commando training begins with a thorough process of physical toughening up. This involves long route marches, rock climbing, swimming with full kit, unarmed combat, and plenty of street fighting. A commando is trained to run and march seven miles in one hour, and twelve miles in three hours, when lightly equipped and carrying 100 rounds of ammunition. When fully equipped he must be able to march up to 35 miles in 14 hours.

Unlike ordinary troops, commando units do not have a normal break every hour when marching. A brief meal period is all that is allowed, and at the end of the longest march, they must be fit and keen to get right into action—to swim

a river, storm a position, or tackle the enemy in unarmed combat.

The commando recruit too, has to learn to become a master of many weapons. He learns to use a rifle, tommy-gun, revolver, mortar, grenade, bayonet, and knife, and how to shoot from the hip while running. He is also taught to use German, Italian and Japanese arms of all kinds, and how to operate and put out of action his own and Axis field guns.

Technical training plays another big part in the commando's daily round. Bridge making and demolition, signalling with radio and semaphore, driving wheeled and tracked vehicles of all kinds from motor cycles to railway engines are but part of his average accomplishments.

He has to be an expert wrecker as well so that he may destroy any kind of building or defence position thoroughly, and may place and fire explosive charges with the best effect.

Reading a map, steering a compass course, and speaking elementary phrases, and giving orders in half a dozen languages are other parts of his make-up that are assiduously attended to.

Initiative is the aim and end of all this. That is why a commando parade is dismissed sometimes with the order that the next morning's parade will be held at a place 50 miles away. The recruit may get there how he likes, but he is expected to be there on time, and—he gets there.

The severity of the discipline and training is balanced by something that the ordinary soldier would like and doesn't get—something that counts psychologically for very much—extra freedom. The commando doesn't sleep in barracks, but anywhere he likes . . . He receives an extra allowance for living out expenses. No one tells him when to go to bed or to get up. All that is demanded is that he should turn up for morning parade in perfect trim.

Delinquency is almost non-existent because the contrast between extreme hardship and personal

(Continued on page 11)

J. SCOTT PTY. LTD.

Manufacturers of
SCOTT'S "RENOWN" BRAND ROPE
AND CORDAGE

Head Office and Stores:
163 CLARENCE STREET — SYDNEY
Ropeworks: MASCOT, N.S.W.

ALL OUT

The multitude of uses of plywood in the War effort are not yet for publication. To all our friends whom we have failed in the supply of essential goods, we offer our sincere thanks for their reasonable attitude, and hope to renew their acquaintance when the War is won.

FREDERICK ROSE LIMITED
MENTMORE AVENUE - ROSEBERY
MU 2471 — MA 6111

CENTURY TYRE CO.

75 FLINDERS STREET
SYDNEY

Phone: FL 1646

**BIRT & COMPANY
(PTY.) LIMITED**

4 BRIDGE STREET, SYDNEY, N.S.W.
P.O. BOX 844 B., G.P.O.

Also at

24 Eagle Street, Brisbane; Murgreave Cold Stores,
Stanley Street, South Brisbane.

SHIPPING AND GENERAL AGENTS

USHER'S

Distinguished among the World's
Finest Hotels

CASTLEREAGH STREET, SYDNEY

Phone: B 6511

**AUSTRAL BRONZE COMPANY
PTY. LIMITED**

Established 1914
Head Office and Works:
O'Riordan Street, Alexandria, Sydney
MANUFACTURERS OF:

Copper Rods and Bars; Busbars for Electrical Work;
Manganese Bronze Rods; Bars and Ingots; Extruded
Brass, Architectural Bronze, Muntz's Metal and Copper
in Round, Square, Hexagon and Special Sections;
Copper Plates and Rolled Copper Anodes, Aluminium
Bronze Rods and Bars, Copper, Brass, Gilding Metal,
Phosphor Bronze and Nickel Silver in Sheets and Strip.

Minds Metal and Naval Brass Condenser Plates
Sheets and Sheetmetal
Manufacturers of (under Licence)
Stone's Manganese Brasses for Marine Craft Propellers
Branch Office:
101-103 KING STREET, MELBOURNE

THE FREE FRENCH MOVEMENT IN AUSTRALIA

On the 16th June, 1940, the French Cabinet resolved to approach the enemy with the view of concluding an armistice. Paul Reynaud, then Prime Minister, who insisted on the pursuance of the war, had been defeated by a small majority. He was succeeded in office by a great soldier of the previous war, Marshal Petain, who entered into negotiations with the enemy.

On the next day a young general, the Under-Secretary for War in the defeated Reynaud Cabinet, flew to England. It was General de Gaulle. From London he made his first proclamation to the French Nation:

To All Frenchmen.
France has lost a battle!
But France has not lost the war!

A makeshift Government may have capitulated, giving way to panic, forgetting honour, delivering their country into slavery. Yet nothing is lost!

Nothing is lost, because this war is a world war. In the free universe immense forces have not yet been brought into play. Some day these forces will crush the enemy. On that day France must be present at the Victory. She will then regain her liberty and her greatness. That is my goal, my only goal!

That is why I ask all Frenchmen, wherever they may be, to unite with me in action, in sacrifice, and in hope.

Our country is in danger of death. Let us fight to save it. Long Live France!

On that day the Free French Movement came into existence. Tens of thousands of people responded to the call of the new Leader, who was anxious to go on fighting side by side with the British and the other allied nations in their life and death struggle for Liberty.

The Free French Forces now exceed one hundred thousand men. The Air Force includes over one thousand pilots, and the Navy comprises one cruiser, many destroyers, submarines and a number of auxiliary vessels. Many merchant ships (of a total tonnage of over 825,000 tons) are now transporting men, munitions and other war materials and food for the Allied cause.

Important colonies in Africa and Oceania have rallied round Free France; to name only Tahiti, an important strategic point on the way from Australia to the Panama Canal, and New Caledonia, an advanced post of defence protecting the shores of Australia. New Caledonia is under Free French rule and will fight against the aggressor, resisting any attempts to occupy its soil.

Numerous centres, comprising both French people and sympathisers with our cause, have been established all over the world. The "Free French Movement in Australia" rallies Free French people and Allied nationals sharing our ideal.

Our ideal is the liberation of the world from the tyranny of Nazism and Fascism and the restoration of France "to its full freedom and its ancient fame," if we may use Winston Churchill's words.

Many Britishers fought in the last war side by side with the French soldiers, and this old comradeship—we are sure—is still alive in the hearts of the Free French people.

We desire to maintain this friendship between France and the British Empire, friendship which the Puppet Vichy Government attempts to destroy. The people of France still cherish towards their British allies the feelings of the "Entente Cordiale." They are sure that the British do appreciate French deeds in the past, the French contribution to the civilisation of the world, and the part played by France in the cause of the liberation of nations from political tyranny. The motto of the great French Revolution, "Liberty, Equality, Fraternity," is still an ideal of the French people and of all those who hope and fight for a better world.

It is a great moral support for the Free French soldiers and for the French people in France to know that there are, all over the world, many centres of French and British people united by a common aim and ready to help each other during the war and after its victorious conclusion.

Our soldiers are carrying on their duties under great hardships and depressing moral conditions.

(Continued on page 12)

GUADALCANAL

SOLOMON ISLANDS

Commander F. J. Baydon, M.B.E., F.R.G.S., R.N.R. (Retired), Principal of the Sydney Nautical School, Sydney, writing in the Royal Australian Historical Society's Journal, Vol. XIII, Part 1, Page 58, of 1927, has something interesting to say about the island of Guadalcanal and the spelling of the name. This is of especial interest now, in view of the war and of Guadalcanal's sudden rise to world attention. Many people have remarked on the different spelling of the name and wondered if the final letter should be "l" or "r". Commander Baydon supplies the answer.

"The island was first named Guadalcanal by Mendana, Sarmiento, and Callego, in 1568, after a small Spanish town in the Sierra Morena, in the province of Sevilla, famous for its silver mines. (Its discoverers could see the mountains, so guessed at the silver.)

"During the early part of the 17th century the island was divided by cartographers into two, and some especial genius also divided the name, calling one Gua isle and the other Dalcanal isle, which names were retained on some maps until the beginning of the 19th century. Other cartographers, towards the end of the 17th century, entirely deleted Gua isle, leaving only Dalcazal isle, and this was corrupted by others into Dagao isle. But there was so much doubt and confusion with regard to it, that in the 18th century a number of cartographers, apparently in order to avoid mistakes, entirely erased both island and name from their maps.

"In the latter half of the 18th century the great hydrographers, Dalrymple, Buache, and Fleurieu, restored the name Guadalcanal (only differing as to its shape and locality).

"During the 19th century, on English charts, the final 'l' was changed into 'r', so that nowadays it is frequently referred to as Guadalcanar. However, during the partial survey of the Solomons by Captain R. W. Glennie, H.M.S. Sealark, in 1910-12, the correct spelling was restored, so that since 1916 British Admiralty charts give the original name Guadalcanal."



United States soldiers, carrying rifles packs, file on to harbour docks in New Caledonia from landing barges which brought them ashore from transports. This strategic Pacific island guards the supply route to Australia and New Zealand. The flag of the Fighting French flies from barge. Lower: Motors, tractors, and tons of food and oil being loaded at a South Pacific port for the American Forces in the Solomon Islands. (U.S. Office War Information photographs.)

TOUGH TRAINING (Contd.)

freedom as comfort has been found to make for self discipline.

Sometimes the recruits have a spell on board a combined operations ship, sleeping in hammocks and doing their turn of ship's duty.

When a commando raid is planned everything works with exact precision. Weeks are spent perfecting the timing, and experts deal with each section of the job, and issue their separate instructions.

The men are rehearsed until they, too, are perfect. Sometimes stick and canvas sets are erected reproducing part of the objective, and the commandos storm these over and over again, fighting from house to house, and placing demolition charges until perfection is achieved.

Col. Newman, in charge of the commandos said before the St. Nazaire Raid, "My boys have never been there in their lives, but they know the place like the backs of their hands."

Within ten minutes of that landing, vital objectives over 1,000 yds. away, were going up in perfectly timed explosions. Dock gates, power-houses, fuel tanks, machinery, warehouses, gun emplacements—all inside the dock area was a sea of flame in minutes.

The boys on that raid were warned that the last boat would leave at such and such an hour. If they were late they must be left behind. Yet many of the men stayed in St. Nazaire to complete their jobs, and late next morning still held a large section of the docks and town against thousands of Nazi troops.

Lord Louis Mountbatten, Chief of Combined Operations, and a leader of Commandos, sums up the attitude of these men who refuse to know what danger means: "Here we speak only in terms of the offensive. The word defensive, luckily, need not be included in our vocabulary."

—From Dept. of Information.

FUND FOR SAILORS

Donations to the King George's Fund for Sailors total £43,331/16/-. Contributions may be sent to the hon. treasurers, 4 Bridge Street, Sydney.

The Merchant Navy Day Appeal was responsible for the splendid amount of approximately £21,000 to the end of October. The money will be used for seamen or their dependents in need.

SHOES . . .

The largest and most up-to-date Shoe Store in the District. Full and half sizes in all styles for men, women and children. Here you can choose your exact styles and fittings and secure it at a lower price than you would pay elsewhere.

Your inspection invited

A. BAGLEY & SON

"THE BOOT STORE"

211-213 BEAMISH ST., CAMPSIE. LF 3183

W. H. LITTLEWOOD

Telephone: LL 1552

Tannery: Ulladulla, N.S.W.

Manufacturer of "SERVICE" Brand Leather and Rawhide Belting, Mechanical, Loco and Textile Leathers, etc.

38 EWART STREET, MARRICKVILLE

P.O. Box 33, Marrickville

W. A. HARRINGTON PTY. LTD.

PISTON RING MFG.

91 CARLTON CRESCENT

SUMMER HILL

Phone: UA 5010

THE FREE FRENCH MOVEMENT
(Contd.)

The families of most of them are living in France under the German yoke. Surely they deserve all the help that can be given them.

We extend our invitation to all who share our ideals to join the "FREE FRENCH MOVEMENT IN AUSTRALIA." It is our desire to be able to tell the French people in France and the Free French soldiers that tens of thousands are wearing the badge of a liberating spirit, the badge of the "Free French Movement." The yearly subscription is five shillings only.

We are sure that our members, when making their generous contributions to war charities, will keep in mind the Free French Forces, for whom special appeals are made from time to time through the channel of the Free French Movement in Australia.

All information and application forms, etc., gladly supplied at any of the following addresses:

FREE FRENCH MOVEMENT IN AUSTRALIA, Central Committee, 16 Bond Street, Sydney, N.S.W. 'Phone: B 3845.

FREE FRENCH MOVEMENT IN AUSTRALIA, Victorian Committee, 528 Collins Street, Melbourne. 'Phone: MU 4588.

RUSSIAN AID APPEAL

The Editor,
"Navy League Journal,"
Sydney.

Dear Sir:

We write to ask for your co-operation in an appeal for sheepskins for Russia that we are making throughout New South Wales.

Since the outbreak of the war in the Pacific, the Government has prohibited the export of any medical supplies, and our Committee has concentrated on the purchase and dressing of sheepskins, sending them to the Russian Red Cross Society in Moscow by the Soviet ships that call at Australian ports.

Russia has millions of wounded and untold numbers of people who have lost their homes and all they possess. The cold of the Russian winter is intense, and the lives of many wounded and homeless men, women and children often depend on whether they have warm clothing and bedding. Russians make coats, gloves, caps, leggings, and rugs from dressed sheepskins. The ambulances picking up the wounded are equipped with sheepskin rugs. The resistance of the Red

Army and Russian people will be rendered a little less tragic and hazardous by the provisions of warm clothing and bedding.

In order to conserve our funds to pay for dressing the skins, we are appealing for gifts of skins. Undamaged skins, from off shears too short for appraisement to any length, are acceptable.

Messrs. T. Dewez and Co. have kindly made their services available to our Committee to classify skins and to arrange for their distribution to the various dressers. Gift skins should be addressed as under:

GIFT SKINS — NOT FOR SALE

Russian Medical Aid and Comforts Committee,
c/o T. Dewez and Co., DARLING HARBOUR,
Sydney.

The Railway Department has agreed to carry ch skins per goods trains free of charge.

We have the best sheepskins in the world, and we make this appeal confidently, knowing that you will help us if you can.

Yours, etc.,

(Mrs.) JESSIE STREET,
Chairman.

MADAGASCAR

To R.L.—The harbour of Diego-Suarez, Madagascar, is known to hydrographers as one of the finest in the world.

The island, now in the public eye, has been a French colony since the year 1896.

PLEASE NOTE

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

Telephone - - - - B 7808

MACHINE TOOLS
WOODWORKING MACHINERY
SMALL TOOLS
ENGINEERS' SUNDRIES

GOODALL & CO. PTY. LTD.

Machinery Merchants

301-305 KENT STREET — SYDNEY

'Phone: B 7714 (5 lines)

BEGG & GREIG PTY. LTD.

ENGINEERS

20 ERSKINE STREET, SYDNEY

Phone: BW 7344

CHIEF CLOTHING PTY. LTD.

74 RESERVOIR STREET

SYDNEY

Phone: MJ 4664

SEA CADET NOTES

Mr. J. Williams (O.C. "Victory" Depot, North Sydney), reports satisfactory attendances of cadets. Eighty cadets attended church parades on Sunday, November 1st, at St. Barnabas' and St. Benedict's Churches.

Cadets were glad to again welcome to the depot Mr. Symonds on his return from sea.

The North Sydney Council generously donated two gallons of paint to assist in the renovation of the depot.

Training generally is proceeding smoothly, being largely helped by the efficiency of the officers and keenness of the cadets.

All the boats are in good shape after their annual overhaul and cadets look forward to more boatwork as a consequence.

Mr. Collins (O.C. Woolwich N.L. Sea Cadets), reports that his cadets are particularly keen on whaler sailing and on rifle shooting.

Now that summer is approaching, Navy League officers are invited to pay particular attention to swimming as an important part of Sea Cadets' training. In conformity with League Rules and Regulations, cadets must satisfy their respective

O.C.'s that they are able to swim before they will be permitted to take their places in a Navy League boat under sail.

The Navy League and its officers and sea cadets greatly appreciate the kindness of the Management and the Committee of the Rifle Club of the Co-operative Box Company, Abbotsford, for making their miniature rifle range available for the use of its sea Cadets.

More than two hundred N.S.W. Navy League Sea Cadets have joined the Fighting Forces since the outbreak of the war, and most of them, as expected, are in the sea services.

The Victorian branch of the League reports that about 200 lads are also serving from Victoria.

Manly depot reports a steady increase in strength. Here, too, the cadets are particularly keen on boat work.

The cadets of all units have had a very busy month, and have given good service in aid of worthy causes.

Merchant Navy Day Appeal had the very active assistance of more than sixty cadets, which drew from the organisers unstinted praise.

Shop at . . .

MILLARD'S

The House of Quality
for

Everything in Men's and Youths'
Wear

MILLARD'S PTY. LTD.

(Town Hall End) Queen Victoria Buildings

472 GEORGE STREET — SYDNEY

Phone: MA 6447



W. KOPSEN & CO. PTY. LTD.

GENERAL MERCHANTS

380 KENT STREET, SYDNEY

Phone: MA 6336

U.S. NAVY MEN LEARN JAPANESE (Contd.) from Page 5)

zens were told to expect an influx of Japanese families; Boulder schools were prepared to enroll Japanese children. The whole affair was tactfully publicised.

The school is now functioning efficiently in its new surroundings. Additional students arrive almost daily, together with corresponding increases in the teaching personnel; and all find that they are immediately accepted as a part of the busy community life.

Teachers in the school are for the most part American citizens of Japanese ancestry. Individuals, approved by the Navy Department, are being trained for teaching, by studying the methods of the staff at work with the student body. Much is being asked of these instructors in hard work with a steadily growing enrolment, nor does there exist the slightest justifiable suspicion of their motives or doubt of their complete loyalty to this, their chosen country.

RIGID REQUIREMENTS

The selection of men for enrolment as students is rigidly controlled, and is designed to include only those who are equipped to cope with the

extreme conditions created by the urgencies of war. Those chosen must be able to master in 12 months a course arranged to require three years of normal college work. They must have the stamina to drive through nine to twelve hours of intensive study daily; the mental ability to assimilate the fruits of such study, and the physical equipment to carry on.

The scholastic standing of the men is, of course, of the highest sort. Schools and colleges throughout the country are supplying individuals of Phi Beta Kappa calibre. The Navy Department has let it be known that the only acceptable substitute for extraordinary scholastic standing is long term residence in Japan.

The selection of men hinges upon investigations which scrutinise the minutiae of their past school life; their aptitude in linguistic studies, their popularity with fellow students, their choice in hobbies and sports, their athletic prowess, their general morale. Attention is given to their apparent fitness for assumption of officers' positions, for they will emerge from the school with commissions.

Despite the almost unprecedentedly severe entrance requirements, hundreds of selectees are already enrolled and are rapidly learning to speak, to read, and to write Japanese. They are assisted by various devices, such as phonographs, all table conversation in Japanese, and so on.

The University of Colorado, under arrangements maintained with the Navy Department, accepts tuition for each student, and undertakes to provide living quarters, suitable staff, classrooms, library service, health supervision, recreation—all that is normally furnished a student body.

The work being done in the Boulder school is of incalculable value to the nation. During the prosecution of war, there are very obvious advantages in having men at hand who can speak, read and write the language of the enemy. Thus, prisoners can be interviewed, messages intercepted and read, communications prepared and delivered. In post-war years, occupied territories can best be policed and controlled by men familiar with the language of the people under their authority.

The Pacific area must inevitably assume a position of tremendous import in a new world order. At that time the men now studying in Boulder will be ready to go before the war-weary people of Japan and help to convince them of the benevolent intent of the United States and its allies.



HALLIDAY BROS.

ENGINE WORKS

30 ERSKINE STREET, SYDNEY

Phone: BW 7345





**BUY AND HOLD
WAR SAVINGS
CERTIFICATES**

**TRACTOR & IMPLEMENT CO.
PTY. LTD.**

634-642 HARRIS STREET
SYDNEY, N.S.W.

MA 1811



Now also at Brisbane

A Nation-wide Service

MELBOURNE SYDNEY ADELAIDE
NEWCASTLE WOLLONGONG

Buy War Savings Certificates

S. MASON

Best Manufacturer

**40 LUCAS STREET
CAMPERDOWN**



INDUSTRIAL STEELS PTY. LTD.

RAILWAY PARADE, LIDCOMBE

Phone: UX 7428

PRIZE MONEY

Past, Present — and Future ?

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

In its origin the Navy was inclined to be piratical, and in its earliest days the fighting seamen looked for booty to repay them for their hazards and hardships.

Prize money in one form or another seems to have been as ancient as the English Navy itself. The official recognition of prize-money—or, in legal phraseology, "Prize"—appears first in the reign of King John, when in 1205 the King granted "to the crews of the galleys, which Thomas of Galway has sent to us, one-half of the gains" made from captures at sea.

In 1337, Edward III gave "his well-beloved William of Goseford" the ship and "all her apparel to keep as a gift," when the said William captured the "Cog of Flanders" while carrying the "Bishop of Glasgow and other Scottish enemies."

The mounting of guns on board ship—a brilliant inspiration credited to King Henry VIII—was not unnaturally led to an increase in the destruction, or capture, of enemy vessels, and to the swelling of the number of those who hoped to amass wealth at sea without risking their necks through piracy.

A Royal Proclamation by Henry VIII licensed "all his subjects to equip as manie ships & other vessels to the sea against his enemies, Scots, & Frenchmen, as they shall thinke good, with certain priviledges graunted for the same." This same year we find the first licences given to privateers. Before placing their ships at the disposal of the Sovereign, the adventurers and seamen bargained for a half share in those spoils which came their way by land or sea. Privateers must not be confused with those

pirates who preyed on all vessels, irrespective of nationality, for illegal personal gain. Privateering was a legal and wholesome trade until its abolition in 1856.

In some cases Prize Money brought a fortune to senior officers and affluence to seamen of the Royal Navy. A captain's share of the capture of specie from Amboyna in the Moluccas, in 1796, was £15,000, and the treasure on board two Spanish frigates captured in 1799 put £40,730 into the captain's pocket, whereas a seaman received only £182, or less than one-half per cent. of the captain's share—a very unfair distribution which, in later years, was improved to the extent that in 1918 a seaman received 5 per cent. of the share of a captain.

Prize money was all-important to privateers, because they risked their ship, their property, their capital; if their ship was lost they lost their all.

All prize was the property of the Crown, the captors receiving what the Crown chose to give them. Proclamations issued early in the eighteenth century granted to the captors, whether ships of the Royal Navy or Privateers, the value of the ship and cargo, provided always the capture was made at sea. If the enemy goods were seized by the Revenue or Port authorities, the proceeds went to the Lord High Admiral. These "Droits of Admiralty" were, in 1707, surrendered to the Crown by the then Lord High Admiral, Prince George of Denmark. They remained perquisites of the Crown until William IV surrendered them to the Exchequer. Thus we find Droits, or Rights, of the Crown (captures at sea) benefiting the captors, while Droits of Admiralty (captures in port) go to the Exchequer.

All money due to officers and men had to be claimed through an Agent in the Admiralty Court, and any shares which remained unclaimed for three years were paid to Greenwich Hospital. The costs in the Courts were so enormous that much of the gains were swallowed up. This was

Buy War Savings Certificates

*

T. & R. PEARSON

COPPERSMITHS

5 DUKE PLACE, BALMAIN

Phone: WB 1723

E. RUSSELL

Brass Founders, Gun Metal, Brass, Aluminium, etc.

Specialists in All Non-Ferrous Alloys

61-63 HARRIS STREET, MASCOT

Phone: MU 1911

J. BAYLEY & SONS PTY. LTD.

TANNERS

LORD STREET, BOTANY

Phone: MU 1241

PRIZE MONEY (Contd.)

partly due to corruption, especially in the Courts situated abroad; in addition to which the captors had to contend against dishonest agents. It is easy to visualise the difficulties experienced by the captain of a warship arriving at a strange port with his prize and ordered to leave again in a few days. An agent had to be found and a bargain struck; the prize would then be sold by the agent, and if all went well in the Courts some money might eventually reach the captors.

It is not surprising that these difficulties tempted some officers to evade the letter of the law by privately disposing of captured goods. In 1706, Captain Thomas Elkins of the "Woolwich" seized a Dutch merchant ship in Plymouth Sound. The High Court decreed that the seizure was just; but that contrary to the "known rules and practices of the sea, he did instead of securing the hatches of the said ship, and delivering her with her cargo entire . . . seize on a very considerable quantity of gold dust and other things; the which he conveyed away, some to Exeter, other parts into his own scribtoire." His conduct being "very unjustifiable," Captain Elkins was not given further employment in the Royal Navy.

Prize bounty was paid for the destruction of enemy armed ships in battle. In 1694 a system was introduced whereby, if the foe had fought gamely and preferred to sink before surrender, the victors received a sum equal to £20 for each gun carried by the sunken enemy. In more modern times the amount of this bounty was calculated on tonnage, or the number of the crew. This bounty applied also to those engaged in suppressing the slave trade; a per capita grant being made for each slave rescued, or, alternatively, a sum calculated on the tonnage of the slave dhow, whichever was the greater.

In the latter part of the nineteenth century it frequently happened that only a few slaves were carried, so the claim was made on tonnage calculated on measurements made after the dhow had, perhaps, been run aground and before she was destroyed by the armed boat's crew. Those who had never seen a dhow, who dealt with the claim in an office in London, did not notice anything peculiar in the gradual increase in a dhow's tonnage. They had never seen a "simple" sailor, standing up to his waist in water on a coral reef,

surreptitiously taking a few turns of the tape round his hand when the measurements were being taken!

To overcome the difficulty of the Court settling disputes caused by joint claims, especially when several ships were employed in making a capture, it was decided to divide the prize money between all ships which were in sight at the time. The introduction of steam; improved system of communications; organised intelligence departments, and other considerations, made the old regulations work unfairly. Other ships not actually in sight might have done better work than the actual captor.

This led, in 1914, to the institution of a naval prize fund. A special tribunal decided whether the proceeds of the sale of enemy ships and goods were Droits of the Crown, or Droits of Admiralty. The latter benefited the Exchequer; the former were paid into the naval prize fund, and this was distributed to each officer and man of the R.N., R.N.R., R.N.V.R. and R.N.A.S. borne on the books of H.M. ships, according to his allotted share and the number of months served afloat during the war. The total value of prize during the Great War was about £23,000,000, of which about £7,000,000 went to the naval prize fund.

What of this war? Much enemy property and many ships have been destroyed from aircraft manned by the R.A.F., who are not borne on the books of H.M. ships. Many captures by the Royal Navy have been made possible only because of the assistance given by the R.A.F. We also recall the actual capture of a U-boat, on August 27, 1941, by a Coastal Command Hudson.

It is certain that the former method of distributing prize money will require drastic revision, or it may be that the present and future generations will know naught of "Prize."

REMEMBER OUR ADVERTISING!

We ask you to keep in mind the firms advertising their products in the Journal. These are the people whose co-operation has made the production of your magazine possible, and you will do both the Journal and the Navy League a service by commending them for your various requirements. And, in doing so please mention—

THE NAVY LEAGUE JOURNAL

ENGLAND'S PURPOSE

By E. W. PHILLIPS, Merchant Navy

*If not a stone of London stood,
And every loaj were eaten,
Would England waver in her mood,
Or dream her purpose beaten?
Oh fools who wander in the sky
And drop chance devastation,
You fix but more inexorably
Her sworn determination.*

*If every train had come to halt,
And not a truck were running,
Would England's vow go by default
For deeds of cowardly cunning?
Oh fools who cleave the clouds to kill,
And fancy fear has stirred her,
You only urge the ranks that drill
To put an end to murder.*

*If every roof were torn in twain,
And every wall were battered,
England's resolve would still remain
The one great aim that mattered.
Yet, by the blood of every child,
And mother slain defenceless,
England shall tame the beast run wild,
And prove its fury senseless.*

*Doubt not. And tremble that ye know
It needed provocation
To rouse an easy-going foe
To this set occupation.
Doubt not her power in war's array,
Nor her right to employ it,
England has brought a brute to bay,
She'll utterly destroy it!*

HICKS & HICKS

ENGINEERS

286 VICTORIA ROAD, MARRICKVILLE

Phone: LM 5611



The Navy League

N.S.W. Branch

Patron:

His Excellency The Governor of N.S.W.,
The Lord Wakehurst, K.C.M.G.

President:

Rear Admiral J. B. Stevenson, C.M.G.

Executive Committee:

T. H. Silk, M.I.C.E., M.I.N.A. (Chairman)

Sir Kelso King, S.S.D.

Commander F. W. Hixson, O.B.E.,
S.S.D.

Sir Thomas Gordon, Kt.

Commander S. W. Spain

Commander J. R. Patrick, R.D.

Hon. Treasurers:

Sir Kelso King, S.S.D. C. M. C. Shannon

Hon. Auditors:

Robertson, Crane and Gibbons

C. M. C. Shannon

W. A. Mackay

Sir Walter Carpenter, K.B.

J. L. Milson

S. Cooper, S.S.D.

Hon. Secretary:

Commander F. W. Hixson, O.B.E., S.S.D.

Secretary and Editor of Journal:

W. W. Beale, O.B.E.

AIMS AND OBJECTS

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

Its Objects are:

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

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

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

E. D. PIKE & CO. LTD.

Timber Merchants

31 ELAMANG AVENUE

MILSON'S POINT - SYDNEY

GORDON BROS. PTY. LTD.

ENGINEERS

MILLER STREET, PYRMONT
N.S.W.

Phone: MW 2456

Buy War Savings Certificates

★

STANLEY SPRING CO. PTY. LTD.

21 BEESON STREET
LEICHHARDT

Phone: LM 1919

Buy War Savings Certificates

J. W. TOMLIN

SHEET METAL WORKER

679-695 BOURKE STREET
SURREY HILLS

Phones: FL 4457 & FA 2299

WESSBERG & TULANDER

★

SHEET METAL WORKERS
& WELDERS

★

142 QUEEN STREET, ALEXANDRIA

Phone: MX 1241

RAYMOND VENEERED PANEL Co.

★

SPECIALISTS IN BUTT AND DESIGN
PANELS

★

63 BOOTH STREET, ANNANDALE

Phone: MW 1091

HERFORDS PTY. LTD.

★

"Trip" Brand Travel Goods and Leather Coats

★

53 PARRAMATTA ROAD, GLEBE
N.S.W.

Phone: MW 2579

Australia must and will be ready for any emergency

Every branch of industry is willingly shouldering its share of to-day's war burdens, determined—with Mr. Churchill—to "prosecute this war to a victorious finish."

THATCHER & OBERG are working with every resource at their command, providing Timber supplies for Australia's vital and essential Defence measures. We, in Australia, must realise the value of co-operation—for truly, in Unity lies Strength.

'Phone:
MU 1221
(5 lines)

**THATCHER
AND OBERG PTY. LTD.**

Timber Merchants — Detail Joiners
Vat Builders — Flooring Specialists

GARDENER'S ROAD - - MASCOT

COO-EE'S POLICY

Coo-ee's policy is plain and unvarnished—to give you the best possible merchandise at the lowest possible price. When you visit any of Coo-ee's stores you will be impressed by the quiet courtesy and attentive service of our salesmen. Coo-ee is a friendly organisation! Shop at Coo-ee, and you can't go wrong.

If you find it inconvenient to call at any of our stores, send your orders by mail. We will attend to them promptly and efficiently! Remember, order by mail with complete confidence at Coo-ee!

COO-EE CLOTHING LIMITED

Head Office:

326-28 GEORGE STREET, SYDNEY

Stores at All Principal Suburbs and at
NEWCASTLE and WOLLONGONG

CAPSTAN

**The Empire's
favourite
cigarette**

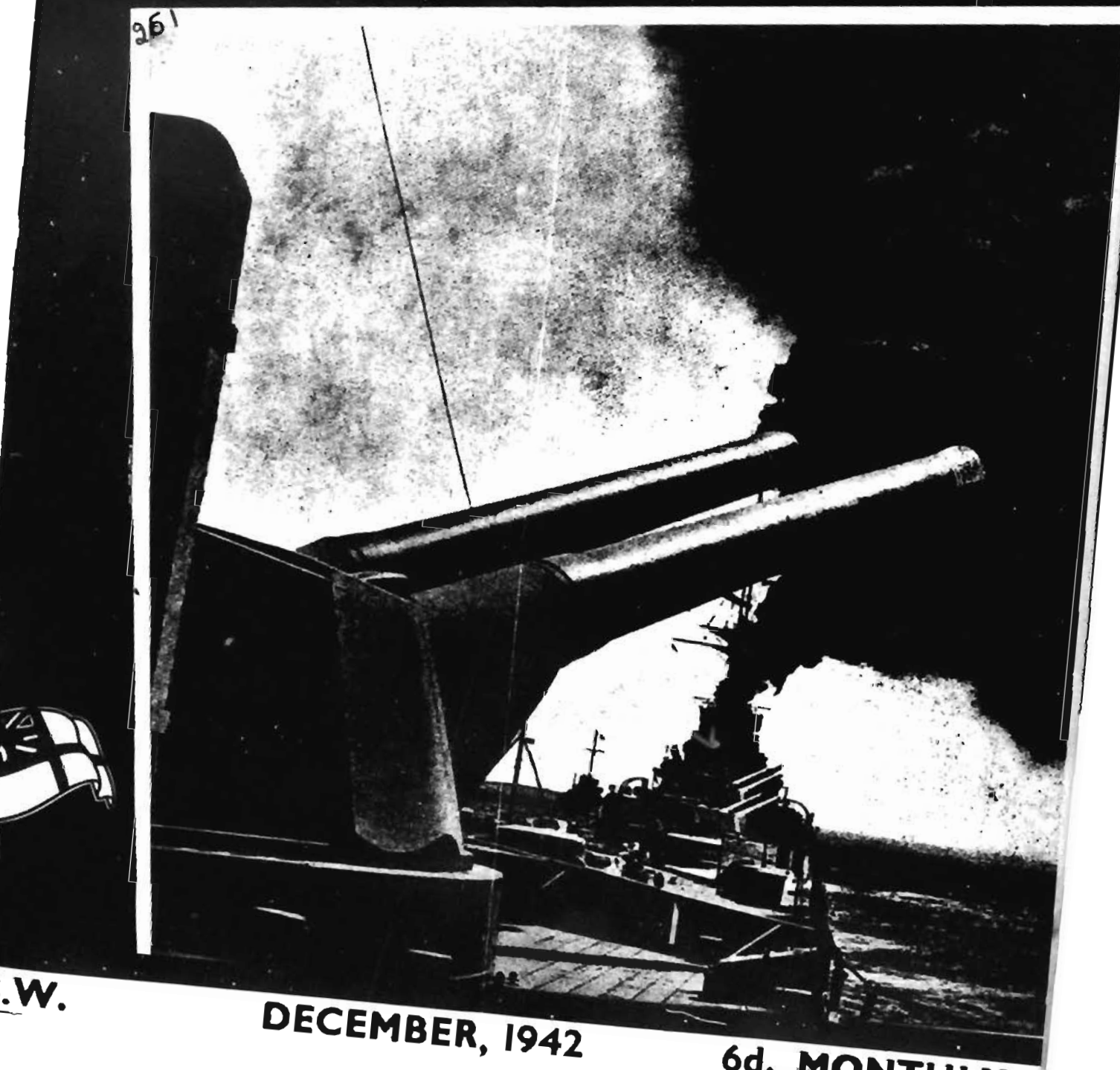
'NUGGET'



makes the shine
AND THE SHOES
last longer

THE NAVY LEAGUE JOURNAL

961



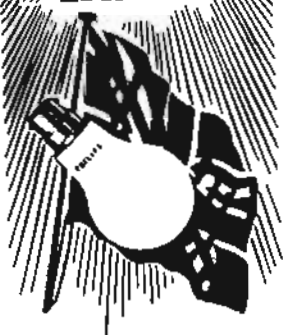
.W.

DECEMBER, 1942

6d. MONTHLY

**NIGHT
MUST
FALL!**

**SEE IT
THROUGH WITH
PHILIPS
LAMPS**



MADE IN AUSTRALIA

Newcastle and Hunter River Steamship Co. Ltd.

Head Office:

**147 SUSSEX STREET
SYDNEY**

'Phone: M 4011 (3 lines)

Outside of Office Hours:

'Phone: M 4012

DUCON CONDENSERS

Condensers are an integral part of all wireless installations. Ducon Condensers are renowned for their reliability. On shipboard the lives of men depend upon the effective functioning of the wireless equipment. That is why Ducon Condensers are so often specified by radio engineers.

Ducon Condenser Pty. Ltd.
BOURKE STREET, WATERLOO, SYDNEY
ALSO AT MELBOURNE

MITCHELL LIBRARY

21 DEC 1942

SYDNEY.



THE NAVY LEAGUE JOURNAL

The Official Organ of the Navy League, N.S.W. Branch
Royal Exchange, 54a Pitt Street, Sydney—B 7808

Vol. 5—No. 12

SYDNEY, DECEMBER, 1942

Price, 6d.

The WAR in the PACIFIC

A YEAR ago Japan plunged into the war.

In world war No. 1 Japan was the ally of Britain and the U.S.A. against Germany, but in December, 1941, for good or ill, the wheel of fate had turned full cycle and Japan, following the example of Italy, declared herself against the two great Democracies and the friend and helper of Germany.

After a year of war against this formidable foe the Allies are left with an unpalatable debit. The more the position is examined the clearer the remedy stands out. It is sea-power. There is no other alternative.

If Japan can maintain a powerful striking army and air force in Manchukuo, and control the sea-ways to her coasts, the prospect of defeating her by direct attack from any point of the compass is as remote as the end of human folly. Let us repeat, that in a vast preponderance in sea-power (i.e., ships and more ships) lies the way to Allied victory. The geographical and strategical position of Japan, with her fringe of bristling island defences, is impregnable against any durable victorious assault except that resulting from overwhelming sea-power.

In the first six months or so of the war in the Pacific, Japan, aided by sea-power, conquered more than a million square miles of some of earth's most valuable territory—an achievement without parallel in the annals of combined naval and military warfare.

During the last six months she has been consolidating her defensive military position in these territories behind the screen of her navy and outlying minor bastions in New Guinea and certain of the Solomon Islands. Behind these latter points of resistance lie immeasurably stronger defences all the way to Japan.

There are those people who believe Japan proper would succumb to repeated attacks by Allied air armadas. This is merely wishful thinking. Japan is no stranger to calamitous visitations by wide-spreading earthquakes and volcanoes, and it is extremely unlikely that bombings would affect the morale of the nation as a whole to any greater extent than have the many terrible natural disasters that have shaken it.

(Continued on Next Page)

POOLE & STEEL PTY. LTD.

43 STEPHEN STREET
BALMAIN
N.S.W.

GENERAL ENGINEERS
BOILERMAKERS
SHIPBUILDERS
DREDGE BUILDERS

Plans, Specifications and Estimates prepared
for Mining Dredges and Plant of all kinds.
Electric Welding and Oxy-Acetylene Work.

Telegrams:

"POOLSTEEL," BALMAIN, N.S.W.

Telephones: WB 1031, WB 1059

ALAN H. REID PTY. LTD.

ENGINEERS

207 CLARENCE STREET
SYDNEY

Phone: M 4265

It is true that the Allies have gained a foothold on Guadalcanal, and are making substantial, if slow, progress in eastern New Guinea. It is also claimed that the Allies have scored smashing major naval victories over the Japanese at Midway, Coral Sea and the Solomons. Accepting, with reservations, these claims as true, there remains the long deadly road, broad as the sea, to Japan, and the task of conquest still lies ahead of the Allies. To people with some understanding of Japanese character, and knowledge of Pacific geography, victory is seen decisive and final only when this sea is made safe for large-scale Allied troop movements by the use of irresistible naval power supported by aircraft.

THE QUARTERBLOKE WRITES HOME

*"Lights Out" had blown on the Barrack Square,
And the moon shone dim above,
But a lamp still burned in the Sergeants' Mess
And there sat the Battery Q.M.S.
And he wrote to his own dear love—*

*Subject: Affection, boundless
Oft heretofore evinced,
And accusations groundless,
In yours of 2nd inst.*

*Agree your recollection
Of vows in days, old, good;
But subsequent Sub-Section
Is not quite understood.*

*Admit I am acquainted
With lasses, local, one;
But reference hussies, painted,
The total held is none.*

*Besides, re love, will ever
Indent for same on you,
Though we're apart would never
Kiss women, strange, in lieu.*

*So will you bid suspicion
Unjust, take wings and fly?
Please expedite rendition
Of favourable reply!*

—"Punch."



UNITS OF THE FRENCH FLEET IN PORT

Blocks courtesy "S.M. Herald."
Top: Two French cruisers, the Elmiré Bertin and the Jean de Vienne, in the port at Algiers. French merchant ships are also at anchor. Lower: French destroyers of the Mediterranean Fleet. The major portion of the French fleet based on Toulon is reported scuttled and lying on the bottom.

ALFRED HERBERT (Australasia) PTY. LTD.

- MACHINE TOOLS
- MACHINE SHOP ACCESSORIES
- ENGINEERS
- SMALL TOOLS

101 PYRMONT BRIDGE ROAD
PYRMONT

'Phone: MW 2734 (3 lines)
Melbourne Office:

144 KING STREET, MELBOURNE
'Phone: MU 4821



Lloyds Engineering & Tool Co. Pty. Ltd.

Engineers & Toolmakers

TRADES STREET, NEWTOWN

'Phone: LA 3096-3001



J. W. MCGREGOR & CO.

Woolbrokers

5 BOND STREET, SYDNEY

Phone: B 6429

WILHELMSSEN LINE

[Norwegian Australian Line]

REGULAR SERVICES MAINTAINED
WITH FAST MOTOR VESSELS

For further particulars, apply—

WILH. WILHELMSSEN AGENCY
PTY. LTD.

63 PITT STREET, SYDNEY

51 WILLIAM STREET, MELBOURNE

Agents:

ORIENT LINE BRISBANE
DALGETY & CO. LTD. ADELAIDE
R. G. LYNN LTD. FREMANTLE

ATLANTIC SHIP LOSSES

From an American source it is reported that more than 500 Allied ships have been sunk in the Battle of the Atlantic by Axis action since the entry of America into the war.

According to this report 3,400 lives were lost and about 2,000 seamen and passengers are missing, most believed dead.

More than 15,482 have been rescued and landed safely at Western Atlantic ports. At least 80 ship captains are known to be casualties, including 12 who have been taken prisoner.

Of the announced sinkings, June, 1942, was the costliest month, with a loss of 111 vessels.

Sinkings claimed by the Axis are greatly in excess of the figures given here.

Losses in the Indian and Pacific Oceans and elsewhere are not mentioned.

MEDITERRANEAN CONVOY

SEAMEN HEROES

*The story of the oil-tanker "Ohio," told
by Commander Anthony Kimmins, R.N.,
in an English broadcast.*

"She was carrying the most important and the most dangerous cargo of all, and was very conspicuous from the air. It was obvious that she would be a special target for the enemy, and sure enough she was hit by a torpedo (from a U-boat). She was forced to stop, and later, as we went alongside in the Ashanti, another merchantman was blazing not far off. Admiral Burroughs hailed her from our bridge, 'I've got to go on with the rest of the convoy. Make the shore route if you can and slip across to Malta. They need you badly.' The reply was instantaneous. 'Don't worry, Sir, we'll do our best. Good luck.' The next morning, by some super-human effort, they had got the engines going and had caught us up, in spite of having lost their compass and having to steer from aft, and she took station on our quarter. The Ohio's next bit of trouble was when a Stuka, attacking us, was hit fair and square and crashed straight into her. For the rest of that forenoon she was always picked out for special attention, and time and again she completely disappeared amongst the clouds of water from bursting bombs. But again and again she came through. Then at last

one hit her. She was set on fire, but after a terrific fight they managed to get the flames under control. Her engines had been partly wrecked, but she managed to make two knots, and plodded on.

"Destroyers were left to look after her, but later she was hit again and her engines finally put out of action. They then took her in tow, but the tow parted. During the night, with the help of a minesweeper from Malta, they got her a further twenty miles. All next day she was bombed continuously and towing became impossible. That night she reached Malta. If ever there was an example of dogged perseverance against all odds, this was it. Any one of those hundreds of bombs in the right place and she'd have gone up in a sheet of flame. Admiral Burroughs's last signal to the Ohio was short and to the point: 'I am proud to have met you.'"

CHRISTMAS, 1942.

IN A WORLD AT WAR
TO
MEN OF GOODWILL,
PEACE



YOU
IN 1939



YOU
TO-DAY



WE WERE
MAKING PIPES
IN 1939



TO-DAY
WE'RE MAKING
SHELLS

STEWARTS and LLOYDS

(Australia) Pty. Limited

LINDYS CAFE

115 MACLEAY STREET
POTTS POINT

Phone: FL 1220

DAVISON ENGINEERING WORKS

577 GARDENERS ROAD
MASCOT

Phone: MU 2071

HENDERSON & CO.

Shipwrights

2 HICKSON ROAD
CIRCULAR QUAY - SYDNEY

Phone: BW 6366

"THE SWEATING STOKERS DOWN BELOW"

By H. C. FERRABY (The well-known Writer)

A NAVAL signal very rarely seen to-day is, "Ships will complete with coal on arrival." Oil fuel has made a big difference in the life of the stokers of the Navy, and to-day it is only the men serving in auxiliaries taken over from the Merchant Navy and in trawler mine-sweepers who know the blood and sweat and toll of trimming in the bunkers and of shovelling fuel into furnaces with the deck below their feet heaving and pitching at unimaginable and unpredictable angles.

When I first knew the Navy all ships were coal-fired, and with the enthusiasm of youth, I once volunteered for a four-hour trick in the stokehold of a cruiser in the Bay of Biscay during manoeuvres. It was not an experience one was anxious to repeat, but it gave one an unforgettable explanation of the reason why the stokers of that day were the hard-fisted, hard-drinking toughs who represent to this day the layman's idea.

But that idea is actually quite out of date so far as the oil-fired Navy is concerned. You may still find some of that same tough breed on the waterside of mercantile ports, ready to go aloft and stoke the coal-burning furnaces in merchantmen, but the stoker branch of the Royal Navy to-day is almost entirely made up of men to whom it would be far more accurate to apply the description "technicians" than "manual labourers." Brains more than brawn control the even flow of combustible oil, the prevention of the all-betraying smoke from the funnel tops and the maintenance of a steady steam pressure.

Toll and sweat there is in the naval boiler-room of to-day, but there is not the blood from broken knuckles and scorched forearms.

The stoker of to-day is a man of considerable engineering knowledge. You not only have men trained to control the valves of the oil sprayers

in big furnaces. They serve, too, in submarines, where knowledge of a totally different kind of fuel injection is needed, because the submarine is driven by an internal combustion engine of the heavy oil or Diesel type.

Then again, in the motor torpedo boats, motor gunboats and the self-propelled boats of the big ships, the stokers have yet another kind of fuel and engine to manage, the petrol-user developing very high horse-power. A M.T.B. has three 1,000 horse-power engines, which can accelerate from ten knots to forty knots in eight seconds. Brawn alone would not keep that sort of machinery running smoothly.

The continuous service stokers of the Navy are entered between the ages of eighteen and twenty-five, and serve for twelve years, with the option of re-engaging for a further ten years to complete their time for a pension. They can be promoted through various grades up to Chief Stoker, or they may be specially advanced into the mechanic branch, and like all the rest of the lower deck the way is open to commissioned rank in the engine-room branch for a few specially brilliant and able men.

People ashore often sympathise with the boiler-room and engine-room complements of warships, because when the ship is in action they know nothing of what is going on. Actually that applies to practically everybody in a modern warship except those on the bridge or in the conning tower. But what we used to call the Black Squad are not particularly worried about this.

There is a classic story, first told by Kipling, of two stokers at the Battle of Jutland. They were in a destroyer which had been in the thick of a flotilla engagement during the afternoon, and in a lull they were seen with their heads above a hatchway getting a breath of air. One would have expected them to be eagerly seeking news of the immediate moment, but an officer passing by caught a scrap of their conversation. It was this: Stoker No. 1, in a slow, reflective voice, said to Stoker No. 2, "What I says is, he ought to have married the girl."

That story is not only true, it is typical of the

METAL MANUFACTURES LTD.

Port Kembla, N.S.W.



Non-Ferrous Wire and Stranded Conductors, Tapes, Telephone Cables, Braided Wire and Cables, etc.

SELLING AGENTS
(with Distributors in all States)

Wires, Cables, etc. Tubes & Braided Wires
BESTER INSULATED KNOX SCHLAPP
CABLE LTD. A CO.
24-26 William St., Melb. Collins St., Melb.
Kumbla Bldg., Sydney Kumbla Bldg., Sydney

BIRT & COMPANY (PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.
P.O. BOX 544 B., G.P.O.

Also at

64 Eagle Street, Brisbane; Musgrave Cold Stores,
Stanley Street, South Brisbane.

SHIPPING AND GENERAL AGENTS



YORK & KERR PTY. LTD.

Carriers

Fraser House

BRIDGE STREET — SYDNEY

"THE SWEATING STOKERS DOWN BELOW"

(Contd.)

detachment with which the naval man can view life when he has no immediate job in hand. But when there is work to be done, and when there is emergency to be coped with, the modern stokehold man is just as prompt and ingenious (he would hate me to use the word brave) as any other member of the ship's company.

Shortly after the Ark Royal was sunk I met one of the chief stoker petty officers, and from him heard something of the experiences down below while the ship was in her death throes. He and five others volunteered to leave their "abandon ship" stations and go down "to see what they could do," as he put it, to save the ship. They went down about five o'clock in the afternoon into utter blackness, relieved only by the intermittent gleam of electric torches and hand lamps. They got steam up in a boiler. They got a couple of dynamos going to work the submersible pumps, they managed to take a couple of degrees off the list of the ship. From 19 degrees they pulled her back to 17. For ten hours they battled thus against the inflow of the sea into the damaged compartments. Then all at once, about 3 a.m., some bulkheads went. The ship took a further big list. The water for the boilers failed. Oil fuel for the furnace spilled and caught fire, and though they rigged running hoses the fire beat them and drove them out.

But it was no rapid evacuation. The ship was lying so much on her side that the heavy watertight doors would not swing on their hinges. The iron ladders, instead of being perpendicular, were almost horizontal, and it was only because someone had had the forethought to rig a few loose lifelines that the volunteer party from the boiler-room were able to clamber to the steeply sloping deck and get off the ship a few minutes before she sank.

In the many naval honours lists that have been published during the war one can find dozens of names of stokers who have won medals or commendations, but it is only rarely that we get the story of what they have done. Somewhere in the records at the Admiralty, perhaps already neatly done up in brown paper parcels, there are hundreds of official reports from commanding officers which tell these stories.

Perhaps the Historical Section of the Com-

mittee of Imperial Defence may glance through them when the time comes for the official naval history to be written. But otherwise I fear that, as in the case of the last war, those stories will be no more than slowly fading ink on yellowing paper buried in some outlying storage and forgotten.

The few published stories are worth bringing together. Acting Stoker Petty Officer T. E. New won the Conspicuous Gallantry Medal when a bomb exploded in the boiler-room of his ship during an attack on a Channel convoy. He at once went below and made his way through fumes, steam, oil fuel and salt water to save a wounded shipmate. He got him up topsides and then tried to go below again to look for any others, but by that time the boiler-room was flooded and he could not get into it. A British Empire Medal went to a stoker in the Royal Indian Navy, Ali Akbar, of H.M.L.S. Halderi, for meritorious service. After a boiler explosion in the Halderi the chief stoker was overcome by steam while working in the ballast tank under the boiler. Stoker Ali Akbar, after many attempts to enter the tank, succeeded, though the temperature was still dangerously high. But his effort was in vain, for the chief stoker was dead.

Not all the awards have been for bravery in the stokehold. In small ships the modern stoker, when off watch from his ordinary job, has an action station somewhere else. For example, Leading Stoker R. K. Robb, of the minesweeper Pangbourne, won the C.G.M. when, in a fierce bombing attack during the withdrawal of the Allied armies from the French coast, he stood by on the forecastle, without cover, to help to slip the cable, though he was badly wounded in both arms. Another C.G.M. went to a South African, Stoker First Class R. Sthren, of the Southern Isles (also South African) when the deck of his ship was machine-gunned by an enemy aircraft in the Mediterranean. Though he was wounded eleven times, he stood to his gun and turned a steady fire on the plane until it fell in flames into the sea.

Merchant Navy honours, too, have recorded many deeds of bravery by the firemen and trimmers who correspond in that service to the stokers of the Royal Navy. For the two Services are one in spirit, though prejudice ashore may strive to make them separate in practice. And stokers and trimmers face the same dangers, whether the ensign astern be white or red.

Cockatoo Docks & Engineering Co. Pty. Ltd.

Contractors to . . .
H.M. AUSTRALIAN NAVY
Ship-builders, Marine & Engineers
General
Inquiries invited
COCKATOO ISLAND
SYDNEY
Phone: W 1941 (10 lines)

ALL OUT



The multitude of uses of plywood in the War effort are not yet for publication. To all our friends whom we have failed in the supply of unessential goods, we offer our sincere thanks for their reasonable attitude, and hope to renew their acquaintance when the War is won.

FREDERICK ROSE LIMITED
MENTMORE AVENUE - ROSEBERY
MU 2471 — MA 6111

SHOES . . .

The largest and most up-to-date Shoe Store in the District. Full and half sizes in all styles for men, women and children. Here you can choose your exact styles and fittings and secure it at a lower price than you would pay elsewhere.

Your inspection invited

A. BAGLEY & SON

"THE BOOT STORE"

211-213 BEAMISH ST., CAMPSIE. LF 3183

Better and British . . .

"HOFFMANN"

Ball and Roller

"TIMKEN"

Tapered Roller Bearings

**Bearing Service Co. of Aust.
Pty. Ltd.**

38 WENTWORTH AVENUE

SYDNEY

Telephone: M 6038

**E. A. HARPER & SONS
PTY. LTD.**

HARBER STREET, ALEXANDRIA

Manufacturers of all descriptions of articles
in Sheet Metal, Stainless Steel, Copper,
Brass and Muntz Metal, Hospital Equipment,
Lockers, Sterilizers, Tanks, etc.

Protected Industry — Defence Work only

STAINLESS STEEL SINKS AND DRAINING
BOARDS A SPECIALITY

Government Contractors — State & Federal

P.O. Box 33, Alexandria

Phone: LA 3681 (4 lines)

**JOHN LYSAGHT
(Australia)
PTY. LTD.**

**33 MACQUIRIE PLACE
SYDNEY
N.S.W.**

Telephone: B 6771 (4 lines)

**W. G. PICKRELL
PTY. LTD.**

42 KING STREET — NEWTOWN

- ENGINEERS
- ELECTRIC WELDERS
- SHEET METAL WORKERS

Contractors for Steel Lockers to the
Naval Board for Coastal Defence Vessels

P.O. Box 44, Newtown

Phone: LA 5084 (3 lines)



AUSTRALIAN-BUILT DESTROYER ON TRIALS

Top: H.M.A.S. Arunta, Australian-built Tribal class destroyer is streamlined for speed, as this picture, taken on her speed trials, shows. Lower left: A view from the crow's nest as the Arunta heeled over at full speed during turning tests. Lower right: Ratings handling anti-aircraft shells during the trials.

Blocks courtesy "S.M. Herald"

HELP THY EIGHBOUR

By MARY GRANT BRUCE (known Australian Author)

LET me tell you a story of cocktail cabinets. It is a true story, and it happened in one of our capital cities not long ago.

To a certain shop came a woman who asked to see cocktail cabinets. She was shown one at £35. "Haven't you anything better?" she asked. One was produced; price £40. "I'll take that," said the customer, much pleased. She paid cash, and the cabinet was sent to her home.

The following week another woman came in search of a cocktail cabinet. She admitted that she didn't know much about these articles: all she did know was that the one she wanted cost not less than £40. The shop was equal to the demand, and she went off satisfied.

Within the next few weeks no less than five more cocktail cabinets were sold by this shop to women whose only demand was that they should be at least £40.

All the cabinets went to the same suburb. It was not a wealthy suburb; they went to modest-looking homes. They were bought by people whom the war had made rich—compared with their income of pre-war days. Unexpected money had gone to their heads, and they were vying with each other in buying things they considered "smart." If Mrs. Brown bought a cocktail cabinet, well, so must Mrs. Smith and Mrs. Robinson; and it was unthinkable that one cabinet should be cheaper than another.

That is a story of an unusual height of silly extravagance; but before we criticise Mrs. Brown and her friends, ought we not to ask ourselves how our own example helps our neighbours towards spending or saving?

Each of us is a centre of influence; what we say, what we do, is influencing someone each day.

The business girl buys herself a new hat; every other girl in her office begins to feel that she must buy one, too. Mrs. Smith's new furniture excites longings in the minds of her friends, just as the sight of a boy sucking a sweet makes his mates want to hurry with their pennies to the nearest sweet-shop. It's the same up and

down the scale; we tempt and influence others by our own spending and our own ambitions.

When our nation faces deadly danger—when men are fighting and dying to keep it free—we need to check up very carefully on the ambitions that govern our spending. Is it our ambition to look smart, to adorn our homes with unnecessary things, to cling to old standards of amusements and indulgences, taking no thought for the morrow? If it is, are we honest enough to face the fact that our example is encouraging others to do the same?

But if we have the only ambition worthy of an Australian to-day, to throw all our weight into Australia's war effort—then the knowledge that our example influences others is a new spur to do our best. Our economies, our "honourable shabbiness," our set determination to put self last and Australia first, all mean that others fall into line with us.

So many "feeble neighbours" that our daily lives touch only need a lead to do the right thing. We can give them the moral support they need.

We can show them by our example that peace of mind can be found in working and saving, and lending all we save, to the nation.

These things are the only investments that are going to bring us dividends worth having.

The money we fritter may bring us dividends of dust and ashes.

—From Dept. of Information.



BROOMFIELDS LTD.

Ship Chandlers

152 SUSSEX STREET — SYDNEY

(Near King Street)

RIGGINGS, PAINT AND VARNISHES, Etc.

When refitting, remember BROOMFIELDS can supply all the necessary equipment at reasonable cost, plus prompt delivery.

For Enquiries — Phone: M 4801

AARON'S EXCHANGE HOTEL

No. 1 GRESHAM STREET
MEALS A LA CARTE

Everything True to Label

Phone: BW 2161

Phone: BW 2161

L. A. WOOLDRIDGE, Manager

K. A. WOOLDRIDGE, Managing Director

GEO. CHEW LEE & CO. PTY. LTD.

SHIPPING CONTRACTORS
WHOLESALE & RETAIL GREENGROCERS
MARKET GARDENERS
FRUIT & PRODUCE MERCHANTS
IMPORTERS & EXPORTERS

Head Office:

19 LACKEY STREET, HAYMARKET — Phone: MA2343
No. 2 Store: Hay Street, Sydney

No. 3 Branch: 119 Murrumbidgee Rd., Murrumbidgee
Phone: LM 4887

No. 4 Branch: 24 Good Street, Granville
Phone: UM 9836

INVINCIBLE

MARINE and INDUSTRIAL ENGINES

Write for 32-page Illustrated Catalogue

INVINCIBLE MOTORS PTY. LTD.

53 North George Street, Sydney

Established in 1906

C. G. TREVITT & CO.

Blacksmiths and Tool Manufacturers
Iron and Steel Works

O'RIORDAN STREET — ALEXANDRIA
SYDNEY

Telephone: MU 1137

WRIGHT, HEATON & CO. LTD.

Customs and Forwarding Agents

Branches throughout N.S.W. and Victoria

97 PITT STREET

Phone: BW 1935

E. D. PIKE & CO. LTD.

Timber Merchants

31 ELAMANG AVENUE

MILSON'S POINT - SYDNEY

**THOMAS ROBINSON
& SON PTY. LTD.**FLOURMILL AND WOODWORKING
ENGINEERS160 Sussex Street
Sydney

Telephones: MA 2812, MA 4971

BUSSELL BROS.

Grocers

1 Breeze Bay Rd. (late Cowper St.),	FW 3118
34 Leakey St., Summer Hill	UA 1100
100 Oxford St., Woolleahra	FW 3000
38 Bondi Road	FW 3432
145 Bondi Rd., Bondi	FW 3432
231 Bondi Rd., Bondi	FW 3432
750 New South Road Rd., Rose Bay	FW 1870
100 Anzac Pde., Kensington	FX 3004
71 New Canterbury Rd., Petersham	LM 6030
200 Gardeners' sq.	Mac. 400
201 New South Road Rd.,	
Double Bay	FM 1750, FM 3100
105 Old South Road Rd., Rose Bay	FM 3100
415 Victoria Rd., Chiswick	JA 6000
121 Coopers Bay Rd., Coopers	FX 3700
175 Military Rd., Cremorne	2M 3345
50 Miller St., North Sydney	EM 1400
200 Military Rd., Mosman	EM 3100
200 Anzac Pde., Maroubra	FJ 1400
1 Beelys St., Darlinghurst	FM 3000
50 Oxford St.	FA 1070
1181 Botany Rd., Mascot; Cawin's Bridge Rd. and	
Railway St., Rydham; 345 Oxford St., Padding-	
ton; 47 Enslinville Rd., Brooksville; Car. South	
and Trafalgar Sts., Aslanville.	
Also at Fourth, Windsor, Campbelltown,	
Blacktown and Mudgee.	

**BLANDFORD FRASER
& CO. PTY. LTD.**Leather and Grindery
Merchants74 COMMONWEALTH STREET
SYDNEY

Phone: MA 3963

THE FOOD FRONT IN BRITAIN

By Sir JOHN OBR, in "Britain To-day"

AT the beginning of this war the people of Britain were better fed and healthier than they were at the beginning of the 1914-18 war. The average consumption of the protective foods, i.e. those rich in vitamins and minerals essential for health, was 50 per cent. higher in 1938 than it was in 1913. Accompanying this remarkable improvement in the national dietary there was a remarkable improvement in national health and physique. The gross forms of nutritional diseases, such as rickets, which had been prevalent in 1913 had almost completely disappeared; the infant mortality death rate and the tuberculosis death rate, which are both affected by diet, had been halved; and children leaving school were between 2 and 3 inches taller than their parents at the same age.

At the outbreak of this war the task set those responsible for the food front was to maintain the level of nutrition we had reached and, if possible, raise it still further, for despite the improvement there was still about one-third of the population whose diet was not up to the high standard we now know to be necessary for perfect health and physique.

This was not an easy task for a nation which imported nearly two-thirds of the food it consumed and was faced with a blockade. The measures taken can be considered under three heads: (1) increased home production, (2) an import policy designed to get the maximum food value for shipping space devoted to food, and (3) distribution of available food according to physiological needs.

Production.—A great increase in production was possible because the pre-war food policy had been one of restriction of home production in the interest of international trade. Hence a great part of our land had not been utilised to the full. Since the beginning of the war about 6 million additional acres have been brought into cultivation, and on these acres we have grown mainly the crops which give the biggest yield of food per acre. The yield of potatoes, which give twice as much food per acre as wheat, has been increased by 70 per cent. There has been a great extension of the sugar-beet crop which

gives a yield (reckoned in calories) almost as high as that of potatoes. The output of wheat, barley, and oats has been increased by 50 per cent., and the consumption of green vegetables by 30 per cent., and the whole supply is now home-grown.

An important part of our increased food production comes from gardens and allotments. Every garden has been turned over to vegetable production. In the cities families which had no garden cultivated allotments in public parks or on the outskirts of the towns. There are now, in addition to the gardens, 1,700,000 allotments. A large proportion of the families in the country have now a supply of vegetables and potatoes at their own door.

In addition to increasing the acreage of crops for direct human consumption, animal husbandry has been re-organised to make the best use of the feeding-stuffs available. The increased acreage of fodder crops for animals does not compensate for the loss of the greater part of the 8 million tons of feeding-stuffs we imported in peace-time. The number of farm animals had to be reduced. There was competition between the dairy cows and beef cattle. The former give a bigger return in the form of milk than the latter in the form of beef. The dairy herds were, therefore, maintained and given priority for feeding-stuffs. Milk production has actually increased. By better utilisation of pastures the reduction of beef cattle has been less than was anticipated and it has been possible to maintain the total dairy and beef cattle at almost pre-war level. Pigs and poultry were fed very largely on imported feeding-stuffs and on home-grown grains which could be used directly as human food. The commercial herds and flocks were, therefore, reduced, but this has been partly compensated for by a great increase in the number of backyard fowls and small groups of pigs fed mainly on kitchen waste or other foodstuffs unfit for human consumption.

(Continued on Page 21)

SEA CADET NOTES

KING & KLEIN

293 ABERCROMBIE STREET
REDFERN

Telephone: MX 3108

MANUFACTURERS OF BOXES, CASES
AND CRATES FOR ALL PURPOSES

J. C. LUDOWICI & SON LTD.

117 YORK STREET — SYDNEY

Telephone: M 4341 (4 lines)

POWER TRANSMISSION ENGINEERS
LEATHER BELTING MAKERS



STEELCRAFT PTY. LTD.

MFG. ENGINEERS
10 WASHINGTON STREET
SYDNEY

Phone: MA 2882

At "Victory" Depot, North Sydney, on December 2nd more than 200 cadets and their friends gathered to celebrate the end of a successful year's work. Members of the Committee, including the Mesdames Seilick, Jack Morgan, Dunn, Hewson, Smith, Ruth Dunn and MacFarlane, served light refreshments and generally helped to make a most enjoyable social evening.

The popular Officer-in-Charge, Mr. J. Williams, was there, also Chief Officer V. Lloyd and Signals Officer MacFarlane and C.P.O. Green, aiding the smooth running of the dances. Many of the cadets have brothers or fathers serving in the fighting forces, and look forward to the day when they are old enough to serve Australia too. "Victory" Depot alone has contributed, since the war began, well over a hundred volunteers to the Royal Australian Navy and ancillary services.

All patriotic citizens should support and encourage the work being done by Navy League Sea Cadets everywhere.

Mr. Williams has been specially thanked by the Hon. Secretary of the Ex-Imperial Sailors and Soldiers' Club for the valuable assistance rendered by the Sea Cadets on Poppy Day.

A raincoat, marked "B.H.," left at Merchant Navy Day Appeal office by a Sea Cadet, may be recovered from the Navy League office.

Mr. Collins, O.C. Woolwich Company, is unfortunate in not having the active and encouraging support of a local committee as vigorous, sympathetic and generous as North Sydney's, but, in spite of this handicap, he has kept together an efficient, if small, company of cadets. Woolwich Depot, too, has a proud record of voluntary enlistments into the services for the period of the war, and the O.C. has been most pleased to welcome former officers and cadets on leave from overseas service. Among recent visitors to the depot were Messrs. Collinson, Cromhill and Worth. News that Messrs. Tottman, Pearce, Nuttall and Edwards, all formerly associated with the depot, are alive and well is also cheering. They have been in the thick of the fighting.

Mr. Barton, Manly O.C., reports progress during the year in spite of many changes due to the

K. E. SONSER PTY. LTD.

MOTOR CAR AND TRUCK SPRING
SPECIALIST

BRODIE STREET, CAMPERDOWN
SYDNEY.

Phone: LA 2433

FOR MERCHANT SEAMEN

The Merchant Navy Day Appeal held in October last resulted in more than £21,000 nett being subscribed.

The general committee responsible for the appeal allocated the proceeds in the following manner:—To T.R. homes and hospitals for the endowment of beds and care of merchant seamen, £1,500, plus any surplus over £18,000 nett; the Catholic Institute for Seamen, £1,000; Missions to Seamen, Sydney, £1,000; Sydney Sailors' Home, £1,000; Missions to Seamen, Port Kembla, £250; to King George's Fund for Sailors, 4 Bridge Street, Sydney, £750; to the establishment of an Australian Merchant Navy Relief Fund, £12,500 (including £1,500 for the relief of Australian seamen prisoners of war; and £1,120 for Newcastle purposes).

Other funds are the Lord Mayor of Sydney's Fund and the King George Fund to aid needy seamen of the Navy and its ancillary services and their dependents.

AN APPRECIATION

There's a Yankee flag a-flying on a ship in Sydney Town,
And the Yankee lads are meeting everyone for miles around,
Every door is open wide in Hospitality,
A "bit of home away from home"—Without Austerity.

Australian Friends, we thank you one and all, in Sydney Town,
On the highways, on the byways, in your homes for miles around,
For the kindness of your welcome, for your Hospitality,
A "bit of home away from home"—Without Austerity.

—BY ONE OF THEM.

G.M.F. ELECTRIC MOTORS PTY. LTD.

Manufacturers of Electrical Motors,
Generators, Bench-grinders

90-92 LAYTON STREET, CAMPERDOWN

Phones: LA 2290—3850

BUY WAR SAVING CERTIFICATES

Steel Wire Ropes for all Purposes

Manufactured by

THE AUSTRALIAN WIRE ROPE WORKS PTY. LTD.

NEWCASTLE

Prices and particulars from the Company's
Distributors:

BULLIVANT'S AUSTRALIAN CO. PTY. LTD.

331 Kent Street, Sydney

J. R. REID & SONS

401-403 Kent Street, Sydney

EMERGENCY SIGNALS



Remember! Don't waste your time. But there are dozens of signals which show medical and—especially—bushy for instance and reader's fatigue—signals that you need better light. Mazda Lamps stay brighter longer. Ask for Mazda, the perfect lamp.



Advt. of Australian General Electric Proprietary Ltd.,
Distributors for The British Thomson-Houston Co. Ltd., Eng.

Vital*
—urgent*
—imperative*

Put all your Savings into

**£10 NATIONAL
SAVINGS BONDS**



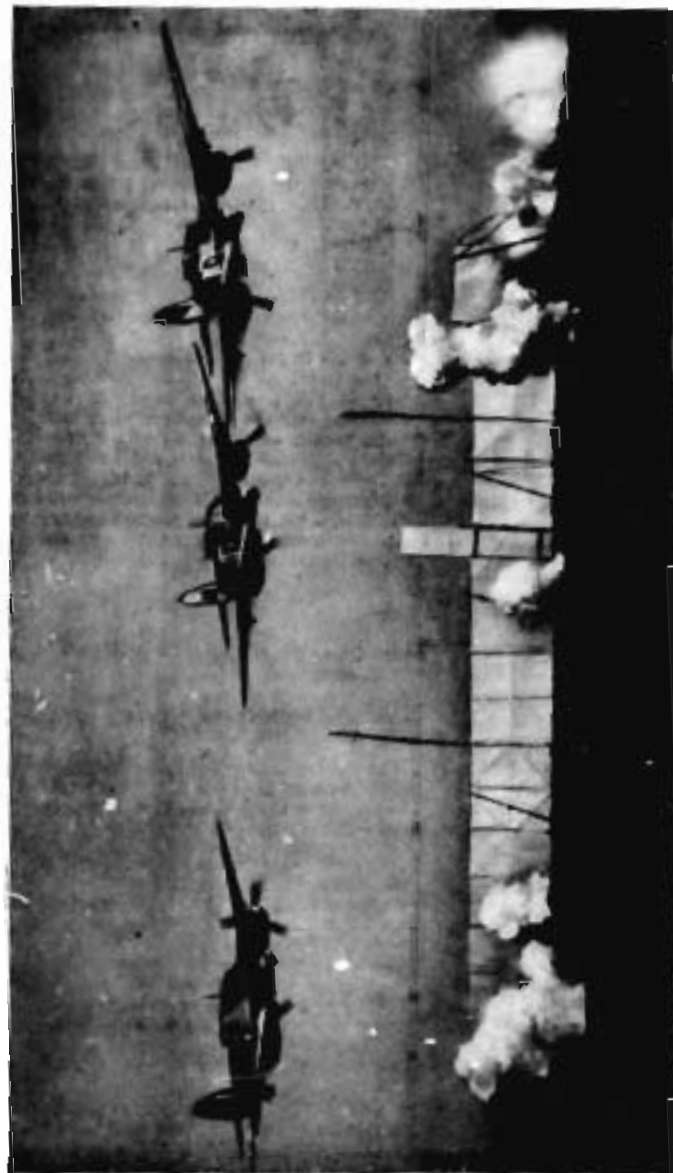
**LOOK! through these glasses
at everything you buy!**



From now with victory comes, patriotic buying must be the rule. It will help us win the war if we all buy longer-lasting things—where we must buy at all.

**Exide
BATTERIES**

EXIDE BATTERIES OF AUST. PTY. LTD.
44 Bridge Street, Sydney



Blocks courtesy "S.M. Herald."

R.A.F. PRACTISES LOW-LEVEL BOMBING OF SHIPS

Planes of an R.A.F. bomb or reconnaissance training centre attack from a low level a target representing a ship. Graduates from this centre will be called upon to guard Australia's long coastline.

MACHINE TOOLS
WOODWORKING MACHINERY
SMALL TOOLS
ENGINEERS' SUNDRIES

GOODALL & CO. PTY. LTD.

Machinery Merchants

301-305 KENT STREET — SYDNEY

Phone: B 7714 (5 lines)

THE
**DAY PUMP & ENGINEERING
CO. PTY. LTD.**

561 DARLING STREET
ROZELLE

Phone: WB 1279



DEEPEST OCEAN SOUNDING

By B. MILLIN

The achievement in oceanography which appeals most to the popular imagination is the ascertainment of the greatest depths of the sea. The areas where the ocean is deepest are known as "deeps," that is to say, those places which exceed 3,000 fathoms.

The Pacific is the largest expanse of water in the world; from North to South it is fully 7,000 miles with a maximum breadth of 10,000 miles. Its area is 40 per cent. of the total water surface of the globe. It differs from the Atlantic, not only in shape, but in depth. Towards the American side the depths are more or less uniform, usually exceeding 2,000 fathoms. On the Asiatic side there are large areas less than 2,000 fathoms in depth. At the same time there are many large areas where the sounding line drops to 3,000, 4,000 and even 5,000 fathoms. There are about 60 deeps in all, of which one-half occurs in the Pacific.

The maximum depth ascertained up to the present time is 5,348 fathoms and is situated to the east of the Island of Mindanao in the Philippine Group and was discovered in the year 1906. This depth is equal to six and one-fifth statute miles and could submerge the highest mountain on earth, Mount Everest in the Himalayas, whose altitude is 29,000 feet.

In the Atlantic the greatest known depth is 4,662 fathoms near the West Indies, and in the Indian Ocean the greatest depth is 3,828 fathoms near the East Indies.

Submarines operating in the Pacific have their own particular problems, chief of which is the enormous depth of water encountered, often very suddenly. The normal diving depth for submarines is approximately 60 fathoms and it is obvious that a submarine, when traced, cannot escape from the listening devices of the hunting destroyers because electric motors must be kept running to maintain her depth and she cannot lie silent on the bottom as in shallow parts of the ocean. In time the submarine must surface to recharge batteries. If she dived deeper than the 60 fathoms she might collapse owing to the terrific pressure of the water on her hull.

THE FOOD FRONT IN BRITAIN

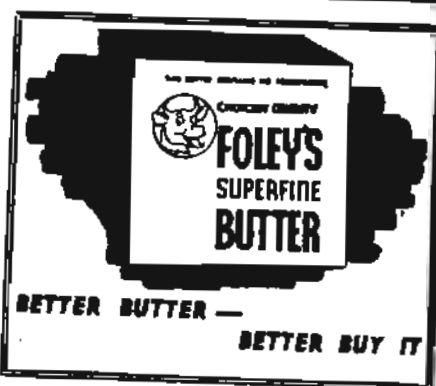
(Contd. from Page 15)

This production policy, though involving a decrease in the production of eggs, bacon, and beef, gave a very large increase in the production of potatoes, vegetables, sugar, wheat, and oats and also some increase in milk. At the time of writing farmers are gathering in the greatest harvest of food which has ever been produced in Britain. It is estimated that in the present year production will amount to nearly two-thirds of our total consumption.

Imports.—As far as possible preference in imports was given to foods, such as cheese, butter, dried milk, and wheat, which have a high nutritive value per cubic foot. Arrangements have been made for the dehydration of foods, such as meat, eggs, and fruits, which contain a high proportion of water. One cubic foot of dehydrated foods is equivalent to several cubic feet of the foods in their natural state.

In speaking of food imports mention must be made of the foods sent from America under the lease-lend arrangement and of the fact that people in America, and especially in Canada, actually reduced their own consumption of some foods to enable more to be exported to Britain. When I was in Canada in the autumn of 1941 consumption of bacon had been reduced to the extent of over a million pounds per week to leave more for export to Britain. In a restaurant, where the workers had for years been given a free meal in the middle of the day, the workers were asked to curtail their consumption of butter by about 50 per cent. to leave more for export. Although butter was as freely available as formerly, consumption fell from 108 pounds per week to 58 pounds. The people of Britain will never forget this practical application of the policy of the "good neighbour" in the time of our greatest need.

Distribution.—To enable every person to get his proper share some foods which were mainly imported, e.g. butter, sugar, bacon, and cheese, were rationed at the beginning of the war and some additional foods have been rationed since. Some of the main foodstuffs, however, e.g. bread, potatoes, vegetables, and, except for a short period last spring, milk, are not rationed. This margin of unrationed foods enables those whose total requirements are higher than the average



GLOBEX

BEEF EXTRACT

For appetising flavour, strength-building nourishment and economy in use... you can't beat GLOBEX. It contains the full strength and concentrated essence of the prime beef and it is made in a second.

Try it for soups, gravies, nourishing beef tea, and it makes really delicious sandwiches... but spread it thinly.

OBTAINABLE FROM ALL CHEMISTS AND STORES
1, 2, 4 and 8 oz. jars or 4 and 8 oz. containers

T. POLLOCK & SONS

BRUSH MANUFACTURERS

22 SHORT STREET, CARLTON

Telephone: LW 1460

Manufacturers of Paint and Varnish Brushes
Specialists in Wire-twisted Brushware

Do YOU VALUE FREEDOM?

Simple living and steady saving are imperative if Australia is to survive.

Every pay day we must set aside as much as we can possibly spare—to help our country. The price of victory will be great—but the war will be shortened by every sacrifice we can make, and make quickly.

Surely we will spend less, save more and land more.

A COMMONWEALTH SAVINGS BANK PASS BOOK

provides the easy way to save money for
investment in

NATIONAL SAVINGS BONDS WAR SAVINGS CERTIFICATES or the NEXT WAR LOAN



66 Units of Vitamin B1 for Breakfast . . .

Professor Priestley, of Sydney University, says—"A plate of a pre-cooked ready-to-eat breakfast food, without the milk, gave two units of Vitamin B1, while a plate of porridge of rolled oats gave 66 units—33 times as much!"

Here is further proof of the wonderful food value of Uncle Toby's Oats—the cleanest, freshest, and highest quality rolled oats obtainable. Eat Uncle Toby's Oats for breakfast all the year round.

UNCLE TOBY'S OATS

A product of CLIFFORD LOVE & CO. LTD., Sydney

THE FOOD FRONT IN BRITAIN

to have their rationed foods supplemented to a practically unlimited extent.

But ration cards are of little use if a part of the population cannot afford to purchase the rationed amount. To avoid hardship among the poor the price of all the main foodstuffs has been fixed and some have been subsidised. Thus, for example, the price of bread has been kept the same as it was in peace-time, and mothers and children of all classes, rich and poor, can get milk at a price actually below the pre-war level. In necessitous cases they get it free.

Another measure which has been taken to ensure that people will be fed under any conditions which may arise is the development of communal feeding. Every large factory has its canteen, meals are provided for children in schools, and restaurants for the general population are established in every town. At all these centres a meal rich in all the things needed for health is provided at a price within the purchasing power of practically everybody.

Change in dietary habits.—These war-time measures have changed the dietary habits of the people of this country. There is a scarcity of some of the protective foods, such as eggs and meat, and, in winter, fresh fruit, but there is an increased consumption of potatoes, vegetables, oatmeal, milk, and "National" bread which is richer in vitamins than white bread. These taken together in sufficient amounts provide all the vitamins and everything else needed for health.

Another important change is the better distribution of food. Rationing and the increase in purchasing power of the poorest third of the nation, due to the rise in wages and the elimination of unemployment, have evened up consumption. The wealthy have less food and the poor have more. The canteens in the factories enable food, in addition to the rationed amounts, to be provided for the heavy manual worker whose needs are greatest. The cheap milk scheme for mothers and children and the reservation for them of oranges and concentrated fruit juices provide for their special nutritional needs.

State of nutrition of the people.—A dietary survey of a number of workers' families in the south of Scotland, done a few months ago, showed that, compared with 1937-8, there was a

decrease in the consumption of some foods but an increase in the consumption of others, especially of potatoes, vegetables, oatmeal, and milk. A comparison of the pre-war diet with the war diet showed that, on the whole, the war diet was rather richer in the essential vitamins and minerals than the pre-war diet. This was confirmed by clinical examinations which showed that there were no obvious signs of malnutrition. Professor Sydenstricker, of the University of Georgia, U.S.A., who, at the request of the health authorities, has made a special medical examination of men, women, and children of the classes where malnutrition was most likely to arise, has stated that he has found no gross signs of endemic malnutrition and that he has been surprised at the excellent health maintained under war conditions.

In view of the fact that we were as ill prepared for war in food as in armaments, there is great reason for thankfulness. Although there is much that can be criticised, and indeed criticism is not lacking, our war-time food policy has been on the right lines and fully justified by its results.

The story of how production has been so rapidly stepped up and an organisation devised for the distribution of food in accordance with physiological needs will form an important part of the history of the war. Not the least interesting feature of this story will be the way in which changes in farming, in food distribution, and in dietary habits were brought about with the good-will and co-operation of everybody concerned and with an almost complete absence of any grumbling about the inevitable inconveniences involved.

The future of food.—We referred in the beginning of this article to the great improvement in the national dietary which had taken place between the last war and this. At the beginning of the war, however, there was still a large part of the population whose diet was not up to the standard needed for health. The war has forced us to produce not for trade but for consumption and to devise a method of distribution in accordance not with purchasing power but with physiological needs. What is going to happen to these food measures after the war? Mr. Roosevelt has said: "We plan now for the better world we aim to build." How better could we

begin to build than by extending and developing these measures for increased food production and more equitable distribution until every family, however poor, is able to get all the food-stuffs they need to enable them to develop their fullest inherent capacity for health and physical fitness.

A world food policy based on human needs should be the foundation upon which the better world should be built. There is no measure which would do more to promote human welfare. What a message of hope to the people of the world would be given if the British Commonwealth of Nations, the U.S.A., the U.S.S.R., China, and all the Allied Nations issued a united declaration that this policy would be applied until the people of all nations were able to enjoy a diet fully adequate for health. That would be the first step towards fulfilling the great revolutionary promise contained in the Atlantic Charter—the promise to bring freedom from want to all men in all lands.

REMEMBER OUR ADVERTISERS!

We ask you to keep in mind the firms advertising their products in the Journal. These are the people whose co-operation has made the production of your magazine possible, and you will do both the Journal and the Navy League a service by consulting them for your various requirements. And, in doing so please mention—

"THE NAVY LEAGUE JOURNAL"

PLEASE NOTE

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

Telephone B 7808



The Navy League

N.S.W. Branch

Patron:

His Excellency The Governor of N.S.W.,
The Lord Wakehurst, K.C.M.G.

President:

Rear Admiral J. B. Stevenson, C.M.G.

Executive Committee:

T. H. Silk, M.I.C.E., M.I.N.A. (Chairman)

Sir Kelso King, S.S.D.
Commander F. W. Hixson, O.B.E.,
S.S.D.

Sir Thomas Gordon, Kt.
Commander S. W. Spain
Commander J. R. Patrick, R.D.

Hon. Treasurers:

Sir Kelso King, S.S.D. C. M. C. Shannon

Hon. Auditors:

Robertson, Crane and Gibbons

C. M. C. Shannon
W. A. Macsary
Sir Walter Carpenter, K.B.
J. L. Milson
S. Cooper, S.S.D.

Hon. Secretary:

Commander F. W. Hixson, O.B.E., S.S.D.

Secretary and Editor of Journal:

W. W. Beale, O.B.E.

AIMS AND OBJECTS

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

Its Objects are:

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

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

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

MALCOLM MOORE

(N.S.W.) Pty. Ltd.

Engineers

1 BENT STREET, SYDNEY

SPECIALISTS IN EQUIPMENT FOR . . .
HANDLING - CONVEYING - LIFTING

Telegrams: Toddengine, Sydney

Phone: BW 1488-9



E. D. McMAHON & CO.

Produce Merchants

153 SUSSEX STREET
SYDNEY

Phone: MA 4893

KELLY ENGINEERING

CO. PTY. LTD.

General Engineers

106 MITCHELL ROAD
ALEXANDRIA

All Enquiries — Phone LA 4011

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.

Entered by
CLAUDE R. OGDEN & CO. PTY. LTD.
Melbourne



DESIGNERS AND MANUFACTURERS
OF EVERY TYPE OF WIRELESS
EQUIPMENT FOR USE AT SEA, ON
LAND, AND IN THE AIR

**Amalgamated Wireless
(A/sia) Ltd.**

Australia's National Wireless Organisation

The Threat of War

on Australian soil calls for redoubled war effort.
Every manufacturing concern, every industry, is
responding to the call for co-operation and
co-ordination.

THATCHER and OBERG are playing their part
in meeting Australia's Defence demands on in-
dustry. This is an urgent job — essential to
Australia's defence and security.

'Phone:
MU 1221
(5 lines)

**THATCHER
AND OBERG PTY. LTD.**

Timber Merchants — Detail Joiners
Vat Builders — Flooring Specialists

GARDENER'S ROAD - - MASCOT

CAPSTAN

The Empire's
favourite
cigarette

NUGGET



makes the shine
AND THE SHOES
last longer

PLEASE NOTE

**THIS MATERIAL
WAS FILMED AT A
REDUCTION
RATIO OF 16.5x**