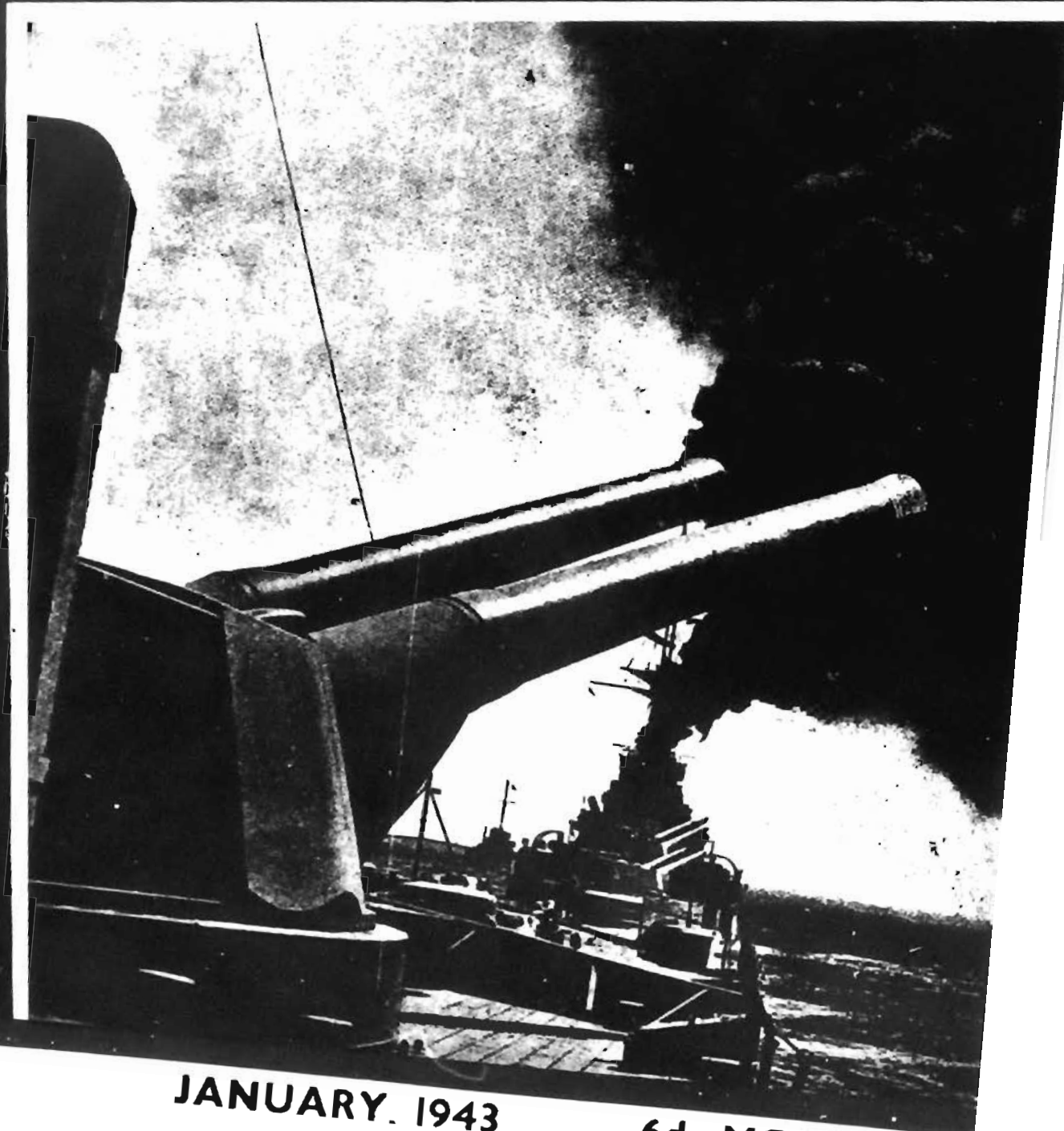


# THE NAVY LEAGUE JOURNAL



S.W.

JANUARY, 1943

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## THE SOUTH-WEST PACIFIC

The words "South-West Pacific" are in every Australian's consciousness to-day. Maps are bought and studied. Even so, few untravelled people are able to form a clear picture of the immensity of this relatively small segment of the Pacific Ocean with its hundreds of islands and its seemingly interminable leagues of water.

According to the highest authorities the South-West Pacific extends from the Equator to latitude 87 degrees south, and from longitude 185 degrees east to longitude 165 degrees west. This area, vast as it is, being south of the Equator, is far removed from Japan proper. But within its boundaries are the greater portion of New Guinea, part of Australia's northern coast, and the east coast extending from Cape York to Cape Howe in New South Wales. Farther out, to the north and east of Australia the South-West Pacific includes many groups of islands of which may be mentioned Admiralty, New Britain and New Ireland, the Solomon, Louisiade Islands, Santa Cruz, New Hebrides, New Caledonia, Loyalty, Ellice, Phoenix, Samoa, Fiji, Tonga, Kermadec, Norfolk and Lord Howe Islands, and the northern part of New Zealand, including Auckland.

It will be noted that the islands north of Western Australia are not in the geographical limits of the South-West Pacific Ocean, but for military purposes they doubtless would be included should the need arise.

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And these are the cold, sober words of Mr. Joseph C. Grow, former American Ambassador to Japan. They have a different sound from Vice-Admiral Halsey's whimsical euphemisms of recent launching.

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## Co-Prosperity in Formosa and Korea

(By H. J. TIMPERLEY)

Radio propaganda from Tokio offers Australia and New Zealand a part in Japan's co-prosperity plans in the Pacific. She also offers nations of South-Eastern Asia a new era of co-existence and co-prosperity.

Formosa and Korea have both suffered for 45 years from Japan's co-prosperity plans. The prosperity part certainly comes true—for the Japanese.

The Japanese have always been inclined rather to boast of their achievements in Taiwan, as they call Formosa. In their propoganda they have presented to the world the picture of a progressive and prosperous colony—a place where the native population is living happily under a kind and benevolent administration.

Chinese form about nine-tenths of the population of Formosa. The Japanese took the island in 1895. To-day production and industry and all of the essential services are in the hands of the men of Nippon. They maintain that control by severe measures, and by suppressing that freedom which they say they are so anxious to bring to the peoples of East Asia.

It is true that railways, roads, factories and schools have been built, but these benefits have served only to enrich the Japanese rulers. The people of Formosa are the farmers, the labourers and the taxpayers. The Japanese have been the administrators and the financiers. Japanese workmen receive twice or three times as much pay as Formosans for doing the same work. Large Japanese firms and banks monopolise business opportunities.

Control of the people is by police methods involving cruelty and torture of the kind that is seen in Korea, Manchuria and China. The people of Formosa have their lands stolen from them, they are imprisoned without trial. They have been conscripted to build roads and to clear their own land. When they resisted they were beaten and starved, and in some cases put to death.

The 6,000,000 Formosans were among the first victims of Japan's co-prosperity plan. In 1937 there were more policemen in Formosa than teachers. One for every 580 persons. In Japan the number of teachers is almost six times as

large as the number of policemen. Those who do not treat the police with the right degree of respect are sometimes made to kneel all day on stony ground outside a police station. The police also make what are called voluntary collections for the war "from time to time," and it is said that about each year 5,000,000 yen is collected, but only the police know the exact sum and where it goes.

A Japanese Governor-General rules the island with the help of the army and the police. The 5,000,000 Chinese are not allowed to have even a newspaper of their own. The Formosans must speak Japanese, wear Japanese clothing, and behave like Japanese, but they are denied the same opportunities that Japanese residents enjoy. Formosa gives its co-operation to Japan for the same reason that a prisoner co-operates with the prison administration. Only Japanese newspapers may be published.

### SLAVERY IN KOREA

In Korea, which has enjoyed more than 30 years of the same sort of prosperity, the people have been treated like slaves. When Korea was annexed by Japan, Korean officials were replaced by Japanese in every department of national life. If Koreans did the same work they were paid half, or less, for it.

Land-grabbers violated the deepest religious instincts of the Koreans by desecrating their ancestral graves.

As in Formosa the natural resources of the country were rapidly developed—for the Japanese. For years Japan has bought Korean gold at prices fixed by herself, and has sold it at a much higher price in the world market.

In Korea all expression of national feeling, whether in religion or politics, has been rigidly suppressed.

The Japanese said in 1910 that they went into Korea to establish peace in the Orient. Chief purpose of Korea is to serve the Japanese war machine and as a jumping-off place for other conquests on the mainland of Asia.

This is what co-prosperity means to conquered peoples.

—Department of Information.

## THE WAR IN THE PACIFIC

A correspondent refers to the article in the December Journal under the above caption as "over-emphasizing the value of sea-power." He expresses his opinion that the outcome of the war in the Pacific will be determined largely as the result of the use of "thousands of flying-boats." The article referred to did indicate the use of aircraft in conjunction with the Navy, the types and numbers best suited for the operations to come being the secret of the High Command.

All this, however, does not shake the faith expressed in the value of overwhelming sea-power as exemplified in surface craft and submarines.

## WON OBJECTIVE WITH BAYONET, TOMMY GUN, GRENADES

Among the many gallant actions performed by Australians at Tel El Eisa in Egypt is the dazzling charge that won the Distinguished Conduct Medal for Corporal Horton Ford McLachlan (QX5634).

Using whichever weapon came to his hand, he subdued several hostile posts and led his men with great bravery. He was in command of the rear section of his platoon during an attack by an Australian Infantry Battalion. In taking the first post he bayoneted three of the enemy. Seizing a Tommy gun from a wounded comrade he led a further attack in the face of spandau fire on another post a hundred yards ahead. Fire from this post was enflading his company.

He killed the enemy machine-gunner and three others with his Tommy gun, and with the rest of the section succeeded in clearing out the position.

Only two of his men were left un wounded when McLachlan assisted by covering fire from his right moved forward once more. This time the assault was carried out with hand grenades. The first one McLachlan threw killed four men. By now he had exhausted all his ammunition, so he threatened an entire spandau crew (four men) with his sub-machine-gun used as a club. One of them seized his leg. He got free by kicking the German in the face. At the same time he called on one of his companions to throw a grenade into the pit. That disposed of the troublesome four.

As a result of McLachlan's courage and leadership his company was largely enabled to attain its objective.

—Department of Information.

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## ENGLAND THE SLACKER!

(With acknowledgments to Mr. Owen Winter, the celebrated American author.)

What did England do in the 1914-18 war, anyhow?

Let us have these disregarded facts also. From the shelves of history I have pulled down and displayed the facts which our school textbooks have suppressed; I have told the events wherein England has stood our timely friend throughout a century; events which our implanted prejudice leads us to ignore, or to forget; events which show that anyone who says England is our hereditary enemy might just about as well say twice two is five.

What did England do in the war, anyhow?

They go on asking it. The propagandists, the prompted puppets, the paid parrots of the press, go on saying these eight senseless words because they are easy to say, since the man who can answer them is generally not there: to every man who is a responsible master of facts we have—well, how many?—irresponsible shouters in this country. What is your experience? How often is it your luck—as it was mine in front of the bulletin-board—to see a fraud or a fool promptly and satisfactorily put in his place? Make up your mind that wherever you hear any person whatsoever, male or female, clean or unclean, dressed in jeans, or dressed in silks and laces, inquire what England "did in the war, anyhow?" such person either shirks knowledge or else is a fraud or a fool. Tell them what the man said in the street about the Kaiser and our front yard, but don't stop there. Tell them that in May, 1918, England was sending men of fifty and boys of eighteen and a half to the front; that in August, 1918, every third male available between those years was fighting, that eight and a half million men for army and navy were raised by the British Empire, of which Ireland's share was two and three-tenths per cent., Wales' three and seven-tenths, Scotland's eight and three-tenths, and England's more than sixty per cent.; and that this, taken proportionately to our greater population, would

have amounted to about thirteen million Americans. When the war started, the British Empire maintained three soldiers out of every 2,000 of the population; her entire army, regular establishment, reserve and territorial forces, amounted to seven hundred thousand men. Our casualties were three hundred and twenty-two thousand one hundred and eighty-two. The casualties in the British Army were three million forty-nine thousand nine hundred and seventy-one—a million more than we sent—and of these six hundred and fifty-eight thousand seven hundred and four were killed. Of her Navy, thirty-three thousand three hundred and sixty-one were killed, six thousand four hundred and five wounded and missing; of her merchant marine, fourteen thousand six hundred and sixty-one were killed: a total of forty-eight thousand killed—or ten per cent. of all in active service. Some of those of the merchant marine who escaped drowning through torpedoes and mines went back to sea after being torpedoed five, six and seven times.

What did England do in the war, anyhow?

Through four frightful years she fought with splendour, she suffered with splendour, she held on with splendour. The second battle of Ypres is but one drop in the sea of her epic courage; yet it would fill full a canto of a poem. So spent was Britain's single line, so worn and thin, that, after all the men available were brought, gaps remained. No more ammunition was coming to these men, the last rounds had been served. Wet through, heavy with mud, they were shelled for three days to prevent sleep. Many came at last to sleep standing; and being joggled awake when officers of the line passed down the trenches, would salute and instantly be asleep again. On the fourth day, with the Kaiser come to watch them crumble, three lines of Huns, wave after wave of Germany's picked troops, fell and broke upon this single line of British—and it held. The Kaiser, had he known

(Continued on Page 6)

## ENGLAND THE SLACKER!

(Continued from Page 4)

of the exhausted ammunition and the mounded dead, could have walked unarmed to the Channel. But he never knew.

Surgeons being scantier than men at Ypres, one with a compound fracture of the thigh had himself propped up, and thus all day worked on the wounded at the front. He knew it meant death for him. The day over, he let them carry him to the rear, and there, from blood-poisoning, he died. Thus through four frightful years the British met their duty and their death.

There is the great story of the little penny steamers of the Thames—a story lost amid the gigantic whole. Who will tell it right? Who will make this drop of perfect valour shine in prose or verse for future eyes to see? Imagine a Hoboken ferry boat, because her country needed her, starting for San Francisco around Cape Horn, and getting there. Some ten or eleven penny steamers, under their own steam, started from the Thames down the Channel, across the Bay of Biscay, past Gibraltar, and through the submarine Mediterranean for the River Tigris. Boats of shallow draught were urgently needed on the River Tigris. Four or five reached their destination. Where are the rest?

What did England do in the war, anyhow?

During 1917-1918 Britain's armies held the enemy in three continents and on six fronts, and co-operated with her Allies on two more fronts. Her dead—those six hundred and fifty-eight thousand dead—lie by the Tigris, the Zambesi, the Aegean, and across the world to Flanders fields. Between March 21 and April 17, 1918, the Huns in their drive used 127 divisions, and of these 102 were concentrated against the British. That was in Flanders. Britain, at the same time she was fighting in Flanders, had also at various times shared in the fighting in Russia, Kiaochau, New Guinea, Samoa, Mesopotamia, Palestine, Egypt, the Sudan, Cameroons, Togoland, East Africa, South-West Africa, Salonika, Aden, Persia, and the north-west frontier of India. Britain cleared twelve hundred thousand square miles of the enemy in German colonies. While fighting in Mesopotamia, her soldiers were reconstructing at the same time. They reclaimed and cultivated more than 1,100

(Continued on Page 10)



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## PRE-WAR NEW GUINEA . . . STRANGE CUSTOMS

(D.R.)

**NEW GUINEA**—a land so close to Australia—that it has for us a special interest—is one of the last countries on earth that have yet to be fully explored. It is the largest unknown area of land in the world outside the Antarctic. And the more it is explored the more wonderful it appears. For the geographer, the anthropologist, the ornithologist, the geologist, it is full of strange interest; and no expedition goes there without contributing further to the wonders of science. The Commonwealth has done much towards the development of New Guinea, but it has, after all, to do with only part of that strange country in which savagery is blended with romance, a land of mystic rites and customs, and the home of pygmies, as well as other types of extraordinary human beings.

Attempts have been made from time to time to explore the country and to obtain an insight into the tribal customs and habits of the people, but it presents so many obstacles to the traveller that progress is exceedingly slow, and there still remain vast tracts of country into which no white man has yet penetrated. We know something of the customs of many tribes, but others remain a closed book to us.

Marriage seems to be regarded as of little importance among these people, and for the bride it is not a very cheerful event.

Of birth we know little, but neither for marriage nor birth are there any festivities. At death the whole community breaks into a loud wail, men and women proceeding at once to the river and smearing themselves from head to foot in mud. The amount of wailing and howling is regulated by the importance of the deceased, and is carried on without intermission until the corpse is buried. The nearer relatives are led to the water by their friends and there washed. The entire female population, removing every vestige of garment, would enter the water together, and, paddling like dogs, swim up the river, only to again roll in the mud, and, in this state of dirt and nudity, return to their homes. The corpse itself is treated after different methods. It may be buried and there left till the skeleton is clean, or it may be placed in an open grave hard by the village, and turned over

daily to hasten decomposition; or, again, it may be placed in a canoe-shaped box, roughly covered with a grass mat, and resting on trestles. The final result is the same in all cases, the skull when bare being preserved in the family hut and carried about from place to place, the larger bones of the body being likewise preserved or left to rot.

There are rudely carved figures of men—apparently gods—to be seen lying about or propped up against a tree. Little respect is shown to these images, as men will lean against them or pat them familiarly. If questioned as to what has become of the dead, one is told that they are "far away," this is followed by a sweep of the hand to the horizon. Surprising is the richness and variety of the singing and chanting, the entire audience joining in the chorus in addition to supplying a deep-toned hum maintained during the solo. An impromptu song is devised, and the vocalist, bedecked in plumes from the greater bird of paradise, is accompanied by an orchestra of drums, the chorus terminating, with a touch of savagery, in a shout resembling the bark of a dog and given in unison. These concerts, given on all festive occasions, and sometimes on the night succeeding the death of an important individual, often last throughout the night, ceasing only at daybreak.

In Dutch New Guinea near the mouth of the Mimika River the natives are almost coal-black in colour, and rather exceeding the average European in height, with splendidly developed muscles, they are physically almost perfect men. But the brutal features of face, accentuated by the closely cropped hair, make them anything but attractive creatures. The mass of fuxy curly hair, in which the natives of other districts take so much pride, is here cut off by means of sharpened shells, split bamboo, or an old piece of hoop iron. What remains is closely plaited in ridges. With the loss of hair, nearly all love of decoration or ornament seems to have vanished, their dress consisting of a large white shell, worn on the stomach, a low carved bamboo, or a narrow strip of bark beaten soft and pliable. Round the neck a few beads may be strung,

(Continued on Page 12)

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## NAVAL ACTION IN SOUTH-WEST PACIFIC



Top: The U.S. destroyer Smith was hit by a falling Japanese torpedo-bomber, but damage did not prevent her continuing anti-aircraft fire. Bottom: A Japanese destroyer in difficulties after being hit by American Flying Fortresses.

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## ENGLAND THE SLACKER!

(Continued from Page 6)

square miles of land there, which produced in consequence enough food to save two million tons of shipping annually for the Allies. In Palestine and Mesopotamia alone, British troops in 1917 took 23,500 prisoners. In 1918, in Palestine, from September 18 to October 7, they took 79,000 prisoners.

What did England do in the war, anyhow?

With "French's contemptible little army," she saved France at the start—but I'll stop that—except to mention that one division lost 10,000 out of 12,000 men, and 350 out of 400 officers. At Zeebrugge and Ostend—do not forget the "Vindictive"—she dealt with submarines in April and May, 1918—but I'll stop that; I cannot set down all that she did, either at the start, or nearing the finish, or at any particular moment during those four years and three months that she was helping to hold Germany off from the throat of the world; it would make a very thick book. But I am giving you enough, I think, wherewith to answer the ignorant, and the frauds, and the fools. Tell them that from 1916 to 1918 Great Britain increased her tillage area by four million acres: wheat 39 per cent., barley 11, oats 35, potatoes 50—in spite of the shortage of labour. She used wounded soldiers, college boys and girls, boy scouts, refugees, and she produced the biggest grain crop in fifty years. She started fourteen hundred thousand new war gardens; most of those who worked them had worked already a long day in a munition factory. These devoted workers increased the potato crop in 1917 by three million tons—and thus released British provision ships to carry our soldiers across. In that Boston speech which one of my correspondents referred to, our Secretary of the Navy did not mention this. Mention it yourself. And tell them about the boy scouts and the women. Fifteen thousand of the boy scouts joined the colours, and over fifty thousand of the younger members served in various ways at home.

Of England's women, seven million were engaged in work on munitions and other necessities and apparatus of war. The terrible test of that second battle at Ypres, to which I have made brief allusion above, wrought an industrial revolution in the manufacture of shells. The

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energy of production rose at a rate which may be indicated by two or three comparisons: In 1917 as many heavy howitzer shells were turned out in a single day as in the whole first year of the war; as many medium shells in five days, and as many field-gun shells in eight days. Or, in other words, 45 times as many field-gun shells, 73 times as many medium, and 365 times as many heavy howitzer shells, were turned out in 1917 as in the first year of the war. These shells were manufactured in buildings totalling fifteen miles in length, forty feet in breadth, with more than ten thousand machine tools driven by seventeen miles of shafting with an energy of twenty-five thousand horse-power and a weekly output of over ten thousand tons weight of projectiles—all this largely worked by the women of England. While the fleet had increased its personnel from 136,000 to about 400,000, and 2,000,000 men by July, 1915, had voluntarily enlisted in the army before England gave up her birthright and accepted compulsory service, the women of England left their ordinary lives to fabricate the necessities of war. They worked at home while their husbands, brothers and sons fought and died on six battle fronts abroad—six hundred and fifty-eight thousand died, remember; do you remember the number of Americans killed in action?—less than thirty-six thousand—those English women worked on, seven millions of them at least, on milk carts, motor buses, elevators, steam engines, and in making ammunition. Never before had any woman worked on more than 150 of the 500 different processes that go to the making of munitions. They now handled T.N.T., and fulminate of mercury (more deadly still); helped build guns, gun-carriages, and three-and-a-half-ton army camions; worked overhead travelling cranes for moving the boilers of battleships; turned lathes, made every part of an aeroplane.

And who were these seven million women? The eldest daughter of a duke and the daughter of a general won distinction in advanced munition work. The only daughter of an old army family broke down after a year's work in a base hospital in France, was ordered six months' rest at home, but after two months entered a munition

(Continued on Page 14)

## PRE-WAR NEW GUINEA

(Continued from Page 7)

while below the knee and around the biceps a narrow band of plaited grass may often be seen. As a further attempt at ornament, a few white feathers of the hornbill may be stuck in the hair. The women are even less given to trinkets, for, besides the narrow strip of bark hanging down in front and behind, they are as bare as nature made them; poor creatures, they have little time to think of anything but work.

Widows are rather favoured in this respect for their weeds consist of a great poke bonnet, in addition to a bodice and skirt, all of grass.

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The instinct of self-adornment is, however, very strong, for trade articles, such as beads and cloth, are not only eagerly sought for, but worn on all important occasions. Worked from day-break till long after dark in the search for food, and to make the man, their master, happy, they rapidly become old, haggard, and hideous. Boys at an early age free themselves from any maternal restraint, simply regarding their mothers as the food providers. Girls, on the other hand, cling closely to the maternal home, and from babyhood join in the work in the sago swamps, or in the search for fish and crabs. Even to the unpractised eyes it is easy to distinguish the various tribes, for those coming from the east are not only of a more brutal type, but in many cases dispense with any form of clothing.

The front teeth of the men, but not the women, are in many instances sharpened to a point, a painful process, for the operation is carried out, not by filing, but by chipping the sides away with a piece of iron, or, if this is not available, a hard shell, used after the manner of a chisel.

A typical coastal village consists of a long row of huts made of pandanus and palm leaves, held up by poles. Each new-comer adds on his hut to the last, at the same time removing the partition, and so turning the village into one endless habitation, broken only by their respective doorways. The floors are of sand, brought from the seashore. There is the crudest of fire-places. On the floor one will see the little wood, or bamboo, pillows common to so many of the South Sea Islands. Skulls and bones of departed relatives dangle in grass bags from the roof, blackened by the smoke of the fires; and though



they are supposed to keep away the bad spirits, and to be prized for that and other reasons, the owner of a house will not hesitate to barter the skull of a deceased grandmother, or the bones of a child, for a bit of trade print, or some other article which may take his fancy. Outside, ready for instant use, stand a stone club, a few spears—the heads fashioned from the leg bones of pigs or human beings—or a bow and a sheaf of arrows, to which weapons the natives will fly on the slightest provocation. A peaceful village one minute; the next a scene of turmoil, spears whizzing through the air, clubs being wielded indiscriminately and in earnest, whilst the air resounds with the wild yells of men and women alike. Their canoes are usually about 50ft. or 60ft. in length, taken from one tree trunk, and hollowed out with stone axes, fire, or, on rare occasions, by old pieces of iron. They involve an immense amount of labour, yet the natives will sell a canoe for an axe, or even a small knife or a handkerchief.

## The Pygmy Race

In some respects the pygmy shows in intelligence an advance over his lowland neighbours; he builds his house on piles, and for permanent use; and, more important still, has words to denote the numerals up to ten, whilst the plainsman has terms for the numbers of one and two only, any numeral above that being shown by the fingers and toes. The men are usually naked except for bright gourds 12 to 17 inches in

length, 1½ inches in diameter, and tapering to a point. These are kept in position by a piece of string tied round the waist. Over one shoulder is suspended a large netted bag of string, in which are kept the fire-stick, split rattan, boar tusks, and other precious possessions. Around the neck hangs a small bag holding tobacco and tinder. Many of the elders wear caps of cassowary feathers, cus-cus fur, or many pieces of string tied together in one knot. Necklaces are common, and are made of rows of wallaby's teeth or the shoulder-blades of the same animal, or again of red and black beads. A few wear rattan twisted round the waist.

## Strange Houses

The houses are erected upon piles, the floor from 6 to 8 feet from the ground, and with an interior space of about 12 feet square. The roof is composed of palmetto leaves, the eaves projecting far over the sides. Entrance is effected by means of a rude ladder on to a narrow verandah, and from thence through an open doorway. The interior is encased in flat pieces of bark fixed on to the walls and floor, and on this material the men sleep round the fireplace formed by a box of sand sunk a few inches below the level of the floor. The live stock of a village usually consists of a few yellow dogs of the usual kind met with in New Guinea. The pygmies have proved to be the keenest of traders, and are willing to exchange everything they possess, except their best arrows, for cloth or a knife.

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"THE NAVY LEAGUE JOURNAL"

## ENGLAND THE SLACKER!

(Continued from Page 11)

tion factory as an ordinary employee, and after nine months' work had lost but five minutes' working time. The mother of seven enlisted sons went into munitions, not to be behind them in serving England, and one of them wrote her she was probably killing more Germans than any of the family. The stewardess of a torpedoed passenger ship was among the few survivors. Reaching land, she got a job at a capstan lathe. Those were the seven million women of England—daughters of dukes, torpedoed stewardesses, and everything between.

Seven hundred thousand of these were engaged on munition work proper. They did from 60 to 70 per cent. of all the machine work on shells, fuses and trench warfare supplies, and 1,450 of them were trained mechanics in the Royal Flying Corps. They were employed upon practically every operation in factory, in foundry, in laboratory, and chemical works, of which they were physically capable; in making of gauges, forging billets, making fuses, cartridges, bullets: "Look what they can do," said a foreman. "ladies from homes where they sat about and were waited upon." They also made optical glass; drilled and tapped in the shipyards; renewed electric wires and fittings, wound armatures; lacquered guards for lamps and radiator fronts; repaired junction and section boxes, fire-control instruments, automatic searchlights. "We can hardly believe our eyes," said another foreman, "when we see the heavy stuff brought to and from the shops in motor lorries driven by girls. Before the war it was all carted by horses and men. The girls do the job all right, though, and the only thing they ever complain about is that their toes get cold." They worked without hesitation from twelve to fourteen hours a day, or a night, for seven days a week, and with the voluntary sacrifice of public holidays.

That is not all, or nearly all, that the women of England did—I skip their welfare work, recreation work, nursing—but it is enough wherewith to answer the ignorant, or the fraud or the fool.

What did England do in the war, anyhow?

On August 8, 1914, Lord Kitchener asked for 100,000 volunteers. He had them within fourteen days. In the first week of September

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175,000 men enrolled, 30,000 in a single day. Eleven months later, two million had enlisted. Ten months later, five million and forty-one thousand had voluntarily enrolled in the Army and Navy.

In 1914 Britain had in her Royal Naval Air Service 64 aeroplanes and 800 airmen. In 1917 she had many thousand aeroplanes and 42,000 airmen. In her Royal Flying Corps she had in 1914, 66 planes and 100 men; in 1917, several thousand planes and men by tens of thousands. In the first nine months of 1917, British airmen brought down 878 enemy machines and drove down 759 out of control. From July, 1917, to June, 1918, 4,102 enemy machines were destroyed or brought down, with a loss of 1,213 machines.

Besides financing her own war costs, she had by October, 1917, loaned eight hundred million dollars to the Dominions and five billion five hundred million to the Allies. She raised five billion in thirty days. In the first eight months of 1918 she contributed to the various forms of war loan at the average rate of one hundred and twenty-four million eight hundred thousand a week.

(Continued in next issue)

## SEA CADET NOTES

Miss Cousins, Hon. Secretary, Manly Navy League Sea Cadets, writes: "On January 2nd there was an enjoyable gathering of Sea Cadets and friends at the Depot. The President, Mr. Gordon, unveiled the Depot Roll of Honor of members on active service, and gave a brief and inspiring address. This was followed by Mr. Gordon presenting prizes donated by Mr. Langbridge to the most successful cadets in the year 1942. The committee ladies did their good deed by providing and serving refreshments to all present."

## AIR SPOTTERS CO-OPERATE WITH ARMY

Army units and members of Volunteer Air Observer Corps are now co-operating in reporting aircraft movements. Spotters transmit reports of all aircraft, unless obviously friendly to the nearest Air Observer Post, to higher headquarters, and, if necessary, to other units.

Reports from spotters in isolated localities are particularly valuable, as they may disclose unsuspected aircraft movements, or the location of our own aircraft which might be in distress.

—Department of Information.



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### AIMS AND OBJECTS

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

■

#### Its Objects are:

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

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

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



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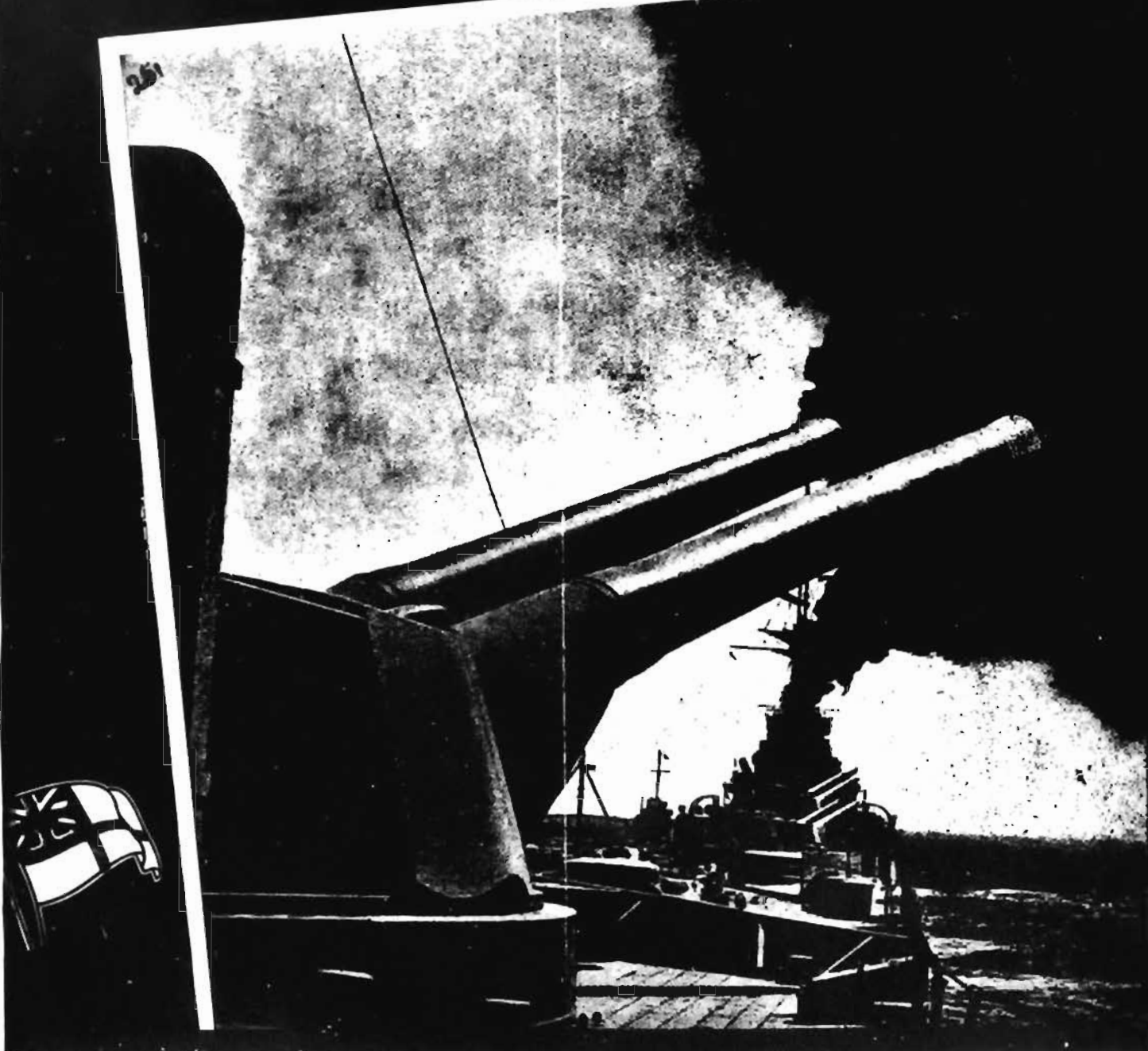
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### “South-Western Pacific Zone”

THE Commonwealth Government has fixed the area in which militiamen may be required for service. The amended area is limited by the equator on the north and extends from the 110th meridian east of Greenwich to longitude 159 degrees east. The extension south-west into the Indian Ocean washing the west coast of Australia caused no surprise, nor did the inclusion of islands to the north of this continent. Why the whole of Java and all the Solomon Islands were not included puzzled many people, but the explanation is that they are outside General MacArthur's responsibility, coming under Field-Marshal Wavell on the west side of the 110th meridian and under American naval command east of the 159th meridian.

The limits of the “South-West Pacific” described in the Navy League Journal last month are in accord with the most authoritative cartographers, but on some official charts of the entire Pacific Ocean its extreme limits reach to latitude 71° 30' north, while from the equator it stretches south to latitude 82 degrees. The breadth of this vast ocean lies between the meridians of 103° E. of Greenwich and longitude 67° W., and Australia is shown as completely surrounded by its waters, the Indian Ocean being distant many hundreds of miles from our far western coasts.

Australian eyes are mostly focussed on the South-West Pacific Zone, but it is well to remember that the Pacific has a north-west segment which is of no less significance to Australia and indeed, to the whole of civilisation. For it is here the heart-beats of a confident people send their concentric ripples into remote parts of earth's largest ocean, touching and galvanising every Japanese into a patriotic determination to win and hold a commanding place in the sun—the Rising Sun.

Students will find a good large-scale map of the North-West Pacific full of interest. Many islands, in addition to Bonin, Yap, Truk, Guam and lesser known bases, will appeal to the imaginative as potential aircraft strong-points menacing the freedom of action of attacking forces directed towards the mainland of Japan.

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## Navy League Sea Cadets at Buckingham Palace Inspected by H. M. The King



### MILITIA SERVICE LIMITS

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West by meridian 110, and on  
the East by meridian 159.

### A GREAT CITIZEN

An impressive concourse of citizens representing the religious, artistic, professional, commercial and charitable life of the community filled St. Andrew's Cathedral to pay respect to the late Sir Kelso King. It was a high tribute from men to man and his work, and few greater have been witnessed in this city of Sydney and none more sincere.

The late Sir Kelso King had been an Honorary Treasurer of the Navy League, N.S.W. Branch, since its inception during World War No. 1—in

November, 1917. His keen interest in the League, and particularly its Sea Cadet Corps, had never waned since he attended its inaugural ceremony at the Royal Naval House, Sydney, on 21st October, 1919 (Nelson night).

Members of the Navy League Executive to attend the funeral were Mr. T. H. Silk (Chairman), Commanders F. W. Hixson and S. W. Spain, J. R. Patrick, Sir Thomas Gordon, Messrs. C. M. C. Shannon, J. L. Milson, S. Cooper, and the Secretary, W. W. Beale.



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## MIRACLE IN THE MEDITERRANEAN

*"It isn't an accident that these people (the British) own a fifth of the world. Utterly unwarlike, they outlast anybody else when war comes."*

(WALTER H. PAGE, U.S.A. Ambassador to London during 1914-18 war.)

*"Mad dogs and Englishmen  
Go out in the midday sun."*

(NOEL COWARD.)

Because they are "utterly unwarlike" (until they are forced into war) it seems to be the fate of the British people to be caught inadequately prepared when war comes. It happened in 1914 and again in 1939. Nevertheless, as Hitler said in "Mein Kampf," "the spirit of the British nation enables it to carry through to victory any struggle it once enters upon. . . ."

Hitler's words in their original context suggested a spirit of dour, stoical endurance, but there is more to it than that. There is also, in the British make-up, an occasional spark of the genius which, to some foreigners, seems akin to madness. Both of these notable, war-winning British characteristics were evident in the historic double decision which Mr. Churchill made in 1940: firstly, that Britain would carry on the fight to the end no matter what it entailed; and secondly that despite the colossal risk involved for the British Isles themselves, the bulk of the forthcoming production of British war factories should be exported so as to make possible early offensive action in and around the Mediterranean.

Remember, this decision was made at the blackest hour, just after the collapse of France, when even England's friends gave her less than an even-money chance of survival.

### When Churchill Looked Ahead

The decision to reinforce Mediterranean and North African positions implied that Mr. Churchill had superb confidence in the R.A.F. (enormously outnumbered though it was by the Luftwaffe at that time) and its ability to prevent an invasion of Great Britain. Events proved his confidence to have been justified. But in making such a decision at such a time, Mr. Churchill also demonstrated—(1) faith in the ability of British and Dominion forces to triumph over even the fantastic odds which then faced them on sea, on land, and in the air, in the Mediterranean area; and (2) that he looked two-and-a-

half years into the future and saw the time coming when the only chance of a thrust into the vitals of the Hitler-dominated European monster would be through its "soft-under-belly". As neither Russia nor America was then in the war, this appreciation of the ultimate importance of the Mediterranean indicated an almost uncanny prescience.

### Mussolini's Mistake

When Mussolini discovered that pathetically small British forces were taking the offensive in "his sea" and on the shores around it, he doubtless shrugged his shoulders and said "All Englishmen are mad!" On 9th June, 1940, German Rome Radio said: "Gibraltar and Suez—these are clearly formulated problems which Italy is to clear up once and for all." In the same month another Italian statement announced that "in a few hours we can wipe out all the British defences in Malta and make the island an uninhabitable waste." Ansaldo Radio, Rome, on 25th October, 1940, said: "The British defence in Egypt will now be smashed, and the British Fleet driven out of the Mediterranean."

Small wonder Mussolini felt confident! Figures recently released by the British Government reveal the relative strength of the British and Italian forces in and around the Mediterranean at the time when the collapse of France had knocked the bottom out of British strategy in that area:—

#### Italian Mediterranean Fleet

6 Battleships.  
7 8-in. gun cruisers.  
14 6-in. gun cruisers  
133 destroyers and torpedo-boats  
104 submarines

#### British Mediterranean Fleet

"Little more than a token force; a few cruisers and destroyers and nothing else."

(Admiral Cunningham).

(Continued overleaf)

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**MIRACLE IN MEDITERRANEAN**

(Continued from page 5)

**Italian Land Forces**

280,000 men in Libya.  
300,000 men in Italian North-east Africa,  
including Abyssinia.

**British Land Forces**

90,000 men all told in Egypt, Palestine and East Africa.

**Italian Air Force**

2,000 front line aircraft.

**British Air Force**

166 machines in Egypt and 4 machines at Malta.

The route which British reinforcements had to take to reach Egypt, round the Cape, was 11,000 miles long. When France collapsed, Britain made a last-minute attempt to send air reinforcements through the Mediterranean. Only three Blenheim Bombers and six Hurricanes got through.

However, the mad British went "out in the midday sun" to some effect. Within the next few months (in spite of what was happening at Home) 1,100 Italian planes were destroyed by the British Mediterranean Air Force, notwithstanding its "hopeless" inferiority in numbers. Italy's effective Fleet was approximately halved by naval and fleet air-arm victories, which thrilled us at the time. They would have thrilled us even more if we had known the figures as to the relative strength of the combatants in those engagements.

**A Bluff That Worked**

In the Sudan the position was particularly bad. The Italians had 100,000 men of their East-African Forces ranged along the Sudan frontier alone. We had three British Battalions (2,500 men) and the native Sudan Defence Force of 4,500 men; we had no tanks, two six-inch coastal guns at Port Sudan, and four obsolete Howitzers at the Governor-General's Palace at Khartoum, normally used for firing salutes. Our air strength consisted of seven machines of obsolete types to help the ground forces, and two bomber squadrons at Port Sudan to help the Navy keep the Red Sea open. Bluff saved the situation there. Constant offensives by the tiny forces under Major-General Platt deceived the Italians into thinking strong forces were opposed to them.

Even after our armies in Africa had been substantially reinforced, they were still very heavily out-numbered. Yet all the Italians in Abyssinia and North-east Africa were destroyed or captured, and their armies in Libya were pushed back to Benghazi. At the time when Wavell

attacked in Libya, in December, 1940, his forces including reserves, comprised less than 100,000 men, who were opposed to 260,000 in Libya alone. In the following eight weeks his men captured 130,000 prisoners, and more tanks and guns than his entire army possessed when the battle began.

**Jig-Saw Puzzle Begins to Make a Pattern.**

Recent events have enabled us all to see the various isolated occurrences of the past two and a half years in their proper perspective; occurrences which at the time seemed like so many pieces of a jig-saw puzzle. We can see now that British strategy, far from being wholly defensive (as has sometimes been alleged) was wholly offensive in its long-range plan. So far as the Mediterranean area was concerned, it was offensive in the short run also, like that of the Elizabethan Englishman, who said "When you are outnumbered, attack!" (Evidently they, too, were slightly mad.) The grand strategy was one of encirclement of the enemy. The ring, which had to stretch from the Norwegian Fjords, right round Europe to the Middle East, was perilously weak in places not only in 1940, but again in 1941, and yet again only a few months ago; but it held. There is full realisation in America of the service which Mr. Churchill rendered, in 1940, to his Allies-to-be, by taking the bold instead of the prudent course. Walter Lippman, in the New York "Herald-Tribune" of 7/11/42, said:—

"We must never forget that summer of 1940 when the British Isles stood alone, and in their awful peril Mr. Churchill took the incredibly bold decision to send troops out of England to reinforce the Egyptian front. Mr. Churchill did that because he meant eventually to win the war, and if he was to win it, he had to preserve the possibility of winning it. The seed which he planted then is flowering now in the desert."

**New British Tactics in Libya**

The spectacular nature of Rommel's defeat in Egypt and Libya in November, 1942, might give the wrong impression that the Eighth Army's task on that occasion was a relatively easy one. Nothing could be farther from the truth. Rommel had constructed defences which be regarded as impregnable. He had not even considered the possibility of a break-through, and had made no preparation for a possible retreat. It is believed that his defences were as strong

(Continued on page 8)

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### MIRACLE IN MEDITERRANEAN

(Continued from page 7)

as those of any other defensive position in the world, including Stalingrad.

Continuous minefields, approximately half a mile wide and half a mile apart from each other, ran the whole forty miles from the sea to the Qattara Depression. Joining these was another series of transverse minefields, again placed at half-mile intervals. The whole system thus resembled a gigantic chess board, with half-mile-square boxes between the criss-cross lines of minefields. Inside of each of these boxes were powerfully entrenched strongpoints equipped with anti-tank guns, field guns, mortars and machine-guns. To capture a "box" our soldiers had to first penetrate the minefield protecting it, lifting each mine as they went, under terrific enemy fire. They had then to silence, one by one, the strongposts inside the box. The occupation of any particular box was the signal for the Axis artillery behind the rearmost minefield, to centre all its fire upon it!

#### Importance of Infantry

Contrary to Rommel's expectations, Montgomery kept his tanks in reserve until the infantry cleared a passage through the minefields. For the first time in this war, infantry without armoured support drove forward into strongly fortified positions and succeeded in destroying them. Infantry, armed with six-pounders, achieved another astounding feat, in beating off heavy enemy tank attacks. Previously infantry had been looked upon as "soft flesh" in the absence of armour covering. An outstanding example of this new effectiveness of infantry against tanks was provided by a company of the King's Royal Rifles, who were separated from the main British forces for 36 hours. Acting under orders, they let the tanks approach to 150 yards before they opened fire. One after another the tanks were set ablaze. There were 50 tanks in the main attack upon it, and the company was attacked again and again before it was relieved. This small body of unsupported infantry destroyed 37 German tanks.

Sixty per cent. of the troops who took part in the El Alamein battle were from the United Kingdom. The remaining forty per cent. comprised Australians, New Zealanders, South Africans, Indians, Americans, Free French,

Czechs, and Greeks. The tank troops and heavy artillery units were from the United Kingdom.

#### Aid to Russia

During the year ended October, 1942, the United Kingdom and the United States jointly sent to Russia, by the northern route alone, 3,052 aircraft, 4,084 tanks, 30,031 vehicles, 830,000 deadweight tons of miscellaneous cargo, 42,000 tons of aviation spirit and petrol, and 60,000 tons of fuel oil. The cargoes included shells, small arms, ammunition, machinery, machine tools, nickel, aluminium, foodstuffs and medical stores. As Lord Halifax said in a speech at Washington recently, every convoy that delivered these supplies to Russia was a major naval operation, and terrible losses were incurred.

A few months ago some people in various parts of the world were shrieking "Open a second front" and "We're letting Russia down." Their ardour was fanned by the somewhat cryptic utterances of M. Stalin, at that time, which created the impression that his conversations with Mr. Churchill in Moscow had proved anything but satisfactory.

In view of later events, is it possible that the witty Stalin was quietly pulling the German leg, not only as a joke, but to very good purpose—and that Mr. Churchill was much less embarrassed than he appeared to be when he refused to comment on M. Stalin's "awkward" remarks? Contrast his quite un-Churchillian embarrassment, on that occasion, with his revelation a few weeks later that, before leaving the Kremlin, he had promised to send M. Stalin a telegram when the British attack in Egypt was launched, and that Stalin had promised to reciprocate when his Stalingrad counter-attack produced results! (From the Australian Association of British Manufacturers, Melbourne.)

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**WOMEN IN AIR FORCE—AIRMAN'S  
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"I take off my hat to the women in the Air Force. They're doing a magnificent job. They are doing everything in the game except fight—and they'd do that if they had a chance." Thus remarked a Canadian-trained Australian airman recently. And none was better qualified to pay Air Force women this well-merited tribute, for he had seen operational service both in Britain and Australia.

Like their British counterparts, the Waafs are daily being entrusted with more and more responsible tasks. Some are now being employed as flight mechanics, flight riggers, and Link Trainer instructors. The Balloon Barrage, engaging protection against dive-bombing, instances the part women are playing in Britain's air force. Once manned entirely by the R.A.F., the barrage is now largely operated by the Waafs. They man the balloon sites, rig, inflate and moor the balloons, carry out emergency repairs, day and night duty, and generally take an active part in the defence of Britain's great cities and industrial areas.

A British Ministry of Information woman correspondent who visited a balloon barrage site writes: "I have seen many brave women in this war, but none more steady than these girls. I remember that they do this job by night as well as by day; in blackout and in the brilliance of enemy-dropped flares. I remember that they have all experienced big-city blitzes; bow in one blitz they showed cool bravery in putting out incendiary bombs that fell around their balloon site, while flares lit the sky and high explosives scattered around. 'After that raid,' to quote their 20-year-old corporal, Mary, 'We didn't feel in the mood for sleeping that night, in case of further emergencies. And anyway, we wanted to have a chat about it.'"

**Australian in Crew:**

One of the members of this barrage balloon crew was an Australian girl, formerly a fashion designer in Melbourne, who visited England shortly before the war. She joined the Waafs as a plotter and became, in turn, cook, waitressing orderly, and finally balloon operator. Pre-war occupations of the others were machinist, post office counter-clerk, packer, mannequin, factory worker (2) and saleswoman.—(From Dept. of Information.)

**SEA CADET NOTES**

AUSTRALIA DAY parade was attended by more than two thousand representatives of Youth Movements in Sydney including a detachment of Navy League Sea Cadets from North Sydney and Manly Companies under the Command of Mr. J. Williams.

The Commonwealth Government was represented by the Hon. J. M. Beasley, and the Rt. Hon. W. M. Hughes was also present.

Petty Officer Whitford was the speaker for the Navy League Sea Cadets.

The General Secretary of the Australian Natives' Association (Mr. H. R. Redding) instituted the Australia Day Ceremony which proved such an outstanding success. Mr. Redding had the ready co-operation of the several Youth organisations and of Major John Hutchinson as Chief Marshal of the parade.

The C.O., "Victory" Depot, reports the promotion of C.P.O.'s Brooks, Smith and Green to Junior Officer rank, and P.O.'s Danks and Gascoyne to C.P.O.'s.

Instructor-Sgt. J. Thornton, R.A.F. is thanked through his C.O., for his valuable advice and help in connection with our training cutter's engine.

Mr. R. Grant has been appointed acting Officer-in-Charge of Woolwich depot of the Navy League Sea Cadet Corps. He will be assisted by Mr. Wirth as Chief Officer and Mr. Barton.

Manly Company reports that the outstanding Cadet for the year 1942, was K. Harburn.

Cadets to win prizes were P. Ficklington, D. Buttle and Signaller O'Connor.

**ART IN WARTIME BRITAIN**

The war placed many British artists in serious financial difficulties and it almost looked for a short time as if arts, as such, might disappear from English life. However, a scheme was evolved for employing artists whose peacetime work had been shattered by war to make a pictorial record of England as she is to-day. The scheme was generously financed by the Pilgrim Trust and two exhibitions of these drawings and water colours, have already been on view in the National Gallery. Recording has already taken place in 20 English and four Welsh counties and about 60 artists have been commissioned.

(Continued on page 12)

**ALL OUT**



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### ART IN WARTIME BRITAIN

(Continued from page 11)

Star pieces of the second exhibition were the set of water colours of Windsor Castle painted by John Piper, and commissioned by the Queen who lent them to the exhibition.

It is intended to gather together by this means a virtually complete picture of the buildings, ancient and modern, the stretches of open country-side, the towns and villages whose disappearance for any reason would leave the country architecturally or aesthetically the poorer.

Pictures of artistic worth likely to be of historic interest as war records for future generations are being secured by a War Artists Advisory Committee. There is a continuous exhibition of these war pictures at the National Gallery and new additions are always being made.

The subjects chosen are extremely varied and almost every aspect of the war is covered. Dunkirk, the Battle for Britain, the Blitz, air-battles, sea-battles, land-battles, the work in the munition factories, life in the shelters, women's part in the war, all are recorded for the benefit of posterity.—(From Dept. of Information.)

### GENERAL TALKS TO HIS DOG

When Lieutenant-General Dwight Eisenhower was making plans for the North African offensive, he walked into his London headquarters one day asking if there was anything in Army regulations which would prevent him from keeping a dog? He had just been inspecting U.S. Army posts which had lots of mascots.

His aides replied that they didn't think regulations were against this modest ambition, and then the General told them one reason why he wanted a dog. "I need somebody to talk to," he said. "And I want someone who can't ask questions about the war, and cannot repeat what I say, if I say anything." He now has an Aberdeen terrier, presented by his staff.

When you are tempted to air your own little bit of knowledge about the war and the conduct thereof remember General Eisenhower, and only talk to the dog.—(Dept. of Information.)

## ENGLAND THE SLACKER!

(Continued from last issue)

Is that enough? Enough to show what England did in the war? No, it is not enough for such people as continue to ask what she did. Nothing would suffice these persons. During the earlier stages of the war it was possible that the question could be asked honestly—though never intelligently—because the facts and figures were not at that time always accessible. They were still piling up, they were scattered about, mention of them was incidental and fugitive, they could be missed by anybody who was not diligently alert to find them. To-day it is quite otherwise. The facts and figures have been compiled, arranged, published in accessible and convenient form; therefore to-day, the man or woman who persists in asking what England did in the war is not honest, but dishonest or mentally spotted, and does not want to be answered. They don't want to know. The question is merely a camouflage of their spite, and were every item given of the gigantic and magnificent contribution that England made to the defeat of the Kaiser and all his works, it would not stop their evil mouths. Not for them am I here setting forth a part of what England did; it is for the convenience of the honest American, who does want to know, that my collection of facts is made from the various sources which he may not have the time or the means to look up for himself. For his benefit

I add some particulars concerning the British Navy, which kept the Kaiser out of our front yard.

Admiral Mahan said in his book—and he was an American of whose knowledge and wisdom Congress seems to have known nothing, and cared less: "Why do English innate political conceptions of popular representative government, of the balance of law and liberty, prevail in North America from the Arctic Circle to the Gulf of Mexico, from the Atlantic to the Pacific? Because the command of the sea at the decisive era belonged to Great Britain." We have seen that the decisive era was when Napoleon's mouth watered for Louisiana, and when England took her stand behind the Monroe Doctrine.

Admiral Sims said in the second instalment of his narrative, "The Victory at Sea," published in "The World's Work" for October, 1919, at page 619: "... Let us suppose for a moment that an earthquake, or some other great natural disturbance, had engulfed the British fleet at Scapa Flow. The world would then have been at Germany's mercy, and all the destroyers the Allies could have put upon the sea would have availed them nothing, for the German battle-ships and battle-cruisers could have sunk them

(Continued overleaf)

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## ENGLAND THE SLACKER!

(Continued from page 13)

or driven them into their ports. Then Allied commerce would have been the prey, not only of the submarines, which could have operated with the utmost freedom, but of the German surface craft as well. In a few weeks the British food supplies would have been exhausted. There would have been an early end to the soldiers and munitions which Britain was constantly sending to France. The United States could have sent no forces to the Western front, and the result would have been the surrender which the Allies themselves, in the spring of 1917, regarded as a not remote possibility. America would then have been compelled to face the German power alone, and to face it long before we had had an opportunity to assemble our resources and equip our armies. The world was preserved from all these calamities because the destroyer and the convoy solved the problem of the submarines, and because back of these agencies of victory lay Admiral Beatty's squadrons, holding at arm's length the German surface ships while these comparatively fragile craft were saving the liberties of the world."

Yes. The High Seas Fleet of Germany, costing her one billion five hundred million dollars, was bottled up. Five million five hundred thousand tons of German shipping and one million tons of Austrian shipping were driven off the seas or captured; overseas trade and overseas colonies were cut off. Two million overseas Huns of fighting age were hindered from joining the enemy. Ocean commerce and communication were stopped for the Huns and secured to the Allies. In 1916, 2,100 mines were swept up and 89 mine-sweepers lost. These mine-sweepers and patrol boats numbered 12 in 1914, and 3,300 by 1918. To patrol the seas British ships had to steam eight million miles in a single month. During the four years of the war they transported overseas more than thirteen million men (loading but 2,700 through enemy action) as well as transporting two million horses and mules, five hundred thousand vehicles, twenty-five million tons of explosives, fifty-one million tons of oil and fuel, one hundred and thirty million tons of food and other materials for the use of the Allies. In one month three hundred and fifty-five thousand men were carried from England to France.

It was after our present Secretary of the Navy, in his speech in Boston to which allusion has been made, had given our Navy all and the British Navy none of the credit of conveying our soldiers overseas, that Admiral Sims repaired the singular oblivion of the Secretary. We Americans should know the truth, he said. We had not been too accurately informed. We did not seem to have been told by anybody, for instance, that of the five thousand anti-submarine craft operating day and night in the infested waters, we had 160, or 3 per cent.; that of the million and a half troops which had gone over from here in a few months, Great Britain brought over two-thirds and escorted half.

"I would like American papers to pay particular attention to the fact that there are about 5,000 anti-submarine craft in the ocean to-day, cutting out mines, escorting troopships, and making it possible for us to go ahead and win this war. They can do this, because the British Grand Fleet is so powerful that the German High Seas Fleet has to stay at home. The British Grand Fleet is the foundation-stone of the cause of the whole of the Allies."

Thus Admiral Sims.

That is part of what England did in the war.

### THOUGHT FOR THE MONTH

Nothing that was worthy in the past departs—no truth or goodness realized by man ever dies, or ever can die.—T. Carlyle.

### PLEASE NOTE

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

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### LOOKING AROUND

"**HEADLINE WAR NEWS**" readers have been heartened for months past. Richly fed on victory after victory many have grown complacent. Victories in Africa, victories in Russia, victories in Papua, victories in Guadalcanal, victories in the air and on the sea. No wonder their perspective is destitute of proportion.

Forty-three months of war against Germany and nearly sixteen months battling against Japan. Unroll the map of the world and survey the whole war-scene through clear, straight eyes. What does the picture convey to the disconcerting mind? Russia has found a new punch. Mighty armies of Germany are in retreat. The extension of Japan's far-flung conquests seems to have reached its farthest limits. While all these acts and facts may now augur well for the success of the Allied arms, the time of rejoicing is not yet, far from it.

Ahead is spilled blood, sacrifice and fluctuating fortunes. Axis armies are bent but unbroken; their power still bestrides Russian territory from one hundred to four hundred miles in depth. Russian armies and people are paying a staggering price in their stupendous efforts to liberate their territory and their homes from the deadly tentacles of Germany's military machine. The losses sustained by the combatants are but dimly imagined by people far distant from the surging hell of death and destruction. Will the Russian tide of present retribution subside and leave Germany secure on an impregnable line between Riga and Odessa or elsewhere? Germany may even abandon Finland and part or all Norway at the dictates of prudence or necessity. She may be thrown into the sea from Tunis. But these are speculations. And let us not be deceived or deluded even if all these things come to pass, for then, if Peace treaties, will be unleashed the most violent, murderous and mind-appalling combat of this war. In days of greater enlightenment when greed and wrong are bridled by the hand of justice, Posterity may well say that the twentieth century was the bloodiest and most savage in recorded history.

(Continued on Next Page)



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(Continued from Page 1)

But as the tragic present vitally concerns us, let us warn the complacent that the disruptive and destructive submarine menace has not yet been overcome. And, Allied progress admitted, the Germans are everywhere fighting on Allied or occupied territory and not on their own soil. This is also true of Japan. Let us give a glance in her direction.

We have been repeatedly told that Japan will be attacked and smashed. The task sobers the mind! Japan is not easy of access to attackers, whether via China, Asiatic Russia, Aleutian Islands, the Hawaiian Group or from the wide South.

The Allied will and means should not be underrated, but neither should Japan's tenacity and means. As yet, bombing has not brought Britain to her knees nor knocked out Germany. Is it more likely to smash the Japanese from more difficult angles and distances? Let us have no illusions. The road to the annihilation of Japan will be long and costly, even when the Allies have shattered her fleet and air force, bypassed her formidable island bases, and solved the China problem. Britain has a mighty home army, so has Japan; Germany apparently judges the task of successfully invading England as beyond her. Is Japan likely to be easier than Britain to the invader confronted with far greater problems of transport and distance?

These sober reflections may seem pessimistic after some of the blasts of "hot-air" from men who should and do know better, but if they help us to retain some semblance of balanced judgment and to recognise true-reality values, especially regarding the results of isolated and sectional losses and gains to the gigantic global whole, they will have served their purpose and the "Headline War News" and complacency will drop into their proper places.

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## THE NAVY LEAGUE SEA CADET CORPS

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

(By kind permission of the Royal United Service Institution.)

**L**ARGE numbers of the youth of the country and of the Dominions overseas have a love of the sea in their hearts, and from its inception, in 1896, the Navy League endeavoured to educate youth in what the sea means to the British Empire, and to assist those boys who wished to join the Royal Navy or Mercantile Marine. At that time few organisations existed for those high-spirited youngsters who enjoyed little discipline or moral training, especially after leaving school at the age of 14 years, and the Committee of the Navy League were disturbed at the lack of provision of a reserve of seamen for the Royal Navy, and at the dwindling proportion of British seamen in British merchant ships. As a start, therefore, a Sea Training Home was established at Liverpool: this is still in existence. In the same year (1900) the Windsor and Eton Branch of the Navy League established a training ship on the Thames, and eight years later another training ship was started by the Reading Branch.

It was from these small beginnings that the Navy League Sea Cadet Corps grew, until, in 1910, the annual Trafalgar Day appeal was launched and the various Boys' Naval Training Brigades working under the auspices of different branches were reorganised and the several units were affiliated to the Navy League. The urge to form a unit came in most cases from those who had already formed themselves into a local Branch of the Navy League; in other cases, in places where no Branch existed, from prominent local residents, who had at heart the interests of the country and the welfare of the boys. By 1914 there were twenty-seven Boys' Naval Brigades affiliated to the Navy League and three Navy League training brigs.

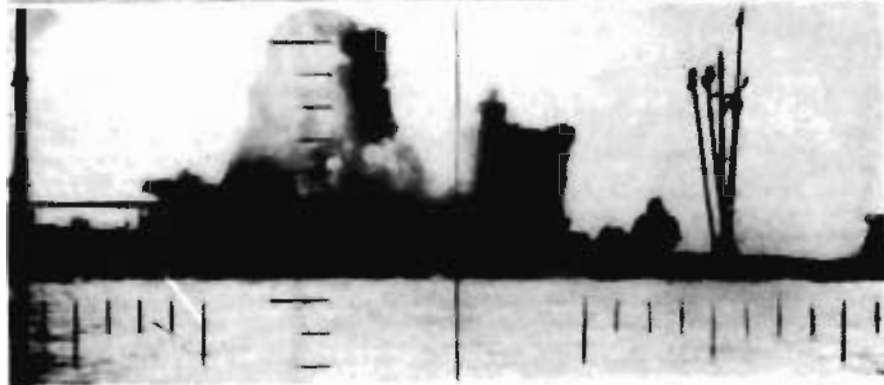
The movement having been established on sure foundations, Admiralty recognition was sought and readily granted, on 14th January, 1919, to the thirty-four Navy League Naval Brigades, provided the unit passed an inspection by an officer detailed by the Admiral Commanding Reserves. The name "Navy League Sea Cadet Corps" was then formally adopted. Each Sea

Cadet Corps was administered by a local Committee who accepted responsibility for providing financial support; conducted the unit in accordance with the Regulations laid down; and rendered an annual statement of accounts to the Headquarters of the Navy League. Units, especially those in the poor districts, received regular financial assistance from Navy League Funds, and special grants were also made to meet the casual requirements of any unit which met unexpected calls on its finances.

On receipt of official recognition from the Admiralty each Corps was granted stores from naval sources (if available) to the value of £50, and a capitation grant of 3s. 6d. for the number of boys between the ages of 12 and 18 present at the annual inspection. The officers were granted Navy League Sea Cadet Commissions, and their names figured in the Official Navy List. Naval uniform, authorised by the Admiralty, was provided for the Cadets by Navy League funds; but it was a general rule that no boy received uniform until he had proved himself worthy of the honour—usually after about three months. Authority was also given for a Sea Cadet Corps Banner—the Union Flag, defaced with the Badge of the Navy League. Patriotic men, with some knowledge of the sea and a wish to help youth, voluntarily gave their services and their leisure to act as officers and instructors. No praise is too high for their splendid work, and a debt of gratitude is due also to those who carried on under difficult conditions and, during the fifteen years which preceded the present war, not only with lack of encouragement from the public, but often against actual opposition from local bodies and societies whose dislike of "uniform" and any form of drill and discipline overrode any desire for the "moral, social and physical training of boys," which was one of the main objectives of the movement at that time. For two years, from 1925-27, the small capitation grant was withdrawn. Criticism and opposition did not, however, discourage the Sea Cadets. With the loyal help of the local Committees, the officers

(Continued on Page 14)

## JAPANESE SHIPS ATTACKED IN PACIFIC



Top: A Japanese cargo vessel which was set on fire by shells from an American submarine in the Pacific. Bottom: Another victim of submarine attack. A Japanese ship photographed through the periscope of a U.S. submarine after she had been hit amidships.

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## SHOPKEEPERS OR HUMANISTS ?

By GILBERT MURRAY

(With acknowledgments to "Britain To-day.")

WHEN Napoleon called the English "a nation of shopkeepers" he merely meant that they were not a nation of soldiers. That is true. The army has never since Cromwell's time been a political force in England, and of course a nation with the widest commercial interests and the greatest merchant fleet in the world has to pay attention to its business interests. But, if you look at the history of England right through the nineteenth century and up to the present, there is hardly a moment when the commercial classes had a dominant influence.

It is Oxford and Cambridge that have been in power, not Birmingham, Manchester, and the City of London. Peel, Gladstone, Rosebery, Asquith, Grey, Balfour, Curzon, Baldwin, all classical scholars or philosophers, all carrying on the old aristocratic tradition which expected that a Statesman should have been trained in the greatest thoughts of the human race, not merely in legers and law books, or the practice of buying and selling. There is a story of two members of the House of Commons discussing why it was that Mr. Gladstone, when compared with certain of his colleagues who were often better informed than he was about the business under discussion, seemed to tower above them by a sort of "greatness of mind". "The fact is," said one of them, "Mr. G. spends his spare time reading Homer and Plato and Dante and the Bible, while those other men read bluebooks and statistics—or else rubbish." The bluebooks taught them the facts they wanted to know—which was useful—but ended by making up the furniture of their minds. Mr. Gladstone could get up the facts and statistics when they were wanted, but for a permanent possession he preferred to carry about with him the thoughts of the great poets, saints, and philosophers. And when he spoke that possession coloured his language; when he faced a political problem those principles formed his background.

This humanism is an old tradition in England. It is a thought which recurs more than once in Burke, the great philosopher of the Whig movement in the eighteenth century, that a states-

man in choosing his course of action should consider not how it looks to-day or to-morrow but how it will look a year hence, ten years hence and after. It is the opposite of the narrowly practical spirit which concentrates on the immediate commercial gain or the immediate political victory. Burke's comment on the sudden death of his colleague in the representation of Bristol was not a remark on the balance of parties or the choice of the next candidate; it was "What shadows we are and what shadows we pursue!" No doubt the practical considerations came afterwards; but the first thought was the more permanent, the more profound one. One is reminded of his maxim about imperial policy, a maxim that might have been spoken by Henry the Navigator, that mean thoughts and a great empire go ill together.

The same principle guided another great classical scholar among eighteenth-century statesmen, Charles James Fox, and has been the inspiration of Liberal foreign policy ever since. It was the spirit in which Lord Chatham opposed the war against the American colonies. It explains why during the century in which Britain had complete mastery of the seas, Britain never tried to snap up the colonies of the less strong European powers; why Mr. Gladstone gave back the Ionian islands to Greece because they were Greek; why another classical scholar, Macaulay, laid down the principle that the purpose of British rule in India was to train the Indian nations in self-government, and how this difficult purpose has been laboriously pursued, generation after generation, until by the work of a Viceroy, who is a classical scholar, Lord Halifax, under a Secretary of State who was once President of the Classical Association, Mr. Amery, through the special agency of a third classical scholar, Sir Stafford Cripps, the end is almost achieved, and will be achieved as soon as the divergent parties in India agree.

I doubt if there has even been in human history an Empire which has tried so long and hard to divest itself of power over a subject nation. I do not suggest that such far-sightedness is the direct result of learning Latin gram-

(Continued on Next Page)

mar; but I do think it is in large part the result of not living too exclusively in the present moment. A statesman who has been trained on the great thoughts of man throughout many ages, not merely in law and political history, but in the books in which philosophers, poets, saints, men of genius have expressed their discoveries and ideals, will be more likely to rise above those "mean thoughts" which go so badly with a great empire.

It is a curious thing how this influence of the classical tradition has spread through all classes of the English and still more the Scottish people. The Scotch have always been well educated. The highland shepherd watching his sheep with a Greek testament in his hand is by no means a mythical figure. I doubt whether the English working classes as a whole are very well educated, either in ancient or modern learning, either in letters or science. But they enjoy the classical style, the dignity of language, the loftiness of sentiment. It is remarkable how a great orator like John Bright, who had little or no classical education, nevertheless spoke in a highly classical style. He said he modelled himself on two books,

the English Bible and the works of the poet Milton.

The English Bible is a famous monument of beautiful English, caught at one of its finest moments; and Milton was, of all English poets, the one most deeply steeped in Greek and Latin literature. The current criticism upon him is that his syntax is often Latin rather than English. Bright had the classical spirit in him; it made his eloquence and it made also, I think, the secret of his hold on the people. Another of our greater masters of language, the poet Keats, was cheated of his rights in not knowing Greek. He loved Greek things, the names, the stories, the art, the ideas; and only through Greek myths and Greek imagery could his genius find satisfactory expression.

It is a strange thing. We are not one of the Latin nations. Our race, though immensely mixed, is predominantly Nordic; our language is roughly speaking two-thirds Nordic, one-third Latin; but our literature, especially in all its higher forms, is predominantly based on Latin and Greek. Beowulf and Caedmon have had no

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## THOMPSON'S POST . . . .

*(This story of a natural stronghold in the Western Desert which was named after a New South Wales Infantry Lieutenant is told by Staff-Sergeant Jack Elliott, attached to the Australian Official War Correspondent in the Middle East.)*

LIKE Major H. Quinn, who perished on Galipoli, and many other Australian soldiers who had their names perpetuated during World War I, when important positions held by the Anzacs were tagged with the surnames of commanding officers, Lieutenant John Thompson, member of a Merriwa (N.S.W.) grazing family, will figure in the history of the present war because of his close association with a mound of desert sand which assumed prominence in the battle for Egypt in the latter half of 1942.

Lieut. Thompson, second in command of a company of Australian infantry holding a position near Tel El Eisa in September, 1942, had the post named after him because he led so many reconnaissance patrols over the area that he was able to insist that it was likely to prove a stumbling-block for any future advance.

Geographically, the post is a model for any strategist who wishes to instruct a class how a company of determined fighters could defy a brigade. It is a triangular-shaped area about 800 by 600 yards, rising to a slight mound, almost in the centre of an extensive spread of low ground without any conspicuous undulations. The terrain has the effect of giving the mound an exaggerated height, and those entrenched on it a clear and uninterrupted view in detail of the surrounding country.

So cunningly has Nature camouflaged this triangular rise, to blend with the shapeless waste surrounding it, that even those familiar with the landscape are likely to take their bearings first from the known "trig" points which indicate its approximate whereabouts, from the middle distance. Yet leave the Coast Road, follow the track over a flat stretch of sand over the railway, curl round through the mine-field gap, and go into Thompson's Post proper, and it's a revelation. The universe appears naked before you.

North, it appears as an open stretch extending across the railway to the Mediterranean; east, there is little hidden this side of Tel El Eisa crest; west a panorama unfolds to Sidi Rahman, with the minaret of its white mosque shining in the sun on the hilltop . . . and these three surveys also take in miles of the Coast Road from Rahman, switching back east until it disappears over Tel El Eisa; south, towards Quattara, everything

is an open book with a clear view of all movements at the Fig Orchard, south-south-west on high ground.

That is why the position became so important. It is practically invisible from the outside—consequently there are few targets on which concentrated fire can be directed; yet from inside there is a splendid field for fire, covering every approach, and during daylight menacing everyone within miles. For a machine-gunner it is perfection. During the day no soldier could raise a head in the vicinity from a slit trench without asking for trouble.

As for anti-tank gunners, to deal with approaching tanks would be like shooting lame deer. Defence is simpler still for mortar gunners. Their routine would merely be to wait until the machine-gunners had pinned attacking infantry to earth, and then slaughter them with mortar-bombs from open sights. This last-named factor may account for the high percentage of mortar casualties among units which took part in storming the post.

When they fortified Thompson's Post, the Germans merely kept within the shadows provided by Nature. They constructed deep dug-out and linked them together by honeycombing under them—a job which looks peculiarly like the work of Italian units—for that is one thing Il Duce's "heroes" can do expertly—dig. Railway lines nearby were stripped of sleepers. Covered with sandbags, these make probably the world's best roofs for dugouts. The outer ring defences were of danner wire, then mines, then barbed wire set up on iron posts, more mines, and finally, another ring of barbed wire. Death crouched, ready to pounce, behind every yard of sand. It is doubtful if any ground on this part of the front was more heavily baited with anti-personnel mines and booby-traps, to some of which were attached huge mines, big enough to destroy platoons.

There is no evidence that the Germans had field-guns inside the position, but five-inch, three-inch, and two-inch mortars blazed from a chain of pits. Almost to the end it seemed that the defenders had mastered the problem of bringing in supplies. So, although the defenders were praised for their stand, they were sheltered by

such substantial dugouts, and protected by such hurricane fire-power, trained on every approach, that it is small wonder, granting them a certain fortitude, that they were able to offer such resistance—or that the taking of the post cost so many casualties. At the end it was a greatly-enlarged edition of the original post, near which each night John Thompson and other Australians led patrols, prowling close to the enemy wire for the purpose of investigating anything new in the enemy's dispositions—and if the enemy were not wide awake, thrusting far inside his lines.

At first, when it was found that the Germans were attempting to fortify the position, our patrols took little notice. Sometimes, finding evidence that a German working party had been labouring all day at earthworks, they promptly blew them up in a matter of minutes. Once a patrol surprised a party of Germans at work. They took cover and calmly waited until they considered the Germans had laboured long enough. Then came a swift overwhelming rush of bayonets, and the freshly-dug position was filled in. But the Germans persevered, and re-constructed faster than the Australians could destroy. As the nightly patrols followed each other, they were forced to admit that increasing fire-power was being developed, and that the fortifications were becoming more difficult to penetrate.

Lieut. Thompson continued industriously to reconnoitre the position while it grew in strength. He tried to keep a check on guns and the number of Germans within, and whenever ordered to bring in a prisoner his patrols invariably secured one from an outskirts post. Then came a night when he tried to wipe out the whole place. No activity had been noticed in the position all day and Thompson went out to ascertain the true state of affairs after dark. Moving in close, he lobbed a couple of grenades over, and flattened. There was no counter-fire. There was no sound of human voices. He came to the conclusion that the Germans had gone. Returning to the Australian lines, he started back with a small party, intending to occupy the post. But he had been tricked. This time the party met such savage point-blank fire that it was pinned down for several hours.

(Continued on Page 18)



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# THE TURNING POINT

## What Command of the Mediterranean Means

By ADMIRAL SIR REGINALD BACON, K.C.B., K.C.V.O., D.S.O., in "The Navy."

THE occupation by the Allies of the North Coast of Africa marks the turning point of the war. It is the prelude to our assuming the offensive; and, what is equally important, the wresting of the offensive from the enemy.

The sequence of events that has led up to this revulsion in European strategy affords one of the best lessons of the value of sea-power that the world has hitherto seen.

When we declared war on Germany, Italy could not take a stand on the side of her ally and enter the war because she had not command of the Mediterranean; so long as we held that command her African Empire, the much-vaunted Impero Italiano, would, in the case of war, be cut off from the mother country; and, being entirely non-self-supporting, would fall an easy prey to the forces of the British Empire.

The collapse of France of the apparently imminent end of the war forced Mussolini to make an important decision. Either, when peace was declared, he would find himself without loot and booty, not having taken part in the fighting; or he could enter the war, apparently with a minimum of risk to his empire, since it was improbable that, without the assistance of the French Fleet, we could continue to hold the Mediterranean. He would then, he hoped, gain the French territory he so greatly coveted.

Having made his decision and entered the war, he then committed the historic error of not immediately engaging our Mediterranean Fleet. I say historic error since it was the same mistake as that made by the Germans at the end of 1914 when they failed to fight our Grand Fleet. The fatal error of fearing to lose ships in each case befogged a decision to assume the offensive at sea, and led to the loss of the first Great War, and has now deprived Italy of any chance of winning the present war. The result is that, at this vital moment, we find ourselves in a far stronger position in the Mediterranean than we were when we entered the war. Instead of holding only Egypt, while Morocco, Algiers

and Tunisia were in the hands of a decadent and suspicious ally, with Libya in Italian possession, we and our Herculean ally the U.S.A. now hold the whole of the North African coast except—the time—Tunisia.

The harbours and airfields of this vast area of coast directly face the enemy across the narrow waters of the Mediterranean. It is unnecessary to dwell on the saving of time and transport that we have thus gained, nor on its effect in the war in Burma and the Far East. Let us instead turn to the possibilities for a further offensive that are now opened up.

Our western flank is protected by the Atlantic and Spain—a country, it is true, with leanings towards absolutism, but with a man at the helm who knows the ruin that war would bring to his country, and whose eyes are open to the writing on the wall which is daily becoming more and more clear to the neutrals of Europe. It is unlikely that Hitler, having suffered severely in Russia, will commit Napoleon's second mistake of landing himself with a "Spanish ulcer."

On the east we have ousted Vichy and established ourselves strongly in Palestine and Syria. We backed this strip in depth by increasing our hold on Iran and Iraq. The guard to this flank is completed by the shores of Asia Minor, held by a friendly neutral whose armies are ready to repel any aggression on the part of the Axis. Never has the Mediterranean stage been set for so titanic a struggle.

When we examine the enemy's coastline we find on the west the French Riviera—500 miles from Algeria—a difficult coast to invade, and from which it is even more difficult to deploy an army landing. The Alps form a barrier to the north, leaving only a narrow opening to the Lombardy plains on the east and a similar one to the southern part of France on the west, the latter guarded by the very strong naval base at Genoa.

Genoa, though possessing excellent harbour facilities, is almost cul de sac, egress being re-

(Continued on Page 15)



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Extract from article in "Australasian Baker" (July, 1942, issue) by Professor Priestley, of Sydney University



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influence on English literature at all comparable to that of Homer or Virgil. In our university training the Greek and Roman classics play, I believe, a larger part than they do in any country of Europe.

I think it might be said that at home we follow the Greeks, in the Empire, the Romans. Empire is always a problem. While the various nations of the world stand at such different stages in civilization and the power of self-government, it is inevitable that some should be ruled or led or guided by others. Yet for one nation, however well qualified and well intentioned, to rule another is a difficult business; for a democracy it is doubly difficult. Rome and Britain, France, Spain and Portugal, have all tried their hands at it and had their successes and failures. It needs justice, firmness, consistency, and some power of sympathy with other modes of thought and behaviour. But even then it is not easy. The wielder of empire is never free.

At home the English tradition, especially that small but influential part of it which is formed by the ancient universities, is soaked in Greek culture. Like the Greeks we combine Mousike with Gymnastike. We all play games—cricket, tennis, football, or the like—as a matter of course. And we play as amateurs, for the fun of the thing, just as the Greeks did, not with the grim avidity of professionals. We are islanders and seamen, traffickers in distant seas, just as the Greeks were. Some of these qualities perhaps are superficial, but there are others that go deep. Freedom, free speech, toleration and that willing acceptance of the law which is the condition and corollary of freedom, are as characteristic of Britain as they were of ancient Greece. The causes which produced Greek freedom are another story; but our English freedom, like our obedience to law, is, I believe, almost entirely the result of our long insular security, that priceless possession which has been ours for centuries and which is now either lost or in extreme peril.

The Great Powers of Europe have never had security. They have lived in perpetual danger. They are militarist because they have always had armed enemies just across that thin imaginary line that is called a frontier. They are despotic because they have to be militarist. They are suspicious and repressive towards their own people because they have usually, for strategic reasons, annexed territories inhabited by alien races which dislike them. We, surrounded by

our blessed barrier of sea, have been almost free from these painful necessities. Our public life has been for many generations free from fear; no unpopular minister is afraid that if he falls from power he will be persecuted. No opposition plots with an enemy or means violence. Consequently we do not fear freedom of speech. The Athenian herald used to proclaim: "Let whosoever wishes stand up and speak", and similarly "whosoever wishes" may get up on a chair in Hyde Park and say what he likes about the government, the constitution, the State religion, or the like. He will have a floating and sceptical audience, listening now to one orator, now to another, and passing on when they are not amused. And one or two policemen will be about, not to interfere with the speakers, but merely to see that nobody gets too excited or uses violence.

Will this happy condition last, or have the brutal necessities of war, which hem in our freedom on every side, fill life with new fears, and lower our whole standard of culture, already taken away the foundation on which this generous classical idealism is based? It is hard to say. The deadly pressure of war is hard to resist, but the deeply ingrained habit of an ancient culture will be hard to uproot. I think we shall keep much of our traditional culture. We shall always remain amateurs, the Germans always professionals; or, as a certain German is said to have put it to an English friend: "You will always be fools and we shall never be gentlemen."

A short time before the war an amiable and incredibly learned Austrian came to deliver some lectures in Oxford. He dazzled us by his erudition, and, although we did not believe his ingenious theories, hardly anyone was capable of answering him. One evening he was kind enough to accept an invitation to a students' Classical Society where an undergraduate was reading a paper on certain poets of the Greek anthology. It was a lively meeting, and developed into a passionate argument between the admirers of different Greek poets and styles of Greek poetry. Our visitor said to me afterwards that he did not believe such a scene was possible in any German or Austrian university. It was not that our men were erudite. It was only that they loved Greek poetry as they loved English poetry. They were philosopher and philologist; they liked learning and liked beauty. The classical tradition was alive in them as it was in poets like Milton, Shelley, and Tennyson, or statesmen like Fox, Peel, and Gladstone.

(Continued from Page 9)

of the Sea Cadet Corps and, most important of all, the boys themselves, the movement grew steadily in strength and efficiency. The value of the discipline and training was fully appreciated by the Police, who kept in touch with Commanding Officers, thereby benefiting many a boy who was good at heart, but was drifting into bad company.

Navy League Sea Cadet Corps were also formed in all the overseas Dominions and in Southern Rhodesia, and although these Corps did not enjoy exactly the same official recognition and financial assistance as those in Great Britain, they were organised on similar lines to those of the parent Navy League, and they flourished with the help given by local Committees and a degree of recognition from the Dominion Governments which varied in each country. Owing to the untiring energy and enthusiasm of the late Lord Lloyd the Sea Cadet Corps made rapid strides in numbers and efficiency after he assumed the Presidency of the Navy League in 1930. By 1939 the number of Sea Cadet Corps in the United Kingdom had nearly reached the hundred mark; this being the maximum then authorised to receive Admiralty recognition. The Cadets numbered about 9,000.

The outbreak of war came as a great blow to the Sea Cadet Corps, because owing to the recent consolidation and expansion a steady flow of officers and instructors was essential, instead of which many officers and ratings were recalled to naval services. Deprived of many of their officers and with those remaining over-worked, faced with problems of accommodation which in many cases had been commandeered by the Army, it is not surprising that some units closed down. Winded, but with heart and lungs still sound, the vitality of the Sea Cadet Corps soon reasserted itself. Fresh accommodation, of a sort, was found and fresh officers and instructors enlisted. Cadets were, with marked success, promoted to officer's rank. A certain London unit, compelled to close down for some months, was revived by two Cadets both under the age of 18, and at the subsequent Admiralty inspection the unit received special praise.

Such a spirit could not but triumph over difficulties, and by January, 1940, the tide turned.

All but two units were in full operation, but recruits had often to be refused owing to lack of accommodation. A valuable step taken by the Navy League was the opening of establishments for the training of signalmen for the Royal Navy. The "Bounty," an old Bristol Channel sailing ship, was purchased and another establishment opened at Slough. In December, 1940, at a conference at the Admiralty, the assistance of the Navy League was sought to meet the demand for Signalmen and Telegraphists. The Navy League undertook to supply some four hundred partly-trained boys annually. So successful was this "Bounty" scheme that it was suggested the number should be very largely increased. It was just not possible to do this without some financial assistance, and official backing to overcome the difficulty of obtaining uniforms, equipment and accommodation. The following arrangements were, therefore, made, and came into force on 1st February, 1942. The Admiralty assumed control of the training of the boys; appointed salaried Area officers; granted temporary, unpaid, R.N.V.R. Commissions to the Sea Cadet officers; and provided the following:—uniforms for boys between 14 and 17; uniform grant for officers; naval stores, if available; an equipment grant of £25 for each unit and an annual capitation grant of 12s. for boys of 14 to 17, and 3s. 6d. for younger boys; £14 capitation grant for each "Bounty" entrant. The Administration of the movement was left in the hands of the Navy League and of Local Committees. Courses for Sea Cadet officers; P.T. Courses for selected cadets; and Summer Camps at which instructional courses were held, were also arranged by the Admiralty. It is probable that this "Bounty" Scheme will be still further extended.

Owing to the number of applicants to join the Sea Cadets being greatly in excess of the numbers which are required, a high standard is achieved. The aim is efficiency rather than numbers. Owing partly to the limited number of competent officers and instructors available at this time and partly to the undesirability of raising false hopes of a sea career to all, the present maximum number aimed at is 50,000. It has also been found desirable to limit the number of units, and to concentrate on centres equally distributed throughout the country, rather than to have an unlimited number of very small units. Efficient instruction is impossible

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stricted by the spurs of the Apennines and those of the Carrara Mountains.

Further east we come to the islands of Sardinia and Corsica; the former is strategically useful as a sea and air base for any attack on Italy, providing good airfields and the good double harbour of Arona Bay and Terranova. This lies 180 miles from Civita Vecchia, the commercial harbour of Rome. The Sards, by no means ardent Fascists, are independent in character and about the best fighters in the Italian Army.

Ajaccio—the chief harbour of Corsica—is some 150 miles from Toulon and is at present being invaded by the Italians. As matters stand it is not of great value to us, but it has a certain nuisance value to the Italians.

Sicily is an island of extreme strategic importance, and one likely to figure largely in the news from now on, since it is the main stepping stone between Tunisia and Italy. It is also the northern gatepost of the narrow lane of through Mediterranean traffic.

Naples lies immediately to the north of its northern port of Messina and is the most important town and chief harbour of the southern part of the west coast of Italy. The whole of the country to the south of Naples, including Sicily, is largely anti-Fascist; but to what extent the inhabitants would welcome an invader even, one who would eject the hated Germans, is perhaps open to doubt. However, memory of the help we afforded in the nineteenth century in freeing Italy from foreign bondage, and especially the southern part from the rule of King Bomba, is by no means forgotten.

The Adriatic, the strip of water between Italy and the countries of Yugoslavia and Albania is flanked on the north by the fine harbour of Pola and the very secondary port of Venice. To the south lies the naval base of Taranto. Between the beel of Italy and close to the junction of the Albanian and Greek frontiers lies Corfu, an important air and sea base for any operations against Italy, Albania or Greece. To anyone holding the southern part of Italy, the Adriatic would form only a mild obstruction to military operations on the Grecian mainland.

Greece, the most southern peninsular of Europe, is split into two parts by the Gulf of

Corinth. To the east again lie the islands of the Aegean Sea, mostly now under German control, but also including those owned by Italy commonly called the Dodecanese, the chief of which is Rhodes, a strongly fortified base possessing air facilities. To the south of the Aegean lies Crete, an island of first-class strategic importance having at its western end the excellent harbour of Canea. But its terrain is not well suited for the construction of air bases.

Some 500 miles again to the east lies Cyprus, an island devoid of harbours but well adapted for air bases. An advanced sentinel to the coast of Syria.

It is well to bear in mind that, while admiring the energy and skill with which our descent on the north coast of Africa was conceived, organised and executed, it was made possible by that country being both weakly held and largely friendly. Had the harbours been strongly defended, and the airfields adequately equipped and supplied, the attempt most probably would never have been made. In future operations we must not expect the same spectacular success unless the land attacked is held in a similarly feeble manner.

Whether in our next offensive one or more objectives will be simultaneously attacked depends on factors known only to the High Command. One thing is certain, namely, that we are for the first time in the position of being able to attack one or more of several widely separated objectives; this is bound to cause a splitting up of the German forces. The nightmare of the German General Staff—a war on two fronts—threatens in 1943 to become a war on three fronts.

The Allies have ringed in the German Army from the North Pole, through Russia, Palestine, Africa, the Atlantic backed by the U.S.A., England and Iceland to Murmansk. The gallant Russian armies, now attacking, firmly hold a strong German force on the defensive, the Allies threaten the whole of the south of Europe, while our forces in Great Britain threaten and hold large Axis armies in France, Norway and Denmark, none of which can be withdrawn for service elsewhere.

Meanwhile we can decide where the blows will be struck: north, east, south or west. The

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if the unit is too small, and experience has shown that a boy who is keen will willingly travel by bicycle or 'bus for some miles to attend his drills.

The wearing of uniform by officers or cadets is prohibited except when actually at instruction or on parade, or when going to and fro.

The Sea Cadet Corps has been, and is still, organised and operates quite separately from the cadets normal home life, employment or school; but this does not imply that ordinary education is ignored. An Education Liaison Officer is attached to each unit, not for the purpose of giving continuation education to boys in uniform, but to encourage the cadets to continue their education, under the education authorities, at times when they are not employed at technical instruction. An educational standard is necessary to qualify for the "Y" Scheme, which enables Sea Cadets of 17 and above to volunteer for service in the Royal Navy, including the Fleet Air Arm, and while still remaining with

their Corps to be placed on an Unpaid Reserve until required to commence regular naval training.

This brief account of the aims and objects of the Sea Cadet Corps can best be concluded by quoting an extract from a letter written by the late Lord Lloyd, President of the Navy League, shortly before his lamented death in 1941:—

"I believe that in its system of training, its discipline, its physique, its eager recreation and practical self-control lies the secret of perfect youth training. This great organisation has proved itself in peace; it has more than justified itself in war. But its value lies in the future, too, when Victory has been achieved and we find ourselves faced with the immense task of reconstruction. Then we shall need, as perhaps never before, young men trained in habits of discipline and loyalty, and imbued with the ideals of self-sacrifice and service. In them, indeed, lies the whole future of our race. They will be found in the Sea Cadet Corps, not only in the Home Country, but in Canada, Australia, New Zealand, South Africa and Rhodesia; a great imperial family of which we may be proud."

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Germans, hitherto, have held what is called the "interior position," that is, troops at the centre ready to attack any point on the circumference and able quickly to switch from one objective to another. We now strongly hold the circumference, and can attack at several points converging towards the centre. For the first time the Nazi beast can be attacked before or behind or prodded on both flanks.

The German High Command has indeed a perilous problem to solve. Obviously it is our plain duty to strike at the very first moment that we are strong enough to do so.

## SEA CADET NOTES

Mr. G. H. Smith, formerly in charge of Navy League Sea Cadets at Manly, is acting as O.C. at the Navy League's Woolloomooloo Depot.

Mr. J. Williams, O.C. "Victory" Depot, North Sydney, accompanied by Messrs. Lloyd, Green, Smith and Brooks and a detachment of Sea Cadets, was present at the Memorial Service to the late Sir Kelo King at All Saints' Church, Woolahra.

Mr. T. H. Silk (Chairman), Commander F. W. Hixson and Sir Thomas Gordon represented the Executive Committee of the Navy League N.S.W. Branch.

The Man-Power Authorities might do well on Sydney Harbour as a good recruiting area on Saturdays and Sundays.

Congratulations to "Victory" Depot on the number and quality of its recruits. Also, commendation to its O.C., Officers, P.O.'s and Cadets on the smart "guard" turned out at the Royal Sydney Yacht Club recently. The ship-shape appearance of the Cadets was a subject of most favourable comment.

Both Woolwich and Manly Companies report satisfactory progress, and the Woolloomooloo unit has started to grow.

North Sydney Cadets volunteered and assisted in the Russia Day ceremonies recently. The Joint Secretaries have expressed their thanks for the co-operation of the Cadets.

Mr. Wirth is acting O.C., Woolwich, during Mr. Grant's absence on leave.

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(Continued from Page 9)

Thompson's Post was approximately west of the Australian lines until the night of October 23, when at 9.30 p.m., after weeks of methodical preparation, the greatest array of guns ever massed in the history of desert warfare hurled a shattering barrage at the enemy. As it lengthened, our infantry went westward in an irresistible five-mile spurt which Rommel was unable to stem. On the right flank, our advancing troops smashed through parallel with the shores of the Mediterranean, but a few miles inland, by-passing Thompson's Post and several other less important German strongposts which remained, hedged in between our right flank and the coast. But while this bold drive made Thompson's Post more vulnerable, it presented the Germans with yet another firefield—that of the entire right flank for several thousand yards. About October 28 their fire became a source of great danger to all troops nearby. On the night of October 28-29 the Australians bit deeply once more into Rommel's defences in the north, but Thompson's Post still resisted fiercely, becoming more than ever an obstacle to the British advance. On the night of October 30-31 the Eighth Army launched a second tremendous barrage, and again the Australians holding the coastal sector went forward west of Thompson's Post and tested the courage of the German defenders to the limit. Next morning the post was reported empty and a unit of a New South Wales battalion was ordered to go in and occupy it.

The "1" sergeant decided to look the situation over personally. Having safely negotiated the railway and the winding track threading through the minefield, he was about to turn into Thompson's Post when he saw a badly wounded Australian at the side of the track; this turned out to be the sole survivor of a patrol which had gone missing the previous night. The patrol had been cut to pieces by the fire from Thompson's Post. After having attended to the man's wounds, the sergeant began a scrutiny of the post's outer defences. He was wounded in the leg and shoulder by machine-gun fire, and while

lying there unable to move just before dusk, he saw a big German fighting party move out of the post in the direction of the Fig Orchard, where Australian positions were located.

The sergeant crawled through the minefield to a track near the railway, where he was able to attract the attention of British tanks on patrol. He was taken to the Fig Orchard, where he gave warning of the enemy's approach. He was thus able to halt a unit of his own battalion, which was about to court annihilation by attempting to occupy Thompson's Post. Troops within the "thumb" piercing Rommel's line were subjected to withering fire from the east, which was found to originate from the post. That was the signal for the heat to be turned on. A battery of 25-pounders blasted away at it without pause, clouds of fighter-bombers poured bombs down on the position, and even the "Eighteen Imperturbables" (the 18 Bostons, Mitchells and Ballimores, which maintained a half-hourly shuttle service of tremendous bomb-loads over the enemy lines) paid Thompson's Post a visit or two.

The effect was devastating. When the post was finally occupied, not a square foot of soil or sand was found not pitted by shrapnel, and it was literally warrened with high explosive shellholes, and here and there bomb-craters big enough to engulf a lorry. Then came the night of November 4-5 when, south of the Australian sector, British and New Zealand troops smashed two wide gaps in the enemy line, and the armour started pouring through, while in their turn the Australians pushed their "thumb" right through until it could wet its tip in the sea. And then, suddenly, Thompson's Post was no more. During the night our artillery had concentrated on it, and this time, at least, the force sent to occupy it found that it had been evacuated. The question arose (among those not in the immediate vicinity): Was the episode of Thompson's in itself a definite German victory? It was said at the time and generally believed that the stubborn defence of the position had made possible the German retreat to Daba, complete with guns, supplies and equipment. That opinion was an emphatic mistake. Gallant as the defence may have been, the fact remains that the Germans finally got out because their position had become untenable. In short, they were blasted out. The testimony of prisoners, as well as that of a former Geelong (Vic.) farmer, who was an eye-witness of the evacuation, supports this statement.

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## WAR and PEACE

ON the 1st of March, 1940, reference was made on this page to the need of planning for the period following the end of the war. Since then much ink has been used in newspapers, periodicals and books on the subject, revealing an intelligent and widely accepted belief in the wisdom of preparing plans for peacetime.

Most successful ventures in the modern world are the direct result of planning, and according to the quality of the plans, the materials and the workmanship, the effects are judged.

Let us, then, have plans ready for the transition period and also for the peace, else there will be no peace.

Hereunder is reprinted the article which appeared here three years ago:

Questions of employment, marketing, change-over from war production to peacetime requirements, with an added dose and one inescapable item vital to the continued functioning of the body-politic, will not answer themselves. Win the war and let war's aftermath take care of itself is the counsel of fools. Wise men, especially wise statesmen, plan ahead as far as human limits to foresight and ingenuity permit, and so there should be a worked-out solution prepared for every conceivable immediate post-war problem. Solutions in their entirety would sometimes be inapplicable, but adapted and modified to meet new factors and rapid changes in conditions, man's initiative and inventiveness would fit them as worked out answers into any dimensional plan.

To ensure successful and enduring results, the immediate mobilisation of the best constructive talent available is necessary for the purpose of refreshing and reinforcing any existing official planners in this sphere, and further examining ways and means of directing the course of post-war changes and needs. The best men (and women) for the job are not necessarily politicians, public servants or elderly captains of industry. Special work, as indicated, calls for Youth to speak and plan for Youth, and virile young men and women in our universities, in the professions, in business circles, and from the vast reservoir of intelligence, understanding, and common-sense which manual workers have richly contributed

(Continued on next page)

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to in recent years, should abundantly provide the required constructive talent. This matter of recruiting for the peace should be treated as equal in importance to the mobilisation of manpower for purposes of war and destruction. If, through failure to plan, chaos treads on the heels of war, peace itself may prove of graver danger to established institutions than war.

After the Great War most men failed to realise that men who had set or solved highly important war problems were, in many cases, pathetically and perilously unfitted in every way to tackle, let alone solve, the totally different problems of the peace. The preparation of a peace-problem plan would greatly minimise the dangers of drift, delays and mistakes which followed the Great War, and in no sense could such a plan adversely affect our own war effort or touch the military or economic results of the war. And should any set of circumstances cause the plan to be jettisoned, the ship of State would in nowise suffer.



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## HOW WEATHER IS USED AS A WEAPON

By MARQUIS W. CHILDS in "The Reader's Digest"

Weather to-day is a weapon of war—just as much so as the airplane or the tank. In fact, these modern war machines cannot be used to anything like their full capacity without the aid of the new scientific weather forecasting.

Forecasters to-day can predict the weather for each theatre of war. It will rain in Madagascar next Tuesday. The monsoon will begin to abate over Burma on Wednesday. Off Murmansk it will clear on Thursday. The American forces in Iceland can expect heavy fog and low-hanging clouds for the end of the week. Such forecasts, relayed to the operations staff on each war front, can be of primary importance in deciding high strategy. We are developing to-day one of the best weather centrals in the world.

The Germans have been using this new weather weapon all along. Thanks to it, they got the battleships "Scharnhorst" and "Gneisenau" through the English Channel in the teeth of Britain's land-based air strength. That feat startled the world, but actually there was nothing surprising about it. It had been planned weeks, perhaps even months, to happen exactly as it did.

With a knowledge of the forecasting technique used, it is possible to reconstruct the story. The Nazi Chief of Naval Operations, Admiral Raeder, simply ordered—from the meteorologist on his staff—the kind of weather he wanted. He said, in effect, "I want a protective cloud cover below which poor visibility will prevail and within which conditions favorable to the icing of enemy aircraft will exist. Further, this weather condition must move along with the ships as they pass through the Channel. Let me know when you have the weather ready."

And here is how, in all probability, the meteorologist complied with the Admiral's command. He and his assistants consulted a file of daily weather charts for at least five years back. They discovered that the requisite weather could occur only during the passage of a certain type of atmospheric pressure which was most likely in February, and that each year for five years, around the middle of the month, the desired

storm had moved over the English Channel. It could be expected to do so again if the cycle ran true.

But there was another check at closer range. Using current information, the German meteorologists were able to compute on February 9 that two and a half days later a storm already moving across the North Atlantic would reach the Channel.

On the night of February 11 the ships left Brest. They passed through the Channel on the following day. News despatches told how the rain and sleet were so thick, and icing conditions so serious, that British torpedo planes and bombers could not get to their target.

Our own long-range weather forecasters know the method of this "delivering" military weather. Until a few years ago, forecasting was done from current weather maps which made it possible to estimate conditions 24 or, at most, 36 hours in advance. To-day we have long-range forecasting, based on knowledge of the movements of the great surface air masses—polar and tropical—and those of the upper air, which move from year to year with a certain regularity; irregularities can be estimated with a fair degree of accuracy.

The technique has been carried far enough to permit military men to use weather as both an offensive and a defensive weapon.

From the very beginning of the war the Germans have used it. The world marvelled at their "luck" in the Polish campaign, as clear, dry days persisted when rains and mired roads were to have been expected. But Nazi meteorologists had forecast that the attack could be carried on during that September of 1939 without hindrance from heavy rains.

The German attack on Norway took advantage of a protective cloud cover during early April. Later in the month there was unusually clear weather which made it possible to drive off the British fleet. The German invasion of Greece and Crete was timed so that the air-

(Continued on Page 12.)

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## SHIPS' BARNACLES

By ERIC HARDY, F.Z.S., in "The Nautical Magazine"

A fortune must surely await the perfection of anything that will absolutely make it impossible for barnacles, seaweeds and hosts of other marine creatures from taking up a fixture on the bottoms of ships and thus slowing down their progress, or increasing their fuel consumption. It has been estimated that a 5,000-h.p. engined modern vessel loses 20 per cent. of its speed with even a moderate growth of weed adhering. The invention of the copper bottom—so proudly boasted in all the shipping advertisements in the Liverpool newspapers of about a century ago—was a great stride forward for wooden sailing vessels likely to get becalmed in the doldrums, and a forest of growth arise on their wooden timbers necessitating beaching and cleaning before the voyage could be continued.

I wonder how many sea-going people could safely place the barnacle in its official natural history group? Many an amateur naturalist can be excused for thinking the barnacle is a shell-fish like the oyster and never supposing for one moment that this troublesome little creature is a sedentary relative of the crabs and lobsters—one of the great group of crustaceans—and that in its early life it is an active and free-swimming creature in the sea. The life of the barnacle is extremely fascinating and Charles Darwin wrote much about them. The true ship barnacle is *Lepas anatifera*, and in clusters it will cling to the cork of a bottle that has been in the sea for some time, but it cannot cling to the glass sides of the bottle, as these will not give it a grip. The ship barnacle is not quite the same species as the common acorn barnacle which covers the rocks of the coast, the piers and dock gates, but it is very similar. These barnacles are really stalked crustaceans, and they consist of a tough stalk by which they attach themselves to floating wood, etc., and they actually adhere to the ship or timber by means of a cement. The oval and compressed body is encased in those pieces of shell-like covering, and when immersed in water six pairs of slender, bristly, two-branched filamentous

limbs are protruded, and kicking vigorously sweep particles of food from the sea into the mouth. The cement by which they adhere is secreted by a gland at the base of the stalk, so that you can understand why they are so difficult to remove.

But when it is first hatched the young barnacle is a free-swimming little creature of the surface of the sea with one eye and three pairs of hairy legs by which it swims. As it grows, this "nauplius" stage moults its skin several times, like most of the crustaceans, until it assumes a later stage in which it possesses two eyes and a compressed carapace or shell-like covering, and much resembles the common daphnia or water-flea of our ponds. Now the first pair of swimming legs or appendages become modified to form the food or stalk, and are provided with suckers. With these suckers the swimming barnacle attaches itself to any object in the sea and then secretes the cement which fixes it firmly and permanently, the thorax-legs having already begun to appear below the mouth. So that the life history of the barnacle reminds you a little of that of the tadpole that changes into a frog, but it is much more fascinating because, as you will have surmised, the free swimming larva attaches itself to the ship's bottom by its front end, adapts its rear end to take over the duties of headquarters, and is thus living back to front or upside down as it were. There are some stalkless barnacles where the shell is attached directly to the support, but ships' barnacles have fairly long stalks.

Stationary ships, however, have an even wider range of animal passengers, particularly so coal hulks, lightships, depot ships and laid-up vessels, and a coal hulk which had stood three years in water was recently towed into dry dock and was found to possess a covering of mussels a foot in thickness all over the bottom. The mussel, however, is no relative to the

(Continued on Page 15.)



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## EAST INDIAMEN

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

The period when the East Indiamen—whose name is a household word—were sailing from Britain to the East is one of the most famous in the history of the Seven Seas. They were the aristocrats of the Merchant Navy and their commanders made fabulous fortunes.

Now what is perhaps the last of that famous line of merchant ships is to be broken up. It is a great pity that not a single one has been saved, like the "Cutty Sark," the most celebrated of the tea clippers, to be preserved for posterity.

What is believed to be the last East Indiaman afloat is the "Java," among the most notable of her class. For years every sailor has known her, as she lay in Gibraltar Bay for over 80 years; now she has been towed out to be broken up. Perhaps the "Java" was the most familiar landmark in Gibraltar territorial waters, for she was used exclusively as a coal-hulk and was known to generations of merchant seamen as "Hulk No. 16", and from her spacious holds thousands of merchant vessels have been supplied with bunkering coal for nearly the best part of a century.

The "Java" has a romantic history. She was built at Calcutta in 1811 and was registered two years later. Her hull was of teak and she carried as a figurehead the form of a young girl with hands crossed over her breast. The ship had a displacement of 1,175 tons, and because times were stormy—she was built during the Napoleonic Wars—she carried no fewer than thirty guns, of which twelve were mounted on the upper deck and twelve on the main deck. The "Java" continued in the East Indiaman trade for an unusual number of years, remaining until 1827. Later she was sometimes chartered as a transport by the British Government, the rate being 17s. 11d. per month! In 1856 she sank to the status of a coal-hulk at Gibraltar.

A curious story is associated with the building of the "Java." It runs that, during the voyage of one of the early East Indiamen to Java and China, a party of her passengers went ashore in Java. They were attacked by the natives, who carried off a young girl passenger of high birth. An officer at once went ashore with an armed

party, and after searching the bush he discovered the culprits. He and his men overcame the native kidnapers and rescued the girl, who was found in a state of collapse, stripped of her clothing. Her father, a wealthy man, was so profoundly grateful that he promised to build an East Indiaman and equip it as a present for his daughter's rescuer.

Those were indeed palmy days for the Merchant Navy, despite the perils of warfare, for profits were enormous. The captain of an East Indiaman only received standing pay of about £10 per month, but one of his perquisites was the passage money paid by all private passengers (the cost of their provisions and wine only being deducted), and in half a dozen India or China voyages he could make sufficient money to render him independent for life. On the average a round voyage yielded from £3,000 to £5,000, and as much as £10,000 was not a rarity. It is recorded that one commander made no less than £30,000 on the round voyage from London to India and China and back. The other officers shared proportionately in a voyage. Fares were high, and an Army officer had to pay about £250 on a single trip out or back.

A good many of the East Indiamen were built on the Thames. The "Java" was about the normal size of an East Indiaman. The 1,200-ton ship came in with the completion of the "Brunswick" in 1795, this being the nominal tonnage and the approximate cost of each was £50,000. The introduction of copper sheathing about 1780 enabled "John Company," as the East India Company was known, to retain their ships for six voyages, that is, about twelve years instead of four. Although they made slow passages they were not necessarily slow ships.

As Dr. Parkinson, in a splendid piece of scholarship, treating of trade in the Eastern Seas, points out, they had no competition to face, therefore they did not race homewards like their speedy successors, the famous tea clippers. The company held the monopoly of the trade, and encouraged their captains to place

(Continued on Page 10.)





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### EAST INDIAMEN

(Continued from Page 7)

the considerations of safety and comfort before speed. The ships were far too valuable to have sail cracked on them in the hope of breaking a record, and the prevailing custom was to make all snug for the night by taking in royals and even topgallants. All lights were put out in time of war and strict silence was ordered, these precautions being taken to hide a ship or fleet from the enemy's attention. In the danger area the convoy system was employed as in the Great War. Very often, however, the East Indiamen were so heavily armed as to be the equal of a man-of-war, their crews were numerous and sternly disciplined. Often they were called upon to supply the press-gangs for the Navy, and the lives of both officers and men were full of danger and excitement.

The following gives some idea of what a first-class East Indiaman was like. The "Earl of Balcarres" was one of the finest of her class and was of 1,417 tons. She was recognised as a crack ship, carried twenty-six guns and a crew of 130, and when sold she fetched £16,000. In addition to the commander, the crew included six mates, a surgeon and an assistant, six midshipmen, purser, boatswain, gunner, carpenter, sailmaker, master-at-arms, armourer, cooper, caulker, butcher, baker, poulterer, two cooks and two stewards; also eight boatswain's, gunner's, carpenter's, caulker's, and cooper's mates, six quartermasters, seven officers' servants and over 70 seamen.

Although conditions on the ships left much to be desired because of cramped space, hospitality was lavish and in part recompensed for these. A sailor of the year 1815, Captain Hall, left a record in which he said of a convoy of homeward-bound East Indiamen from Ceylon: "These hospitable floating nabobs, the East India captains, seldom let a day pass without feasting one another; and we, their naval protectors, came in for no small share of the good things for which we could make but a poor return."

A famous stopping place was St. Helena, under the rule of the Company, which spent £100,000 a year in administration, although the income was only between £3,000 and £5,000. The governor's salary was in the neighbourhood of £15,000 a year. Of this about £9,000 was for entertainment, for every East Indiaman called and prodigious entertainment was expected and received.

### MERCHANT NAVY CAPTAIN DECORATED

The Governor-General, Lord Gowrie, at Admiralty House, Sydney, invested Captain Ernest Marriott, of the Merchant Navy, with the insignia of an Officer of the Civil Division of the Most Excellent Order of the British Empire.

The citation to the award stated that Captain Marriott's ship was in convoy in the Far East and was a principal target of attacks by Japanese aircraft. Continuous dive-bombing attacks were made, but the superb seamanship and tactical sense of Captain Marriott, who made the best possible use of the high manoeuvrability of his ship, brought her safely through.

The vessel's guns were used to such good effect that she certainly damaged and may well have destroyed more than one of the enemy's aircraft.

### THE BREEZE OF MEMORY

By E. A. Mooney, Merchant Navy

*The evening sun is dipping in the west,  
Deep shadows slowly steal the vales away;  
The valley church rings out its message blest—  
We give Thee thanks for yet another day.*

*The countryside its labours lay to rest,  
For day is toil and eventide is peace;  
The Angelus rings out its last behest,  
That one and all their daily toil shall cease.*

*And then when evening turns to restful night,  
When breezes wake and fragrant perfumes rise,  
The Breeze of Memory comes in gentle flight  
And stirs the sleeping Wood of Sighs.*

*Then resting minds return their many ways,  
Recalling memories from out the past  
And seek out happy moments, happy days  
That stayed so short a while, that went to naught.*

*We seek out friends who've gone their way,  
And for a moment brief their company regain  
Old friends, we wonder where they are to-day,  
And if we'll ever meet them again.*

*Then with that silent hour of memories past,  
A tiny wove of sadness floods within;  
'Tis just a tiny shadow the light of life has cast—  
The past beyond recall—let hope begin.*

### ALL OUT



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(Continued from Page 3)

ground team was assured of clear days. In both of his recent attacks on the British in Libya, Field Marshal Rommel made use of sandstorms to cover his movements and consolidate his gains.

But what about the Russian campaign that began on June 22, 1941, and ran into the worst winter in a hundred years? Hitler blamed his failure on the weather. The scientific weather forecaster would answer that the German failure was military: Russian resistance had been underestimated and could not be overcome during the relatively clear, dry weather correctly predicted for the autumn.

The Japanese are believed to be using a long-range system of forecasting, and this may raise some problems for the defenders of the Pacific Coast during the coming winter. In general, the weather moves from out in the Pacific eastward across the continent. Knowing this, the Japs might try to ride in screened by a storm, for a surprise raid. If, on the other hand, in planning an air offensive against Japan we should ultimately establish bases in that part of Siberia which extends down into the Sea of Japan with Vladivostok at its tip, and in the maritime provinces of China, there would be great advantages on our side.

On such problems of strategy our army weather experts are now working. There is a possibility that a unified weather central may make all forecasts for army operations. An enthusiastic backer of the new weather technique is Lieutenant General H. H. Arnold, Commanding General of the Army Air Forces.

One of the Air Corps' weather experts is Major Irving P. Krick, who some years ago developed a highly profitable business in long-range weather forecasting and who gave a course in weather at California Institute of Technology, from which have been graduated a number of to-day's long-range forecasters.

In the early '30's, Krick's interest in weather studies led him to sign up for refresher courses at California Tech. One of his professors was Beno Gutenberg, who had been a weather forecaster for the German General Staff in the first World War. Gutenberg put his pupil on the trail of long-range prediction. In 1934, when he was 28, Krick went on a Rockefeller Foundation grant to Norway and Germany, where long-range technique had been carried further than in any other country. The notes he brought

home, together with the start he had made before his trip, were the basis for Krick's course in weather forecasting and for the Krick Industrial Weather Service.

Most of the large motion-picture companies engaged the Krick service when they found that 97 times out of 100 the weather conditions of any day were as predicted. The Krick reports would go to the studios for the coming five or six days, and they would order extras and equipment for outdoor work accordingly. This service saved the industry as estimated 6,000,000 dollars a year.

Larry MacPhail of the Brooklyn Dodgers was another client. As a result of word from Krick headquarters in Pasadena, as to when it would and would not rain in Brooklyn, MacPhail last year made a neat profit out of his rain insurance.

A number of large utility companies have paid annual fees to the Krick firm; he told them when lightning was likely to damage their lines and where ice formation would break them. A chain of hydroelectric plants brought the service to know when it would rain and therefore when reservoirs would be filled and what would be the eventual ratio between steam-generated power and water-generated power. Such foreknowledge meant substantial economies.

In the winter, fuel oil companies in the East based their storage and shipment plans on teletyped information from Pasadena. During the summer period of peak sales, the Coca-Cola company likewise made its plans in accord with Krick reports on how hot and how dry it would be in various parts of the country. Tyre-chain companies planned their advertising to coincide with the snow and sleet predictions of the Krick service.

Among his clients were the largest cotton factors in the country, and many grain brokers in Chicago and New York. One broker got lengthy special reports each day from Pasadena during the growing season when hail or wind could do millions of dollars in damage in an hour or two. This firm reported a profit of 300,000 dollars on grain bought or sold as a result of the reports.

On the basis of Krick forecasts a farmer in the Rio Grande valley, where weather conditions are an uncertain factor, cleared 90,000 dollars in a year when many of his neighbours took big

(Continued on Next Page.)

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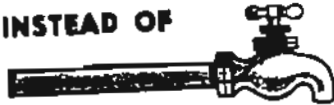
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losses. The Spreckels Sugar Company planned its growing operations on Krick reports, as did some of the big Hawaiian pineapple companies.

One client was a company that grew Christmas trees in western and eastern Canada and Newfoundland. Trees are not cut until after the first hard frost has set the needles, and they lie on the ground for a day or two until they are gathered in. A heavy snow while they are on the ground will cause a big loss. During October, November and December of 1940 the Krick reports saved this Christmas tree company so much that a wire went off to Pasadena praising the service and renewing the contract. General Arnold happened to be in Krick's office when it came in and Krick showed it to him.

Arnold was deeply impressed. Here was a man sitting in Pasadena who could predict the weather five days in advance in Newfoundland.

"Listen, Dr. Krick," Arnold said, "we want this for the Air Corps."

So it happened that from February, 1941, through August, a group of officers who had already had California Tech. weather courses were taking instruction in long-range forecasting. They formed the nucleus of our first air force weather research centre. After December 7, weather became a military secret, and that meant an end of the weather forecasting industry.

Now, for the duration, Major Krick is a military weather strategist. He has put his experience, his time and his files at the service of the air forces. And to-day, from a weather central in Washington, it would be possible to forecast a week in advance favourable or unfavourable conditions for America's expeditionary forces.

**PLEASE NOTE**

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

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

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**SHIPS' BARNACLES**

(Continued from Page 5)

barnacle, but a true mollusc or shellfish, and it attaches itself to the ship or the pier by a very different method. This attachment is called the byssus and consists of a mass of very strong threads; but they also have the power of moving from place to place by casting off these threads and using their strong, fleshy foot, extending this in the direction in which they intend to move, gripping with another byssus thread drawing the shell up after them, and so on, until settling down again with a series of threads holding it like strong guy ropes. Of course, in warmer seas there are far more marine animals than in British waters and some of the mussels of the Californian coast are nine inches long. In the waters around the Philippines there are 8,000 different molluscs or shellfish. But the most destructive of all shellfish is the pholas or paddock which actually bores into solid rock and wood to make a burrow, and it used to cause immense damage to wooden-bottomed ships before copper bottoms were adopted in the old sailing days, and it is still very destructive to piers and dock woodwork not made of such hard woods as Guiana greenheart and teak. Although thin and white, the shell of the pholas is hard and marked with prickly, rasp-like protuberances, but it also secretes a weak sulphuric acid to aid its boring into hard structures. Oak, pine, teak and mahogany have all been bored by it when submerged in water, but the greenheart gate to Canada Dock, Liverpool, was found to be still sound after more than sixty years' use under water. The Dutch piers and dykes of the Zuider Zee have suffered very much from this boring mollusc.

Related to this is the ship-worm (teredo), which is not a true worm at all, but more like a marine slug. They generally bore with the grain of the wood and only turn to avoid a knot, making their burrows parallel. The date-shell (Lithodomus), a relative of the mussel shaped much like a date, is very destructive to submerged stonework which it bores into to make its burrows, using its foot chiefly. The discovery that the ruins of the temple of Serapis at Pucoli have their columns bored by the date-shell, although far above the present sea-level, proved that they must formerly have been submerged under the sea and that the local coast had changed its level several times within historic periods.

(Continued on Next Page.)

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## SHIPS' BARNACLES

(Continued from Page 15)

The plant life a ship carries about with it has proved of direct economic importance. Normally a ship picks up most of its flora in port, for when unloaded it rises and its bottom and sides, reaching a higher level, come into the zone of floating marine algae and plankton that form the green scum near the surface and these adhere. Algae are primitive aquatic plants, rootless, and consist often of mere chains of cells, and of which the seaweeds are the highest development. In the tropical waters this flora is much more abundant.

The water ballast tanks of ships also take in some flora, and a very fascinating piece of natural history is how the ships coming to Southampton made and introduced a new plant to our coastal flora. In Victorian times the Hampshire botanist Townsend discovered a new cord grass or *Spartina* growing in the muddy shores of Southampton Water, near Hythe. This was named *Spartina Townsendii* in his honour and is now used extensively around the British, Dutch, Normandy, New Zealand and other estuaries where it is planted in the mud, and its thick mat of roots prevents the erosion by the sea, fit the marram or star grass used on the sandhills to prevent their movements will not grow in mud. Now it appears that the new *Spartina* previously unknown to science arose from the ships emptying their water ballast tanks in the area, for some taking in water in America had probably taken in some accidental piece of an American *Spartina* or cord-grass and this had grown, as will most portions of aquatic plants, in Southampton Water. There it crossed with our native British *Spartina* and produced a hybrid, which like all hybrids between different species, was sterile. But by a complete process or accident known as "doubling its chromosomes" this hybrid suddenly became fertile and began to spread, and that is how *Spartina Townsendii* came into being as a new maritime grass.

It is believed to be in a very similar way that the Chinese woolly-clawed or mitten crab, so common in the Yangtze and other rivers, was introduced to Western Europe, where it is now common in the Elbe and other Continental

rivers and has been taken in the Thames estuary. This crab carries the trypanosome of a human lung disease and is of much concern to the officials of those countries it inhabits because of its further competition with commercial fisheries for their food. In its normal size it could never have entered the water ballast tanks, but the life of a crab starts with a tiny, free-swimming larva in the sea, called the *Zoea*, and it was probably in this minute larval form that it first got into water ballast tanks in the Chinese rivers and then came out again in Continental rivers.

In addition to this, the merchant ships in their cargoes introduce the seeds of many wild plants from one country to another, and docksides are favourite hunting grounds for botanists in search of new "aliens"—plants accidentally introduced by seed this way and which have taken root and grown. Because of its worldwide shipping connections, the Liverpool flora has more alien plants on record than any other in Britain—150 of them—and Garston and Birkenhead Docks have produced a wealth of records for my botanical friends.

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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.

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U.S.W.

MAY, 1943

6d. MONTHLY

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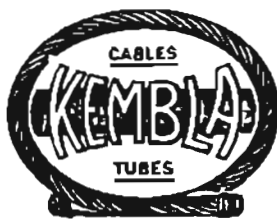
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# THE NAVY LEAGUE JOURNAL

The Official Organ of the Navy League, N.S.W. Branch  
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Price 6d.

## LOSE or GAIN

**P**EOPLE in Australia and, according to press reports, overseas, have been bewildered by the many recent claims of smashing Allied victories over the Japanese, followed by warnings that enemy action is growing in gravity. To smash an opponent time after time, only to find he is a greater danger than ever, never made sense. But it has the effect of increasing the cynicism of the intelligent, and adding to the complacency of the thoughtless thousands.

Bewilderment is not only due to the magnifying of local victories over the enemy, but to gross exaggeration of the value of limited achievements which, in part, is frequently a feature of newspaper headlines. But this is not all. Some responsible men have been guilty of voicing a lot of "hoovey," the effects of which, perhaps unintentionally, caused countless people to get a distorted and dangerous picture of the actual state of the war position prevailing. Suppression of facts or wilful distortion with the object of deceiving the enemy is justified by war, but the practise of misleading one's own people by the same methods does not commend itself to experience and to wisdom.

Suppression and distortion are the parents of rumour always, and of legitimate resentment sometimes, and such offspring at large are a definite menace to morale and to a full-blooded war-effort.

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## OLD SHIPPING ADVERTISEMENTS

From a "Sydney Morning Herald," dated January 7th, 1847, in the possession of Mr. G. V. F. Mann, C.B.E., we learn that river steamers plied between Sydney and Parramatta, but there were no steamers trading between Australia and Britain then. The advertisements refer to sailing ships of six to seven hundred tons register, which was the tonnage of vessels considered to be large, carrying passengers and wool to London.

The great ships of to-day would make the little ones of ninety odd years ago look like toys, but the fact remains that Australia owes her all to the ships of long ago.

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## SOUTH AFRICA'S NAVY

THE change of the official name of the Empire's junior fleet from the Seaward Defence Force to the South African Naval Force was not an empty compliment. It was fully justified by the work that the little fleet had been doing far away from the South African coasts, and it put the naval affairs of the Union on to an entirely new footing, for which the Merchant Navy is unfeignedly pleased, for the present war has repeated the lesson that the Cape route is a very necessary alternative to the Suez Canal, and legislators must never be allowed to forget it. But it requires protection, and a well-manned local force is of great value to co-operate with the inevitable Imperial Squadron. Innumerable proposals have been made to raise such a force, but they have always been discouraged by the suggestion that the non-British element in South Africa was essentially agricultural and could never be persuaded to take an interest in the sea and ships. Experience during the present war has shown this to be absolutely incorrect: a large proportion of the naval recruits from up country had never seen salt water before, and naturally had a great deal to learn, but the non-British elements were descended from the Dutch and the Huguenots, two of the finest maritime peoples in the world in the Seventeenth Century, and events have proved that this salt water strain still remains in their blood.

The first efforts to raise a South African naval force of any sort were confined to the personnel side, and very little effort was made to go beyond the British element. As was to be expected, Durban took the lead in this and had a Volunteer Naval Brigade at the time of the Boer War which co-operated with the landing party from H.M.S. Powerful. The Cape Colony Naval Volunteers were formed in 1901 as the "Sailors' Company" of the Cape Town Guard in a period of emergency. They were not called upon to undertake naval service and were disbanded, but in 1905 a branch of the R.N.V.R. was formed in Cape Colony. Three years later it was decided to disband it for the sake of economy, but luckily it was re-priviled, and soon afterwards it was put on to a proper legal footing, together with the Durban

Naval Volunteers, as an independent defence unit. In 1912 they were amalgamated into one force as the South African R.N.V.R. Numerous suggestions were made that the Union should build its own fleet, but they were never carried out.

During the late war, however, a large number of South African volunteers served in H.M. ships on and around the Cape Station, playing a particularly useful part in the East African operations. A large number of young South Africans came to England to volunteer and won a very fine reputation, showing a preference for small craft and vieling with the Australians and New Zealanders for distinction in motor launches and coastal motor-boats. In their home waters the mine-laying operations carried out by disguised merchant raiders aroused a good deal of attention, but it was not until the Imperial Conference of 1921 that the South African Government agreed to take over minesweeping and surveying duties in South African waters and to increase the number of R.N.V.R. companies from three to seven, including minesweeping sections. The Navy transferred the war-built trawlers Eden (ex Thomas Johns) and Foyle (ex-John Edmund) converted to minesweeping duties with the assistance of the South African Government, and they were renamed Immortelle and Sonneblom.

The twin-screw minesweeper Crozier, converted to surveying duties like so many of her sisters in the Imperial Fleet, was renamed Protea and to begin with a number of officers and ratings were lent by the Royal Navy. In 1922 H.M. sloop Verbena was transferred to South Africa, but was handed back next year.

Perhaps the most useful move in South African naval development was the patriotic action of Mr. T. B. Davis, the well-known yachtsman, who purchased H.M. depot ship Thames, built as a cruiser in 1885, and converted her into the training ship General Botha, to prepare boys for both the Navy and the Merchant Service. She had accommodation for 75 boys, who were taken between the ages of 13 and 18 in equal numbers from the Dutch- and English-speaking sections, and after a two-year course went to sea.

(Continued over page.)

Unfortunately, South Africa was hit as hard by the slump as other dominions and it was only natural that the infant navy should immediately be considered for economy. The two minesweeping trawlers were returned to the Royal Navy in the autumn of 1933. The Protea, was sold to a Cape Town firm for use as a showboat and for pleasure trips in Table Bay; in 1935 she came home to be renamed Queen of the Bay and to be used for pleasure trips off Blackpool. The South African Navy ceased to exist as a separate force at the end of March, 1934.

The lesson had, however, been learned and there were quite a number of South African citizens who realised the utility of a navy and made every effort to secure its revival. The ex-trawler Crassula and the ex-whaler Kommetje were purchased and two 70-ft. motor torpedo-boats were authorised for harbour defence. The growth and operations of the Navy since the outbreak of war are still, of course, confidential matters, but a certain amount of information has been released, showing that although the South African Navy is young and has had to overcome great handicaps, it is a force of infinite promise. Trawlers and the handy little whalers which normally operate off South Africa—the prototypes of the corvette—were converted for minesweepers and other duties and acted in co-operation with the Royal Navy. In November, 1941, it was announced that the South African Fleet consisted of 58 units, and in the following month two 72-ft. submarine chasers were built by private subscription and manned by the Durban Division of the R.N.V.R., the Inisikwa and Inkosana—the first effort to build warships of any kind in the Union.

Congratulations from Admiral Cunningham revealed that South African men and units had been operating far from home. When Tobruk had to be evacuated in June, 1942, the South African ships Beaver and Parktown rendered magnificent assistance and were highly praised, the Parktown being lost. At about the same time it was reported that the Navy had converted the steamer Camtoos into a salvage vessel and that the new Protea and the commissioned whaler Southern Maid had destroyed enemy submarines in the Eastern Mediterranean. In

August it was announced that the 20,638-ton whaling factory Terje Viken, one of the most noteworthy whalers in the world, had been sunk in South African naval service.

On August 1 the South African Seaward Defence Force became the South African Naval Forces, incorporating the R.N.V.R., and the large number of South Africans serving in the Royal Navy were given the opportunity of transferring to their own force or, if they preferred to stay where they were, to have their pay made up to South African rates by the Union. At the same time an officers' training establishment was started near Port Elizabeth and given the eminently suitable name of H.M.S. Good Hope.

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## ANSON AND HOWE

By L. SHIPTON

THE recently-announced commissioning of H.M.S. Anson and H.M.S. Howe not only adds two fine battleships to our navy, but fittingly commemorates two men who stand high on the list of England's naval heroes.

Anson and Howe had many qualities in common, not least a dogged perseverance and a reputation for taciturnity.

Anson's fame rests chiefly on his voyage round the world in the Centurion, and it is interesting to note that Howe sailed in this expedition, though his particular ship, the Severn, did not complete the voyage. The main facts of that great voyage are known to every schoolboy—the badly fitted-out ships, the scratch crews of Chelsea pensioners and land-lubbers, the delay in sailing which forced Anson to battle with the hazards of Cape Horn at the worst season of the year, the narrow escape from the Spanish squadron sent out to intercept them, the capture of the Spanish treasure-ship, the unending struggle with the scurvy which decimated the crews, and the storms which set back the ships, and the final return of the Centurion, the only ship of the original squadron to circumnavigate the world. As she sailed up-Channel four years later, laden with treasure, only a thick fog saved her from capture by the French fleet. There is no more stirring example of courage, endurance, resource and patience in the face of unexampled difficulties and dangers than that of George Anson in his voyage round the world.

Not the least valuable result of that voyage was that, himself one of the most skilful navigators in the Navy, Anson trained under him a fine band of skilful officers who did much to contribute to the victories of the Seven Years' War.

On his return Anson went to the Admiralty. Both his family connexions and his own ability combined to push him quickly up the ladder of promotion. He was at the Admiralty, except for a brief interval, till his death in 1782, seventeen years later.

At first as a junior member of the Board, and later as First Lord, Anson was responsible for

many and varied reforms during his tenure of office, and showed himself as skilful an administrator as he had shown himself a navigator.

One of his most important reforms was to arrange for the building of ships in classes, so that stores and fittings should be interchangeable, and thus both building and repair work would be facilitated.

Among other reforms were the formation of the Royal Marines, the adoption of a regular uniform for officers, and the regulation of pay and promotion. The famous Articles of War were drawn up, and a start made in checking the corruption and jobbery rife in the dockyards, though it took successive First Lords more than half a century to clear up that Augean stable.

Anson's record as a fighting Admiral was not as great as that of such men as Rodney, Howe or Hood, but he made an important contribution to naval tactics. In 1747 he met two French squadrons off Finisterre. These were intended to reinforce the French fleets in North American and East Indian waters. Anson met the combined squadrons, and in a neat little action soundly beat them. His own force was superior, and the interest of the action lies in the tactics he used, a general chase to overtake a flying enemy rather than a strict adherence to the formal line of battle, the inelasticity of which in the hands of mediocre commanders was the cause of so many indecisive engagements during the eighteenth century.

Anson's tactics were the forerunner of those of Hawke and Rodney, embodied in the "Additional Fighting Instructions" which, together with improved signalling methods of the second half of the century, paved the way for the great victories of Rodney, Jervis and Nelson.

Where Anson is chiefly remembered for his famous voyage, "Black Dick" as his sailors called Richard Howe, is chiefly remembered for the Glorious First of June.

Born in 1726, he lived to see England pass over a period of defeat and humiliation to the great sea victories of Quiberon, the Saints, St.

Vincent, and the Nile. Howe saw ample sea service, for he entered the Navy in 1739, at the beginning of the Jenkin's Ear War, sailed with Boscawen to North America in 1755, led Hawke's fleet at Quiberon, served on the North American Station from 1776-8, carried through the Relief of Gibraltar in 1782, and fought his famous battle in 1794. In between these various major engagements, and innumerable minor ones, he spent various periods at the Admiralty, and it was largely due to him that the Spithead Mutiny was settled without bloodshed.

Howe is a typical example of the best type of Englishman. He was not such a brilliant tactician as Hood or Nelson, but he was a man of great professional skill, firmness, endurance and persistence, a thoroughly sound seaman.

He did much to further the reforms in the signalling system which played so large a part in Nelson's victories, and the battle of the First of June was one of the first fruits of the new methods.

Howe had, however, shown himself a skilful tactician long before then. In 1776 he was sent out as Commander-in-Chief of the North American Station, and two years later, on the entry of the French into the war, he successfully defended New York, and saved Rhode Island by his excellent seamanship, his celerity and watchfulness, outgeneralling the superior force under d'Estaing. As one commentator says:

"With a force inferior throughout, to have saved in one campaign, the British Fleet, New York, and Rhode Island, with the entire British Army, which was divided between those two stations, and depended upon the sea, is an achievement unsurpassed in the annals of naval defensive warfare."

In 1782 Howe again found himself in a difficult position, and again by his skill, patience and persistence, handled his inferior force so well that he succeeded in relieving Gibraltar, despite the fact that he only had 33 ships against 46 of the combined French and Spanish fleets, and that he was further hampered by the necessity of defending his convoy of stores. It was a masterly example of what can be done by patience, resolution and skill in the face of superior forces.

For the next few years Howe was on shore.

He had the unenviable task of reducing the fleet, paying off ships on the conclusion of peace, and economising in general. He showed a disregard of political interest and a probity in money-matters rare in that age.

In 1793, on the outbreak of war with France, he hoisted his flag for the last time, and took command of the Channel Fleet. He was sixty-eight, and though his intellectual powers were as clear as ever, his physical health was falling. In May, 1794, he met Villaret-Joyeuse off Brest.

Once again Howe gave an exhibition of dogged persistence and masterly skill. Nothing is more difficult than to bring an unwilling enemy to action, and fog and gales both hampered him. After four days' strenuous manoeuvring, he at last succeeded in bringing the enemy to action, and instead of attacking them from to windward he ordered his fleet to cut right through the gaps in the enemy's line and engage to leeward, thus preventing the French from evading his attack.

A hard-fought battle ensued, leaving Howe the victor with several prizes in his hands. The French, on their side, fought with skill and valour, and Villaret-Joyeuse succeeded in his object of covering his valuable convoy of corn-ships, which reached port safely. Howe did not resume the attack next day, and thus laid himself open to criticism in some quarters.

England hailed the victory as "The Glorious First of June," while Howe himself could retire from active service feeling that the new Signal Book had justified his faith in it.

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**THE CONVOY TO NORTH AFRICA**

By LIEUT.-COMMANDER THOMAS WOODROOFFE, R.N.

ADMIRAL MAHAN pointed out that one of the greatest advantages of sea power is this: the nation enjoying the command of the seas can despatch an army where it likes, and once the topmasts of the fleet have dipped below the horizon, that force is lost in the immensity of the ocean, and the enemy can only guess where and when it will reappear out of the unknown.

In October a great fleet of transports was lying in a British harbour. Most of them were famous liners, and if they had not been wearing their war-time colours of dull grey you might have thought that a Royal review of the Merchant Service was going to be held. They were there one morning; they were gone the next.

When the enemy noticed that the harbour was bare—as they must have done—they could only have wondered where this powerful force of men and supplies was going to reappear, and when. For some time the men of that expedition had no more idea of where they were off to than the enemy, and their guesses were most probably about as wild. Was it Dakar, or Egypt; was it the Persian Gulf and Russia; or again, what about India? Whatever its destination, that great convoy steamed on through the deep blue waters of the Atlantic, with a majestic staidness made all the more impressive by the lean grey shapes of the tiny ships which formed its escort, spread out ahead.

From dawn to dark machines of the Fleet Air Arm from a carrier droned round and round the convoy. When the sun caught their wings we could see that they were painted with American markings, because this was primarily an American expedition.

We looked and felt vulnerable to surface attack, but for the whole of the trip there was a powerful covering force of battleships and carriers hovering around us, always out of sight; and as if this were not enough, other ships of the Royal Navy were giving us their protection—a protection from our distant bases in the United Kingdom, which we hardly realised.

After a while the convoy split and the Algiers

half went on ahead, because it had to gain twenty-four hours on the Oran portion if it was to attack at the same moment. This was the day chosen to let everybody into the secret, and we learned for the first time that while we were bound inside the Mediterranean, another large force, which had assembled in America and sailed from there, was due to strike at the same moment as us outside the Mediterranean at Casablanca.

The magnitude of the whole conception began to dawn on us, but there were no alarms or attacks, and one night we steamed through the Straits of Gibraltar. First we saw the light of Tangier, then another blaze of lights away to port—Algeiras in Spain—you've no idea of the thrill of merely seeing the lights of a town not blacked out—and at last the vast vague shape of the Rock itself loomed up through the thin darkness of a starry night. We were in the Mediterranean. The Americans on my transport were convinced that they had entered the war zone and wondered what daybreak would bring. But next morning was one of those calm brilliant days when the distant mountains of Spain away to port seemed to be drowsing in the sunlight.

A few hours later we came up with another large convoy of slower and smaller ships. It had left the United Kingdom some days before us. We counted the ships anxiously through our glasses. Eighteen, nineteen, twenty and so on. Yes, they were all there. Now that convoy had to be overtaken by us at a certain time and at a certain spot in the Mediterranean, and when we overtook it, it had to be in the formation necessary for our combined approach of the coast. After thousands of miles of steaming there it was: at the right place, at the exact time and in perfect formation—and here were we.

It seemed like magic. But it was not magic—it was the result of careful planning and exact navigation all carried out under the protecting arm of the Royal Navy. The two convoys dovetailed into one another and sailed on as one. We were now in a sea in whose ports lay a large part of the French Fleet and the whole of

(Continued over page.)

the Italian Fleet, and still we had no sight of that covering force. We guessed and guessed right that it was far ahead of us by now, beyond the sharp-cut rim of the horizon—a barrier between us and any possible interference by enemy surface ships.

As darkness fell we knew that the weather was perfect for our landing—no swell, no surf on the beaches, and just enough light from the stars to let our boats make out the loom of the land as they approached without being seen themselves. That night when we had passed Oran we turned and our convoy split into three portions, because we were going to make three separate landings on the coast—each one some way from the town of Oran itself. The portion I was with was going into the Bay of Arzew, round a headland and to the eastward. The others were making for beaches to the westward.

At almost this very moment too, the eastern task force off Algiers was splitting up, and so was the western force off Casablanca. These forces were separated by over six hundred miles of sea, and their manoeuvres were all very similar. To those who were watching their movements on a chart it must have looked as if some giant hand were controlling all of them by merely pulling one string—so perfect were the co-ordination and timing.

Far ahead of us that night were fleet sweepers of the Royal Navy who swept us into Arzew Bay, and as we were led in by a cruiser there was not a sound except the swish of water, and all I could see was the ghostly shape of our next ahead and the gleaming phosphorescence of her wake. The town of Arzew was blacked out, and we wondered why. There was not a sign of life ashore, but a lighthouse still winked at us reassuringly. Away to port the lights of Mostaganem were still burning brightly, and it looked as if we were going to achieve complete surprise.

Then the great transports stopped, the first flight of troops manned the boats, the botillas formed up and in a few minutes they were away and had disappeared like a lot of beetles on the water towards the shore. All this had to be done without showing a light and without making a lot of signals, and yet no ships got out of posi-

tion or tangled up with one another. This would have been difficult enough in broad daylight, but the time was about twelve midnight and there was no moon.

We waited for the alarm or some sign of fighting, but no alarm came, and at five minutes to one on Sunday morning the success rockets soared up. Some months before we had told our American Allies that we would land them at 1 a.m. on this particular strip of beach in North Africa. Well, we had done it; and though we had not fired a shot, we had brought a huge army without the loss of a man thousands of miles. We had evaded the U-boats and the long-range bombers. We had insured our huge convoy against surface attack. We had overcome the uncertainties of weather and the difficulties of navigation. The whole complicated time-table had worked like Bradshaw, and this was thanks to the skill and seamanship of our Merchant Service under the strong protecting arm of the Royal Navy.

It was the first time in history that expeditionary forces from two different continents had descended simultaneously upon a third.

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## SEA CADET NOTES

Mr. J. Williams, O.C., "Victory" Depot, North Sydney, Chief Officer Lloyd and those officers, petty officers and cadets associated with them are deserving of much praise for their splendid turnout on Anzac Day of more than 130 uniformed cadets.

Mr. Smith and his colleagues at the League Depot at Woolloomooloo Bay, appreciated the recent visit to their training depot of representatives from "Victory" in their whaler.

These inter-company visits promote good relations and the contacts made are all to the benefit of the Corps, for they permit free interchange of ideas and are healthy in every way.

Since the outbreak of war in 1939, 223 officers, petty officers and cadets of the Navy League have been called up (reservists) for service, or have voluntarily enlisted in Australia's fighting forces for service in any part of the world. In addition to this, it is known that a considerable number of pre-war Navy League Sea Cadets enlisted early in the war and are rendering useful service in many spheres of operations.

The League's record is a proud one, not only here in New South Wales, but in Victoria, New Zealand, South Africa, Canada and in Great Britain.

Reports from Woolwich and Manly companies of Sea Cadets indicate a satisfactory condition of affairs, but the palm for progress and general activity goes to "Victory" lads at North Sydney, here the high numerical strength is maintained in a remarkable degree in spite of many enlistments and various restrictions and obstacles inseparable from war and its kaleidoscopic changes.

Officers and cadets from all companies are congratulated and thanked for their parades and active assistance in connection with the recent Commonwealth War Loan.

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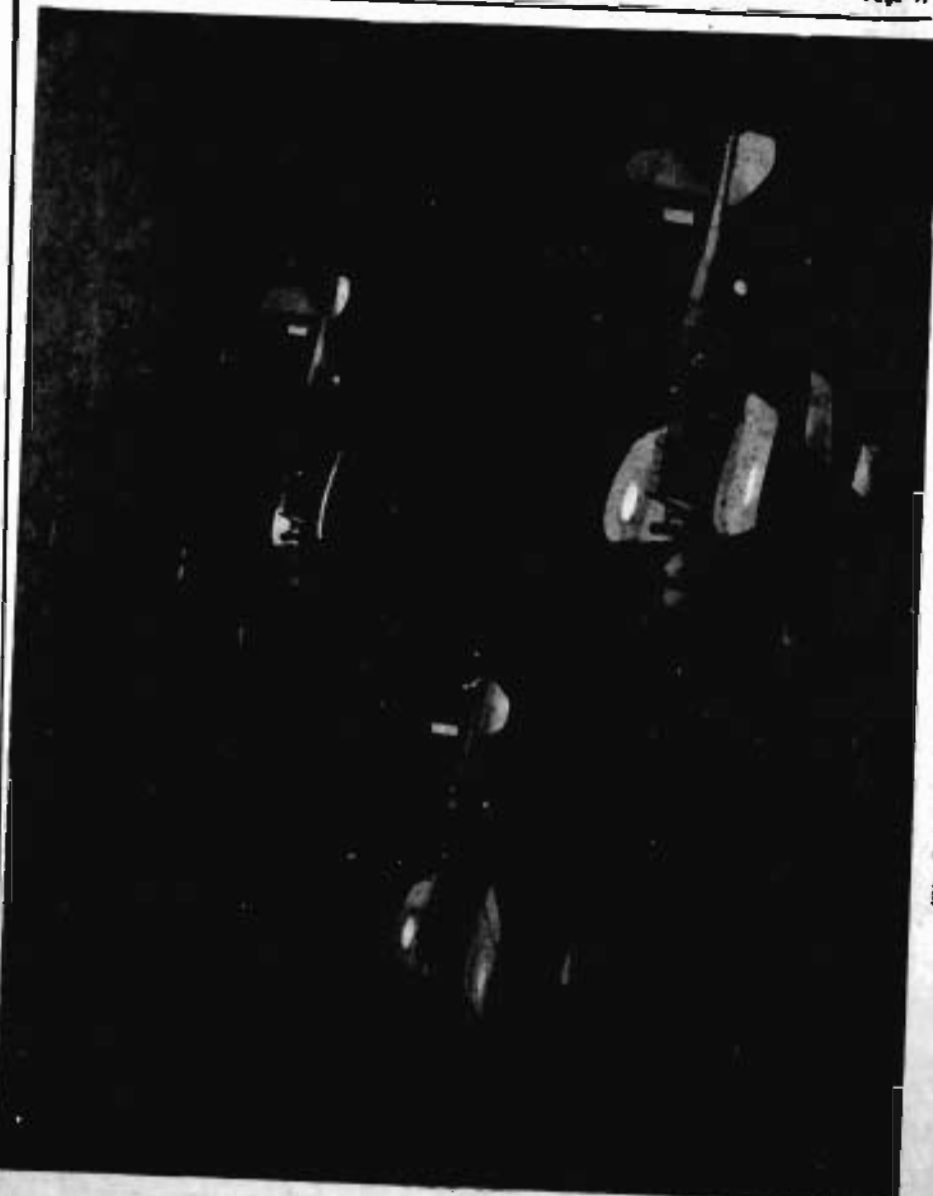
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## TO-DAY'S THE DAY

By R. J. Withers

Let the grey beards cry  
Of the days gone by,  
When they went their youthful ways  
In their strength and pride,  
And the world was wide,  
In the roaring "good old days."

Let the dreamers dream  
Of the things that seem  
In the future sure to be  
The millennium,  
That is sure to come,  
When the world from vice is free.

Though the times gone past,  
Were too good to last,  
Though the future bright may be,  
I will tune my rhyme,  
To the present time,  
Which is good enough for me!

## PERSONAL

Mr. T. H. Silk, Chairman of the Executive Committee of the Navy League, N.S.W. Branch, has been appointed Acting-President of the League.

Mr. James L. Milson of the Executive Committee has been appointed as Honorary Treasurer in succession to the late Sir Kelso King.

Mr. D'Arcy Shelley has been elected a member of the Executive Committee.

## PLEASE NOTE

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

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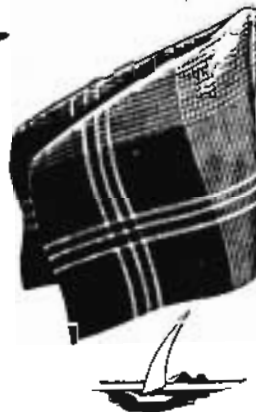
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### AIMS AND OBJECTS

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

Its Objects are:

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

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

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

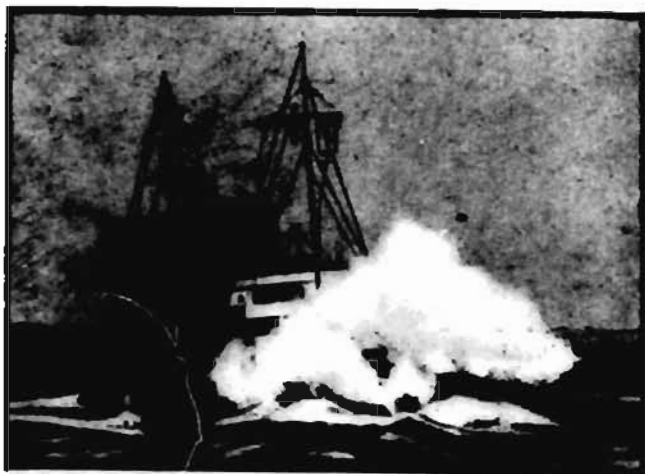


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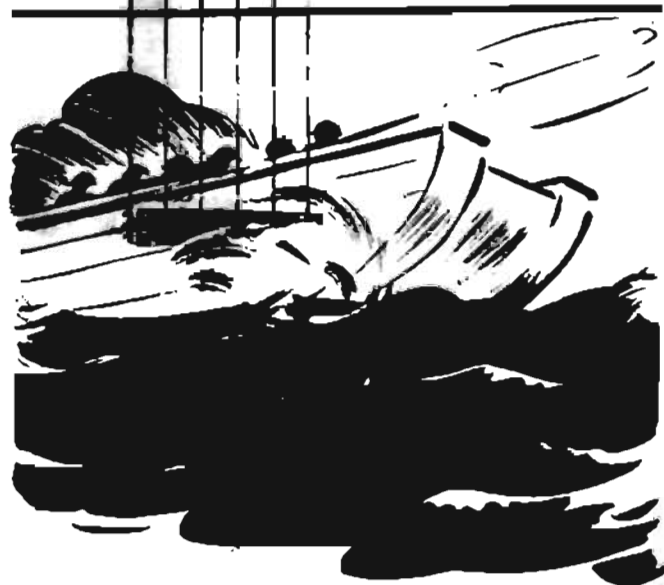
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