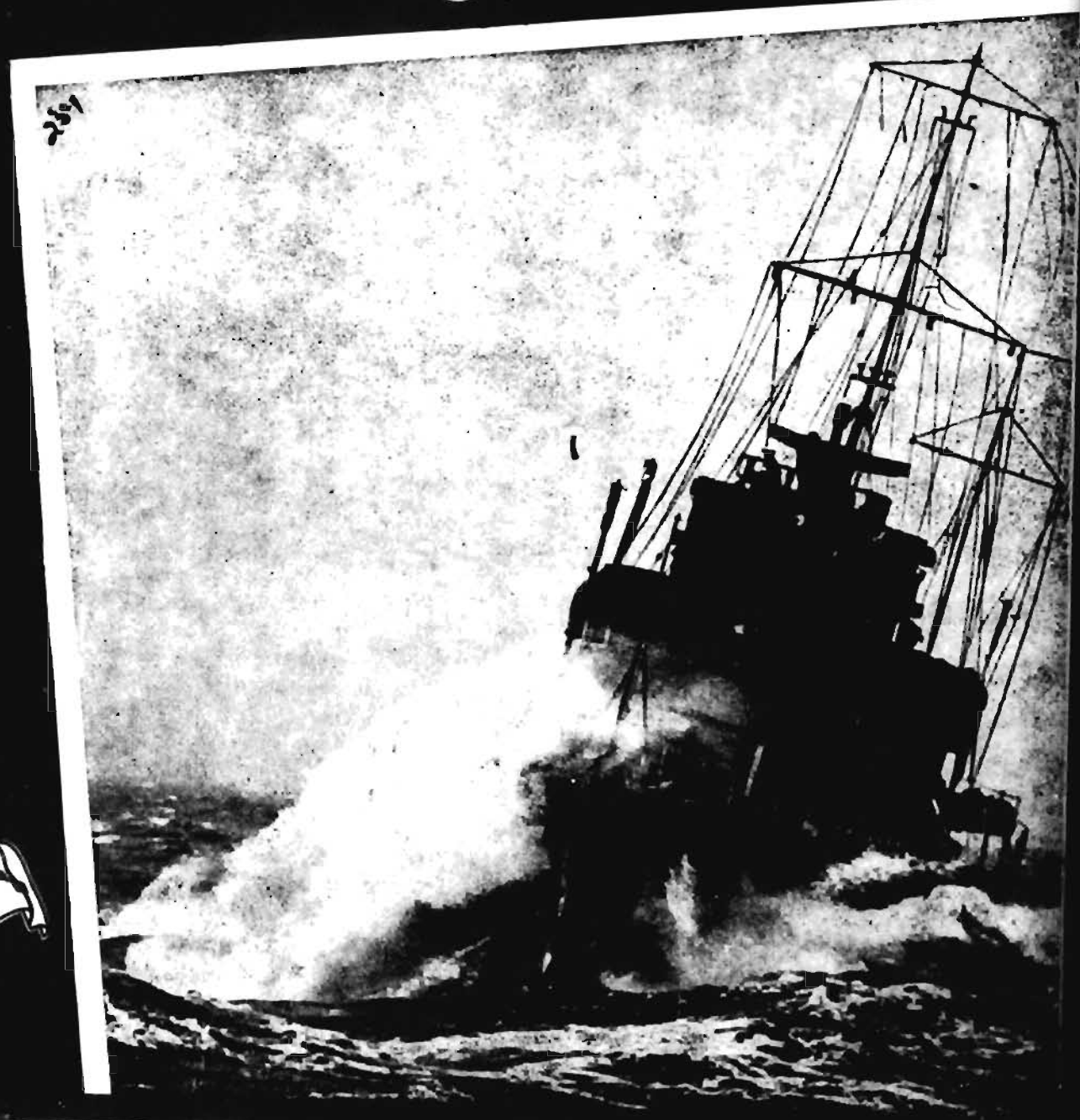


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JULY 1944,

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JAPAN AT BAY

THE results of the war to date have shown that weight of armament should be the deciding factor in final victory.

But let us not deceive ourselves that the Japanese, as our nearest foe, present us with an easy task. After thirty months of war, comparatively little has been regained from Japan's lightning conquests at the beginning of the conflict.

Japan is not only a maritime nation, but a continental power also. It is conceivable that she will lose her fleet, followed by the slow reduction of her larger territorial acquisitions in Burma, Malay, the Philippines, and the Indies, but even so, Japan itself would not necessarily fall because of the loss of her fleet and land conquests since she entered the war. The Allied intention may be to attack Japan proper before attempting the reduction of some of the larger and strongly held territories far distant from Tokyo, but the mainland of Japan will be a harder nut to crack and demolish than any occupied region, except, perhaps, Chosen and Manchukuo. These places can only be subdued by occupation, and certainly not by bombing alone.

The value of bombing is not underestimated, but it has not succeeded in bringing any first class fighting power to surrender, and it is hard to visualize Japan in the Pacific, and Japan in Manchukuo and Chosen as the future exception. If the spirit of Japan's rulers is unbreakable, and the morale of its people unshrinkable, complete victory over her is still far away, despite its ultimate certainty.

Direct Russian aid would bring the end nearer, but unless such help is forthcoming, the "Victory round the corner" brigade will have to dope their complacency with further large doses of wishful thinking.

NEWEST BRANCH OF U.S. NAVY WINS ITS SPURS QUICKLY

Two-year-old organization of construction engineers established after experiences of Wake, Guam, and Philippines, where civilian workers had no weapons—Newest unit used to defend bases it built.

By NEAL STANFORD, Staff Correspondent of "The Christian Science Monitor"
(By Courtesy of "The Christian Science Monitor")

THE Navy's Seabees daily justify those words emblazoned on their banners, "We Do the Difficult Immediately. The Impossible Takes a Little Longer."

This newest branch of the Navy, 282,000 strong, was established as a result of the tragic experiences at Wake, Guam, and the Philippines. There civilian construction workers under contract to the Navy's Bureau of Yards and Docks were relatively helpless when surprised by the Japanese. They had no weapons and, being in civilian dress, were, if captured, considered guerrillas and liable to be shot. Something had to be done.

The credit for solving this problem of how the Navy should build, maintain, and defend advanced bases in wartime, goes to Capt. John R. Perry, Civil Engineers Corps, United States Navy, who received the Legion of Merit for launching the Seabees plan. Approved by Rear Admiral Ben Morrell, Chief of the Navy's Bureau of Yards and Docks, the first experimental construction company of Seabees was organized in October, 1941, with 89 men. But it was not made official until Dec. 28, 1941, and the popular name Seabees, the colloquial form of the abbreviation C.B., which stands for construction battalions, was not adopted officially until March 17, 1942.

Construction Battalions

The Seabees then are construction battalions. They build advance bases, maintain them, and—contrary to the pre-war system—are trained and ready to defend them. They are present wherever one finds American forces.

One of their first jobs was to nail down the United States supply line to Australia. Fuel bases had to be built from scratch, defenses constructed so that the Japanese could be repulsed whether they attacked by sea or air. Without these Seabee-built bases, convoys of troops and

supplies never could have reached Australia, which (it is hard to believe now) was in real danger a year and a half ago.

Their usefulness forced their expansion. From 89 they grew to 3,000, then, by ever-increasing quotas to 6,000, 20,000, 60,000, 100,000, and finally 282,000—the present quota. It is an all-male outfit. No Wave has yet crashed the membership list of this youngest Navy outfit.

Recruiting Halted

To-day it is no longer possible to join the Seabees. Recruiting stopped October 31. Approximately 115,000 Seabees are overseas now. Another 79,000 are at advance-base depots ready to shove off. The remaining 69,000 are getting basic training in the United States.

There are 59 different building trades represented in the Seabees, and each of the 197 Seabee construction battalions includes men from these various trades. Each is a self-contained unit. Each one can undertake any kind of base building job assigned it. There are blacksmiths, bulldozer operators, carpenters, concrete workers, crane operators, gas and diesel-engine operators, plumbers, electricians, truck drivers, welders, bakers, barbers, chauffeurs—to mention just a few—in each battalion.

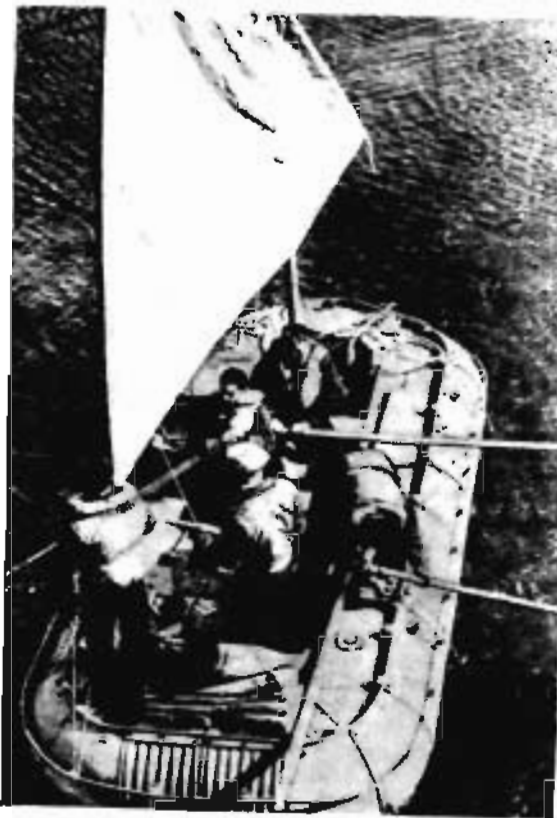
Special Battalions

A construction battalion whose total strength is 1,081 enlisted men and 33 officers, consists of a headquarters company and four construction companies. The headquarters company contains the overhead personnel—bakers, barbers, storekeepers, mail clerks, etc.

There are also what are called special battalions. They are as their name implies—specialized groups. For example, a special battalion of stevedores which moved into one Pacific port cleaned up a very dangerous bottleneck. Sixty-six ships lay at anchor—a target for Japanese

(Continued on page 1)

NEW LIFE RAFT FOR U.S. SHIPS



A new type of reversible and unsinkable metal life raft which will be issued to American merchant ships. It accommodates 20 men and is equipped with a charcoal stove, food and water for a month, a canopy, blankets, and waterproof cushions. The "morale kit" contains a Bible, song book, pencils, playing cards, and tobacco. (U.S. Office of War Information photograph.)—Courtesy "Herald."

(Continued from page 2)

planes—because of inadequate unloading facilities. This particular battalion cleaned up that situation so that to-day cargoes are being discharged as fast as they arrive.

Then there is a third type of Seabee division, the Maintenance Unit. Composed of 275 men and officers, these units maintain the bases the construction battalions establish. They repair bombed buildings, keep airfields in condition, unload cargoes.

The Seabees, taught to fight as well as to build, are to-day in the thick of practically every amphibious attack staged by the Navy and Marines. Sometimes they move in right after the Marines have landed, but more frequently they move in with the Marines, and there have been instances when they have beaten the Marines to the shore.

For example, in the African landing, at Salerno, in the Aleutians, and on the beaches of South Pacific islands, the Seabees reached the beach with the initial outfits. At Tarawa, they had the airfield there in commission with aviators taking off, four days after the initial attack.

First at Salerno

At Salerno, they reached the beach first, and 49 of the special unit of about 300 received Purple Hearts for that action. At Guadalcanal, Seabees, despite relentless air attacks, patched up the airfield which the Marines had seized and have kept it in operation.

One unit of Seabees attached to the aircraft carrier "Enterprise," did repair work not only en route to battle and back but even while the fight was on.

Seabees unload ships, build wharves, storage facilities, roads, airfields, barracks, hangars, machine shops, dams. They instal telephone and electric systems. They are jacks of all trades and masters of all as well.

Air Strip in Solomons

A Seabee battalion in the Solomons established something of a record in airfield construction. Bulldozing their way through an almost impenetrable jungle, they built in 13 days, despite 16½ inches of rain, a 3,000-foot coral-topped air strip.

At a landing at Treasury Island, in the Solomons, one Seabee charging down the ramp of an LST boat in a bulldozer with the blade raised,

raced across the road and onto a Japanese machine-gun nest. That was the last seen of the nest or its occupants.

The Seabees, Navy counterpart of the Army's Engineers, have been praised by top-ranking officials in all the services. "They are the find of this war," says Maj.-Gen. H. M. Smith, of the Marine Corps on duty in Alaska. "Their ingenuity and speed of work have been, indeed, remarkable," says Maj.-Gen. R. J. Mitchell, Commanding General of the First Marine air wing. "They continue to distinguish themselves wherever they may be found," said Admiral Chester W. Nimitz. "The Navy will remember this war by its Seabees," said Vice-Admiral W. L. Calhoun, Commander of the Pacific Service Force.

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HOPES — AND FEARS — OF THE MERCHANT SEAMAN

By SIR ARCHIBALD MURDO, in "The Navy"

THE First Lord of the Admiralty, who has come to realise how much the nation owes to the dauntless seamen of the British mercantile marine, has declared that service under the Red Ensign is "a proud career." All who are concerned with the future of the industry—owners, officers and men—are united in the resolve to make it, in fact as well as in word, "a proud career" if the electors, through the ballot box and by other means, will insist after the war that justice shall be done to the seamen who rescued the nation from starvation. For let there be no mistake, nothing could have saved us from suffering from want of food—47,000,000 men, women and children—if the merchant ships, with their precious cargoes, had not made their appointed voyages across the seas, in spite of the enemy's U-boats, bombers and mines.

These ships were not built for the violence of war, their steel plates were of only about one-third to one-half an inch thick, and, in the early days of the struggle, they were without any means of defence. The seamen, who were uncovenanted to the State and unversed in the arts of war, sailed at the risk of their lives—and that risk was no mean one, as the casualty lists prove. Thousands of them have died that we might live. There is a debt to be paid to the survivors.

The foundations of this "proud career" have been laid as the result of the work of the National Maritime Board, at which the representatives of the shipowners, officers and men have been meeting since the war began, making plans for a better order of life for all on board ship. In this work the Board has had the support of Lord Leathers, the Minister of War Transport, and thus the present Government is committed to the endorsement of all the schemes which have been drawn up for higher pay, better accommodation, improved amenities, and a generally higher standard of life for all from the highest to the lowest. But no Government is bound by the pledges of its predecessors. That is a point to be borne in mind. If all this work for the future is not to be wasted, the public must not forget its liability.

That is the crux of the whole matter, for Min-

isters and M.P.'s will need prodding if we may judge from the events of the years between the two world wars when officers and men in enforced idleness, owing to the longest and severest depression which the industry had ever experienced, were left to fare as best they might without a helping hand or even a word of sympathy.

The shipowners are now heart and soul in the fight for better conditions of life on board our merchant ships. Through the Shipping Federation, which deals with all the problems of the personnel afloat, they have countersigned every proposal adopted by the National Maritime Board and will not prove faithless—if only the nation itself keeps faith with them by enabling them to conduct their affairs so as, at least, to make ends meet.

Successive Presidents of the Chamber of Shipping in the past four years have declared that, if by any means they can prevent it, there will

(Continued on page 6)

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(Continued from page 3)

be no going back on the pledges that have been given. In a recent statement on the future of the shipping industry, the Chairman of the Liverpool Steamship Owners' Association (Mr. J. W. Booth) remarked that though the accommodation on board British ships was as good as that on board any foreign vessel, and the worst was not as bad as that to be found in some foreign ships, the British average at the beginning of the war was not as good as it should have been.

But it is not only in living conditions that amelioration is taking place. Mr. Booth added. "I look to the day when going to sea will be regarded not as an adventurous way of escaping from home but as the way to join an adventurous profession, with good prospects of promotion from the fo'c'sle as well as the half deck. All these changes will cost money, and to some extent may tend to increase actual running costs at the expense either of shipowners or those who use their services. In any case, the willing acceptance of this surcharge would be an appropriate way of acknowledging the debt we all owe to our seamen for their services to our country and Empire during the war. But in fact I believe that the indirect benefits of having a ship manned, from master to cabin boy, by keen and efficient craftsmen, well paid and well looked after ashore and afloat, would actually result in such a ship being not only more efficient but also more economical than it is now."

Fleets of merchant ships in which officers and men can serve the nation in comfort would be the best war memorial which could be erected to those who have made the great sacrifice of their lives. In this connection Mr. Charles Jarman, the Acting General Secretary of the National Union of Seamen, recently remarked that the one thing which would send him "berserk" would be the erection of another stone memorial, or a multiplicity of stone memorials. In every port to those who gave their lives that our nation might live. "The seamen want no such tribute as that; what they want is a clear recognition of the importance of the shipping industry, of the status that the Merchant Navy must be accorded, and of the service that seamen give, and will continue to give, in the post-war years." That shipowners are in full sympathy with the aspirations of officers and men in this aspiration has been proved not by words but by deeds. Mr. Jarman declared in "The Shipping

World," "We have had evidence during the war of a change in the attitude of ship-owners towards this question of improving the conditions of service and raising the standards of employment for seamen." The whole outlook of merchant shipping since the opening of the war has undergone an almost miraculous change.

It is a good omen that trade union negotiations with the ship-owners, through the National Maritime Board, have already resulted in raising the basic wage of officers and men. An A.B. who, at the beginning of the war, was paid £9/12/6 a month, now receives £24, including "War Risk Money," and the firemen's pay has gone up from £10/2/6 to £24/10/-.

Overtime rates have been improved. There has been a great increase in compensation for loss of personal effects, both for officers and ratings, whether the loss is due to marine casualty or enemy action. Compensation for an A.B., for example, has been increased from the old maximum of £13/8/8 to £25.

The rules of paying indemnity to shipwrecked crews (officers and men) have also been overhauled in order to overcome weaknesses which have been revealed by experience. The main alterations are that every shipwrecked seaman will be sure of a fortnight's leave in this country after shipwreck, wherever this takes place and whether it is due to enemy action or not; that the arrangements cover all seamen, whether normally in continuous employment or not; and that the arrangements apply to seamen left behind abroad injured by enemy action, even if their ship is not lost. Hours of labour have been reduced to a standard of 56 hours per week. The length of seamen's leave on pay has been extended. Seamen who are discharged sick in foreign parts are guaranteed their basic wage for a period of twelve weeks. There has also been considerable improvement in accommodation aboard ship—an additional expense to the shipowner—in the food scales, and in compensation and pensions under the Mercantile Marine Services Pension Act.

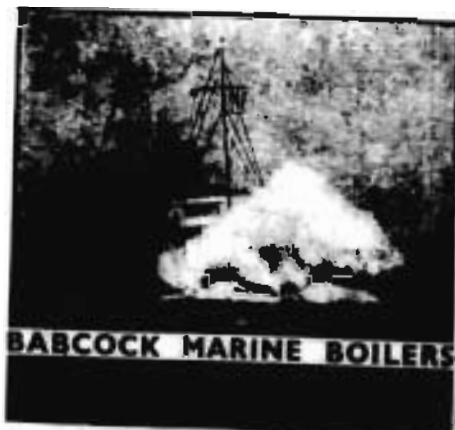
These reforms form a sound foundation upon which a better world for seamen can be built for the future, particularly when account is taken of the development of plans for the post-war training of boys, and educational opportunities for the lower ratings to rise in the service.

The National Union of Seamen has a programme of further reforms. They are working

for pensions for the men who have served long years at sea, and hope to secure better provision for welfare centres, hostels, hotels and clubs, to replace the "flop houses," sailors' homes and other institutions ashore which existed before the war. "Seamen, who are also trade unionists, look forward to the post-war years as giving them the opportunity to build upon the foundation of the existing basic wage and standard working hours aboard ship, a living wage which takes into consideration the standard of living of the seamen's families; a better scheme of holidays with pay, higher rates of compensation for injury. The programme includes also better conditions for sick seamen left abroad; more balanced, varied and plentiful food scales, and a continuance of the effort to improve accommodation aboard ship.

But these are dreams which will vanish with the coming of peace unless the nation remains faithful to its pledge of gratitude. The seamen do not wish their industry to be nationalised, involving State regulations, uniforms and a more rigid discipline, but they do wish to be recognised as fulfilling essential duties to a great nation of islanders, who cannot produce, under economic conditions, more than about one-third of their food, and must obtain from overseas almost all the raw materials for the factories

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**BABCOCK MARINE BOILERS**

SEA CADET NOTES

"WARREGO" AND GLADESVILLE COMPANIES

I. A. ARMSTRONG, Commanding Officer

On 3rd June last, Woolwich Company resumed its monthly recreation functions. An officer and ten cadets from Gladesville Company accepted an invitation to participate in the festivities. All hands sat down to a sumptuous repast, and the cadets and their visiting shipmates staged an impromptu entertainment when the "inner man" had been satisfied. Quite a lot of unsuspected talent became manifest as a result of this little effort. Organised games, card games, and darts, gave everyone an opportunity to enjoy himself according to his tastes. Perhaps the "star" item of the evening was the cutting and distribution of the "Warrego" cake, the generous gift of Mrs. Grove, mother of one of our lads. The cake, a large white iced one, was decorated tastefully with the lettering, N.L.T.D. "Warrego," surrounded by five destroyers, all executed in chocolate icing. Instructor F. Ward was responsible for the catering and organisation of the function, the success of which was a source of pleasure and satisfaction to him.

Woolwich ratings are undergoing an intense course of seamanship study, and an examination will shortly be held for candidates who desire to be advanced to the rating of leading seaman. The visual signalling class will also soon come to a conclusion, and we are looking forward to securing at least four signallers as a result of the course of instruction that has been given.

The Gladesville Company has consolidated its position. Chief Officer P. Walters has just returned from a five weeks' visit to a Northern Station, and, during his absence, 3rd Officer W. Olsen conducted a series of very successful week-end camps at the Depot. On 11th June Mr. Olsen marched a party to a church parade at Christ Church, Gladesville. L/Shipwright N. Myers has re-conditioned and painted the speedboat, and an engine is soon to be installed. The boat will be used for plquet duty. The Company's boat is, at long last, in commission, after

having been repaired and painted. Both vessels have been painted grey, with royal blue gun-wales. Several of the cadets camp at their Depot regularly every week-end, and most of them have their own hammocks and other camp gear. The new Seamen's Mess and Galley are now being used, and much useful kitchen gear has been donated by the boys and their parents. The Petty Officers' Mess will not be used until some necessary constructional work has been attended to. Progress at this Depot is in constant evidence. Our new boom is to be set in a concrete base, and Mr. Forsyth has laid down another set of rails so that our boats may be hauled into the boatshed by a winch, independently of his own boats. Work is to start anew on the completion of the Ward room. The Officers are the only people not suitably housed just at present, but this state of affairs will soon be rectified.

Officers' Steward, E. Munce, celebrated his 15th birthday during the camp held from 16th to 18th June. His sister and a girl friend prepared a birthday party in his honour in the Seamen's Mess. The table was tastefully decorated, and loaded with the type of eatables that is dear to the boys' hearts. O.S. Munce's campmates and the Officers, were invited to the party. The birthday cake looked most attractive with its 15 lighted candles. It was a happy thought that the function should have been held aboard the Rating's ship, rather than at his own home. The cadets adjourned to the pictures.

On Saturday, 24th June, Third Officer Olsen, on his own initiative, held a visitors' day at the Depot, the idea being to give the parents an opportunity of seeing their sons at work, and to give them some idea of what we are doing with their lads. A surprisingly large crowd of interested spectators turned up, and our men conducted themselves in accordance with the high standard of discipline and according to the best traditions of the British Navy, for which this Company demands and prides itself upon obtaining. The cadets introduced the Commanding Officer to their relatives and friends at the conclusion of the parade, and the appreciative remarks made by them concerning our efforts at Gladesville will serve to encourage us to further progress. A little stimulus at this time is most

(Continued on page 10)



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(Continued from page 8)

opportune. The Ship's Company presented their diminutive cook, O/D. Syd. Bundy, with a book as a mark of their appreciation for his good work on their behalf in the galley at the weekend camps. Mr. and Mrs. J. Forsyth presented a bugle and cord to the Company, and, as presentations seemed to be the order of the day, the C.O. presented Chief Officer Walters with his Warrant of Appointment. Mr. Walters had only returned from up North about three hours previously. Warrant-Officer A. Wheeler's father borrowed a naval cap and, acting on his own initiative, took up a collection from the spectators and handed the sum of £15/16/11½ to the C.O. One gentleman, who wishes to remain anonymous, placed a ten pound note in the cap. The money will be used for the purchase of paint and training equipment. Third Officer Olsen is to be congratulated upon the success of his venture. It has been the means of securing for us a host of well-wishers and supporters. Mrs. Forsyth kindly distributed light refreshments to the visitors. Mrs. Munce thoughtfully contributed a N.L.T.D. "Warrego" iced cake.

Promotion: Cadet G. Wiltshire to be Able Seaman, 24/6,44 (Gladesville).

Donations: The Commanding Officer acknowledges with many thanks the following gifts to Gladesville Depot.—Collection from parents and friends, £15/16/11½; bugle and cord, Mr. and Mrs. J. Forsyth; another bugle, Cadet Jones; cabinet gramophone and records for Seamen's mess, A/B. G. Hallinan; rope, P.O. P. Bullen; book, the Cadets; picture for Seamen's Mess, O/S. E. Munce; web belt, Mr. Evans; cooking utensils, tea cloths, crockery, etc., for Seamen's Mess, Mesdames Angel, Bundy and McBurnie; shoe cleaning outfit, Mr. Roach; map, Mr. Farley; duplicator, Mr. Weaver; recruiting slide for Astra Theatre, Drummoyne, 3rd Officer W. Olsen.

Recruits: There is room for expansion at both Woolwich and Gladesville, and more new entries are desired. We also require more officers, and, as Gladesville Company is about to purchase Morse outfits, an instructor who would be prepared to take over and organise a Communications Branch would be most welcome.



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CANADA'S MANPOWER

RESPONSIBILITY for mobilising and allocating all manpower in Canada rests with National Selective Service under Department of Labour.

Labour priorities, in which every employer or establishment is classified as having very high, high, low or no labour priority, give the more than 200 National Selective Service offices a yard-stick by which to gauge the importance of labour requirements.

The industrial mobilisation survey-plan facilitates the orderly withdrawal of replaceable workers from essential industries into the armed services and provides for their replacement with the least possible disturbance of production.

The Minister of Labour is empowered to order employers in specified industries to discontinue employing men aged 16 to 40 inclusive, whether married or single and whether liable to the military call-up or not, after a specified date unless a special permit is obtained.

Six others have been issued so far, covering dozens of groups of employments. The employees affected must register at the nearest Employment and Selective Service office.

This makes available for essential work such as farming, lumbering, coal mining, fishing and war production, a considerable number of workers. The task of moving men up to occupations of high priority will progress further, however, as rapidly as possible, for the number of vacancies in high priority jobs is still substantial.

Non-compliance with a direction to transfer to higher priority industry, including farm labour, will make a man liable for service in an alternative work camp on somewhat the same basis as a conscientious objector.

To counteract further the labour shortage in high priority industries, National Selective Service has been surveying high labour priority plants to increase the employment of women and has been trying to increase half-day work by housewives.

The machinery of National Selective Service itself is being overhauled by strengthening and broadening its administrative functions and undertaking increased decentralisation.

To provide manpower for fuel-wood cutting,

Selective Service officers are given authority for compulsory direction for employment in this work of men between 16 and 65. This applies also to employment in fishing and fish-processing.

Teachers employed in schools, colleges and universities are to be retained in their professions.

Any person between 16 and 65 years of age must register for work with the local office of National Selective Service if not gainfully occupied for seven consecutive days (full-time students, housewives and clergy are not included). Men of military call-up age applying for permits to obtain employment must furnish proof that they have not contravened mobilisation regulations. No Canadian employer or employee may make any employment arrangement without first obtaining authority of the local office of National Selective Service, unless the parties involved are especially excepted under the regulations.

National Selective Service is also responsible for the call-up of men for compulsory military training and service in the armed forces in Canada and its territorial waters. By order-in-council authority may be given to dispatch such men to areas outside of Canada.

Under mobilisation regulations men, single or childless widowers at July 15, 1940, from the ages of 18 to 45 inclusive, and medically fit, are liable for military service. So far only men born between 1902 and 1925 inclusive (who have reached the age of 18) are being called. Married men between the ages of 18 and 30 inclusive also are subject to call.

Postponement of military service usually is granted to men engaged in essential industries. As of June 1, 1943, approximately 100,000 postponements were in effect, and it is estimated that about two-thirds of these are in agriculture and one-third in industry.

Some army personnel from operational units and depots in Canada, home war establishments and the Veterans' Guard of Canada, are being made available for farm duty and compassionate farm leave to help relieve the manpower shortage in agriculture. (Also selected farmers and experienced farm workers from Ontario are transferred on a voluntary basis to Manitoba,

(Continued on page 12)

(Continued from page 11)

Saskatchewan and Alberta for the western harvest).

On the declaration on May 17 that a state of national emergency exists in regard to the production of coal in Canada, new Selective Service regulations prevent coal miners being accepted as volunteers for the armed forces, and workers in coal mines are granted automatic postponement of military training under the National Resources Mobilisation Act until February 1, 1944. Coal miners are granted leave from the armed services in Canada if they are willing to return to the mines. All ex-coal miners are requested to return to coal mining regardless of their present occupations.

WOMEN

As Canada completes four years of war it faces a critical manpower situation. As a result the Department of Labour is appealing to all Canadian women not engaged in essential jobs to give full or part time to war work. There is no reserve of men and very little reserve of women, and it is considered necessary for every woman to make an extra effort to serve where the aid will be most beneficial.

The number of women employed in factory and industrial work only has increased from 144,000 in 1939, to 419,000 at present, and 255,000 of these are engaged directly or indirectly in war industry.

More than 33,091 women have enlisted in the armed forces, and about 64,000 more are needed.

The Women's Royal Canadian Naval Service, the youngest women's service organized to release men for more active duties, was established by order-in-council in June, 1942, and on August 29, 1943, it celebrated one year of organization. The W.R.C.N.S. had hoped to recruit 3,000 members during its first year of organization. By August 27, 3,883 were attested and 3,005 called up. By 1944, the service hopes to have a strength of 5,500. There is urgent need for cooks, laundresses, mess stewards, supply assistants, and sick berth attendants to take over shore jobs, and release sailors for manning new ships.

The Canadian Women's Army Corps celebrated its second anniversary on August 29. It was established by order-in-council in August, 1941, and commenced training on September 1, 1941. More than 13,257 had enlisted by August, 1943.

The Royal Canadian Air Force (Women's Division) was established in July, 1941, and had enlisted more than 13,500 by August 15, 1943. Reinforcements are going overseas steadily as increasing numbers of the Women's Division are being assigned to R.C.A.F. bomber stations overseas. About 200 British wives of Canadian servicemen have joined the Women's Division and are being trained to help staff a new Canadian heavy bomber station. The service is opening several new trades, including aero engine and air frame mechanics, and many members are re-mustering to undertake these newer trades.

Canadian women in nursing services uniforms totalled more than 2,611 by the end of August, with more than 1,866 in the Royal Canadian Army Medical Corps, 196 in the Royal Canadian Navy nursing service, and 299 nurses in the R.C.A.F. There are also about 250 Canadian nurses serving with the South African military nursing service.

The first women of the Allied forces to reach Sicily after the invasion of the island on July 10 were a group of Canadian nursing sisters who have been attending the Canadian wounded behind the front line.

There are 40 women doctors in the armed services, four in the navy, 22 in the R.C.A.M.C., and 14 in the R.C.A.F.

Inaugurated in July, 1940, the war emergency training programme of the Federal Department of Labour had enrolled 36,837 women by July 31, 1943, and more than 28,400 had completed training.

During July, 2,231 persons enrolled for training in the 110 industrial training centres operating, and 922 of these (41 per cent.) were women.

On July 31 there were in training 873 women in full-time, and 90 women in part-time industrial training centre classes; 849 women in full-time and 36 in part-time plant school classes.

By the end of July, 105 plant schools had been approved. Industry itself commencing giving training under the Government programme, April 1, 1942.

Since the Dominion-provincial equal-cost agreement for war-time day nurseries was made in July, 1942, 19 nurseries have been approved.

(Continued on page 15)

Are you in the League Why not?

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a **TRAINER** of the citizens of to-morrow,

a **PRESERVER** of our glorious sea heritage.

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

THE LEAGUE NEEDS NEW MEMBERS
WHY NOT JOIN _____ NOW!

(Continued from page 7)

and workshops if they are not to starve in idleness. The seaman's is "a proud career," and they want to live proudly when they are afloat and when they are ashore. They wish to be regarded as the willing servants of the nation, who serve it as volunteers.

In the last analysis, everything depends on public opinion, and in the education of public opinion the members of the Navy League can do much. They can keep alive the sense of indebtedness which has been aroused during the war, making their will effective in their own cities, towns and villages, and bringing pressure at elections on candidates seeking to enter the House of Commons.

The alternative is between private enterprise, with the shipowners anxious to do their duty by officers and men, and State ownership and control, which means political interference. Merchant seamen are not politicians and, spending most of their lives at sea, do not understand their methods. They prefer the give and take at the conference table rather than the dictation of bureaucracy, with all that it would involve—loss of freedom and especially freedom to combine through their trade unions to improve their lot. What they ask is that there shall be ships in which to serve and fair play for those ships in the inescapable competition on the free seas, so that they can be operated profitably and efficiently, paying their way.

So let there be no plans for memorials of stone, but a firm resolve to commemorate the services of merchant seamen in the war by ensuring to them comfort in their older years and better conditions of life afloat, which means that Parliament must protect them from such unfair foreign competition as existed before the war. They ask for defence against injustice flowing from forms of competition which rob them of their means of livelihood. That protection Parliament can provide.



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The general progress of the Depot is well maintained.

Promotions have been posted as follows:—

Mr. Williams, Junr., to be Chief Officer; Mr. Green to be 2nd Officer; Mr. Quick to be 3rd Officer, and Mr. Fields to be 4th Officer. Messrs. Jackson and Mathis have also been promoted.

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(Continued from page 12)

13 in Ontario and six in Montreal. Eighteen were in operation in August, and the 19th, a two-unit nursery in Montreal, was scheduled to open early in September.

Alberta is the third province to take advantage of the Dominion-provincial plan. It was expected to sign an agreement with the Federal Government early in September.

Volunteer work of Canadian women has been given support by the Department of National War Services through its women's voluntary services division by means of the establishment of women's voluntary services centres in Canadian cities and towns. These centres recruit and place volunteers and thereby ensure to national and local organisations a source of volunteers to carry forward their increasing activities.

The value of volunteer work in this war will be brought to the attention of Canadians during Volunteer Week, September 12 to 20, when national and local organisations will explain voluntary war activities to the public.

The block plan of contacting householders in cities to obtain their assistance in voluntary projects has proved successful. It now forms the organisational and communication background for most central offices of W.V.S. centres.

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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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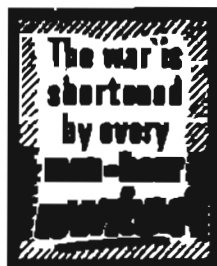
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THE NAVY LEAGUE JOURNAL



S.W.

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AUGUST, 1944

SYDNEY

Price 6d.

As CHURCHILL said

The voice of Churchill for a decade or more has been the true voice of Britain. In 1940, when the fate of the world hung in the balance, he took charge of the situation. Disaster was averted because he expressed, with winged words, the thoughts that were in the minds and hearts of the British people; because he did, incomparably well, exactly the things they wanted done, and led them in the way they wanted to be led.

This leaflet contains quotations from some of his most historic utterances.

In Prophetic Veils.

(On April 24, 1933, Mr. Churchill spoke at a banquet in London. The Nazis had then been in power for only 12 weeks. Hitler had not yet had time even to "show his samples" to the world. To the western democracies in general, Germany at that time was little more than an irritating addition to their troubles: their principal concern was to find their way out of the morass of world economic depression. Mr. Churchill concluded his address with these words:—

"As a race of Europe, we ought to weather any storm that blows as well as any other existing system of human government. We are much more experienced and more truly united than any other people in the world. It may well be that the most glorious chapters of our history have yet to be written; indeed the very problem of danger that invades our country ought to make English men and English women in this generation glad that they have been born into

the world at such a time. . . . We ought to rejoice at the responsibilities that destiny has confided to us and we should be proud—we are proud—to be the guardians and servants of our country in an age when its life is once more at stake."

In the Dark Days.

May 13, 1940 (a few days after his appointment as Prime Minister and the invasion by Germany of France and the Low Countries):—

"I have nothing to offer but blood, toil, tears and sweat."

June 4, 1940:—

"We shall defend our island, whatever the cost may be. We shall fight on the beaches, we shall fight on the landing grounds, we shall fight in the fields and in the streets, we shall fight in the hills; we shall never surrender."

(Continued overleaf)

Before and During the Battle of Britain.

July 14, 1940:—

"And now it has come to us to stand alone in the breach, and face the worst that the tyrant's might and enmity can do. Bearing ourselves humbly before God, but conscious that we serve an unfolding purpose, we are ready to defend our native land. . . . We are fighting by ourselves alone, but we are not fighting for ourselves alone. Here in this strong city of refuge which enshrines the title deeds of human progress and is of deep consequence to Christian civilisation; here, girt about by the seas and oceans where the Navy reigns; shielded from above by the prowess and devotion of our airmen, we await undimayed the impending assault."

August 20, 1940:—

"The gratitude of every home in our Island, in our Empire, and indeed throughout the world, except in the abodes of the guilty, goes out to the British airmen who, undaunted by odds, unwearied in their constant challenge and mortal danger, are turning the tide of the world war by their prowess and by their devotion. Never in the field of human conflict was so much owed by so many to so few."

January 17, 1941:—

"Do not suppose that we are at the end of the road. Yet, though long and hard it may be, I have absolutely no doubt that we shall win a complete and decisive victory over the forces of evil, and that victory itself will only be a stimulus to further efforts to conquer ourselves and to make our country as worthy in the days of peace as it is proving itself in the hours of war."

February 9, 1941:—

"London and our big cities have had to stand their pounding. They remind me of the British squares at Waterloo. They are not squares of soldiers, they do not wear scarlet coats; they are just ordinary English, Scottish and Welsh folk, men, women and children standing steadfastly together. But their spirit is the same, and in the end their victory will be greater than famous Waterloo."

To the United States.

March 18, 1941 (before Pearl Harbour):—

"You share our purpose, you will share our dangers, you will share our anxieties, you shall

share our secrets, and the day will come when the British Empire and the United States will share together the solemn but splendid duties which are the crown of victory."

When Singapore Fell.

February 15, 1942:—

"Singapore has fallen. Other dangers gather about us out there, and none of the dangers which we have hitherto successfully withstood at home and in the East are in any way diminished. This, therefore, is one of those moments when the British race and nation can show their quality and their genius. This is one of those moments when it can draw from the heart of misfortune the vital impulses of victory. Here is the moment to display that calm and poise combined with grim determination which not so long ago brought us out of the very jaws of death."

Fluctuating Fortunes of War.

July 2, 1942:—

"The military misfortunes of the last fortnight in Cyrenaica and Egypt have completely transformed the situation. . . . Rommel has advanced 400 miles through the desert, and is now approaching the fertile Delta of the Nile. . . . We are at this moment in the presence of a recession of our hopes and prospects in the Middle East and in the Mediterranean unequalled since the fall of France. . . . The battle is now in the balance, and it is an action of the highest consequence. A hard and deadly struggle lies before the Army on the Nile. It remains for us to fortify and encourage their Commander by every means in our power."

November 10, 1942 (after El Alamein and the Allied invasion of French North Africa):—

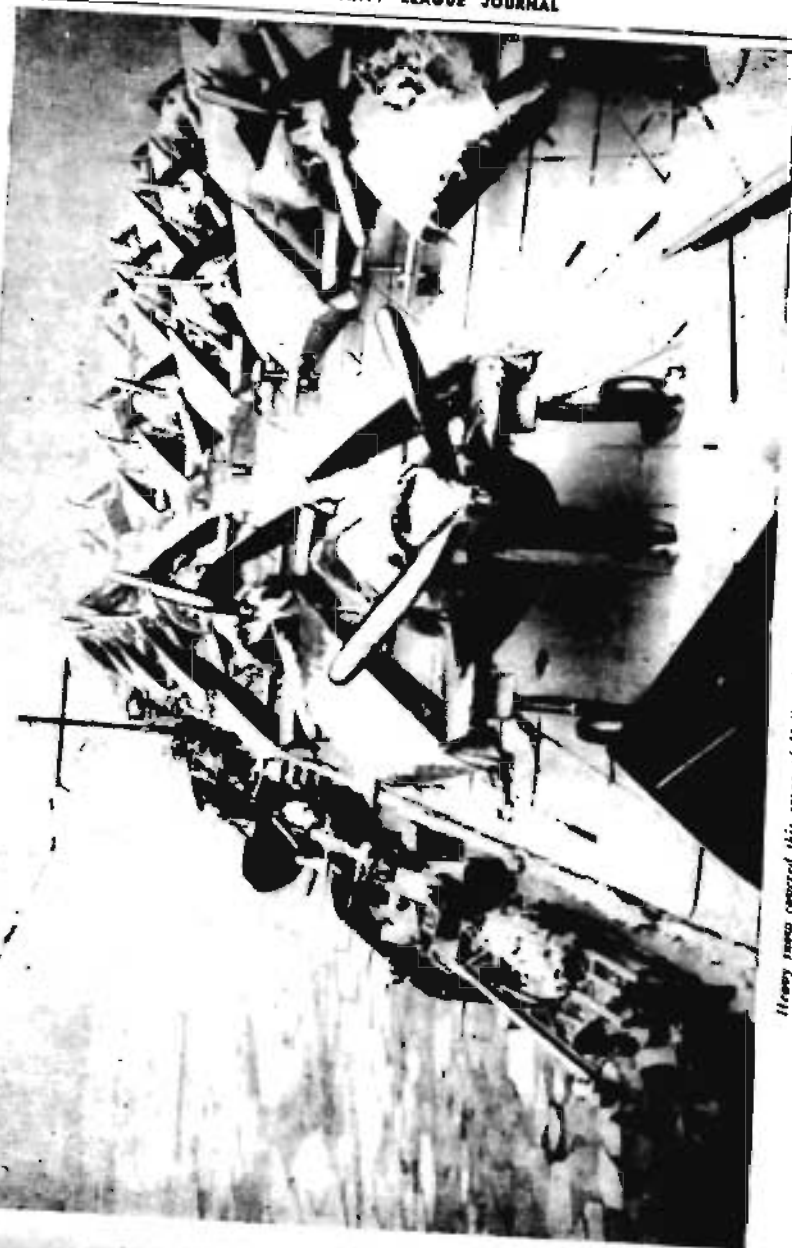
"The Germans have been outmatched and out-fought with the very kind of weapons with which they had beaten down so many small people, and also large unprepared peoples. . . . Now, this is not the end. It is not even the beginning of the end. But it is perhaps the end of the beginning."

May 19, 1943 (to the U.S. Congress):—

"One continent at least has been cleansed and purified for ever of Fascist or Nazi tyranny. The African excursions of the two dictators have cost their countries in killed and captured,

(Continued on page 4)

DELIVERING U.S. HELLCAT FIGHTERS TO ROYAL NAVY



Heavy men hoisted this cargo of Hellcat fighters on the deck of an aircraft carrier making its way north of Newfoundland. The planes were for the Fleet Air Arm of the Royal Navy. (British Official photograph.)

(Continued from page 2)

950,000 soldiers. In addition nearly 2,400,000 gross tons of shipping have been sunk and nearly 8,000 aircraft destroyed. There have also been lost to the enemy 6,200 guns, 2,550 tanks, and 70,000 trucks—which is the American name for lorries, and which I understand has been adopted by the combined staffs in N.W. Africa in exchange for the use of the word petrol in place of gasoline!

"JOHN BULL GETS TOUGH"

We are indebted to the publishers of a small book recently published under the above title, for their permission to reproduce here the introductory note, which reads as follows:—

"Great Britain, we are frequently told, is effete; the dead hand of tradition and outworn conservatism lies heavily upon her; her days as a great power are numbered, but for different reasons according to different critics. Her doom is sealed (according to some) because she refuses to cast off the incubus of discredited capitalism, and (according to others) because she lacks the vigour of the younger lands across the sea. Indeed, the reasons advanced for her approaching eclipse are almost as numerous as her critics, who are a strangely mixed bunch and disagree among themselves on almost every other subject.

For example, one Cecil Brown, described as "the famous C.B.S. broadcaster," said in an article published in America:—

"America represents dynamism to the Australians. England represents stodginess. Virtually every change noticeable in Australia is away from stodginess . . . the radio, heavily loaded with lengthy commercial announcements, is determined to be as unlike the B.B.C. as possible."

Clearly the sun, which never sets on the British Empire, has decided to do so at last—if we can believe all we read!

Very similar things were said before, during, and after the first world war, they were probably said at the time of the Napoleonic wars, and the Crimean war, and (for all we know) the Wars of the Roses and the Battle of Hastings.

How does it come about then that this spent

force of a nation emerges apparently as strong as ever, from one world crisis after another? How does it continue to bluff the world into thinking it still has the right and the power to play the leading role in managing the world's affairs? For, rightly or wrongly, it always contrives to do so.

In our own time we have seen the old country pass through many vicissitudes. We saw it bleed by its losses on the Western Front in 1914-1918; we saw it on the verge of starvation, through U-boat sinkings, in 1917 and again in 1942; we saw it in the economic Valley-of-the-Shadow in the nineteen thirties, when it was the first country to emerge into the sunshine of recovery; and we saw it receive what appeared to be the knock-out blow in 1940-41, when the fate of the whole world hung in the balance.

Yet to-day Great Britain is mounting to the crest of the wave once more and is dealing blows at her enemies the like of which they did not contemplate, even as a remote possibility, three short years ago.

Why do the facts so obstinately and so repeatedly refuse to square with such widely accepted theories? Many nations will ask themselves this question when the war ends. Their post-war international relationships will be determined to some extent by the explanations they choose to accept.

The enigma is not simple, but exceedingly complex; the answers are not one but many. The following chapter headings suggest some of them; it is the purpose of this booklet to follow the trains of thought to which they point:

- Chapter 1. It pays to advertise—or does it?
- Chapter 2. John Bull and the Soviet.
- Chapter 3. John Bull and Communism.
- Chapter 4. John Bull and Uncle Sam.
- Chapter 5. John Bull and the Empire.
- Chapter 6. John Bull, Miracle Worker.
- Chapter 7. John Bull gets tough!
- Chapter 8. John Bull looks ahead."

American Aircraft Production Expert Sees

BRITAIN AT WAR

Late in 1942 Mr. J. Carlton Ward Jr., President of the Fairchild Engine and Airplane Corporation, as one of a party of representatives of the American aircraft industry, inspected the

(Continued on page 6)



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(Continued from page 4)

production of aircraft in the British Isles under conditions of total war. Some extracts from an address he delivered in New York on January 20, 1943, are given below. His modesty in regard to the United States' own prodigious industrial war effort—and his generous, well-informed tributes to the job Great Britain is doing, augur ill for the efforts of Axis propagandists to drive a wedge between the two nations. Mr. Ward said:—

"After the shadow factories had been built and allocated, the Ministry's next job was to set up a so-called War Damage Emergency Service. This provided for an organized facility in every district in Britain which could immediately come to the assistance of a bombed factory and restore production as soon as possible. The Service was given stocks of corrugated iron, tarpaulins, trucks, jacks and various machinery which it could rush into a wrecked factory to patch up a roof, protect valuable machinery and move material and workers with the greatest despatch to any nearby area. The dispersal system could immediately take an integrated factory unit, break it up into a considerable number of component parts, and disperse them through a reasonably adjacent area. A typical area which we visited covered roughly a thirty-mile triangle and included some sixty-one dispersal groups derived from one single factory which had been practically obliterated by Nazi bombing.

Such existing facilities as laundries, moving picture theatres, skating rinks, garages, film studios and the like, were used in emergency for aircraft manufacture.

One factory had, for all practical purposes, been wiped out, with sixty of its employees killed, 300 wounded, and an equivalent number killed or wounded in their homes near the factory. The production of that particular unit during the very next week was over 35 per cent. of what it had been the week before the bombing.

Underground Factories.

One of the most unique of British accomplishments in aircraft is the construction of underground factories. One of these, manned by between three and four thousand people, is in two parallel subway tubes seven and one-half miles long. Seventy per cent. of the underground workers in this factory were women. Another

underground unit of between 1,000,000 and 2,000,000 square feet, is constructed in a stone quarry nearly 100 feet beneath the earth's surface.

Women employed in the British aircraft industry work longer hours than our women workers do. In the winter months they go to work in the dark and return home in the dark. It's none too pleasant to walk several miles to work in the mist and sleet and cold of a dark morning, work all day in an underground factory, come out again at night in the dark, stumble the way home in a total British blackout (the effect of which is impossible to imagine until you see it) and then perhaps prepare the family's supper and put the children to bed.

Use of Manpower.

We were told by the Minister that there were 22,500,000 people out of a total population of about 40,000,000 directly engaged in the British war effort. If a comparable proportion of our population were so engaged, 70,000,000 Americans would have to be either in the armed forces or engaged in war production. The War Manpower Commission has indicated that we have some fifty-odd million directly engaged in the war effort and that we hope to have eight million more before the end of 1943. That would bring us into the sixty-odd million class—still behind the British of 1942. There can be no question that Britain is carrying a bigger proportionate share of the war load than we are.

Britain's manpower problem is so acute that she has also tapped what we should call the unemployable group. We passed through one factory where we had the unique experience of seeing a line of rapidly moving punch presses operated with dexterity by girls who were totally blind.

There is no lack of morale in Britain. There is no pessimism. We, who were not British, felt from the very start of our tour a sort of firm, deep, gratifying sensation. It was the feeling of a tremendous group of people who had stared at destruction in the face, who had lived for a long time at a low point of affairs, who hadn't lost faith, and who definitely are not going to be jarred by the headlines as they come over the ticker.

Thank God we have such an ally."

SEA BREED

By BOYD CABLE in "The Scagor"

THE glass was still falling — although it seemed an utter impossibility that wind and sea could be worse—and even the captain, good sailor as he was, dared not risk running any longer. For a week life had been a bitter hell of frenzied toil, freezing cold, insufficient food snatched at long intervals, broken spells of sleep, and constant icy wetness.

The big iron barque had been staggering before the gale in that vast desolation of waters between the southernmost point of the Americas and the Antarctic ice. Never had her decks been clear of water for more than a few seconds at a time, and now, with the barometer reaching down to still lower levels, her crew faced the few remaining hours of winter half-light, blinded with flying spume and dazed with sheer fatigue.

Twenty-three times had he rounded the Horn, the captain told the mate, and never had he come through worse weather. And the "Old Man's" remark passed down through the mates and the bos'n to the crew, to be repeated amongst themselves with a pitiful pride. They had been pooped several times, and the last wave . . . It was a huge livid-green monster, its top curling over in foam and the crest tearing off in spray that flung ahead of it in ice-cold sheets and stung the faces staring back at it. Towering high over the stern it broke the force of the wind for a moment, and the lull in the deep organ notes and fiendish whistling shrieks of the gale in the rigging left them in a curious stillness.

Noises that had never ceased, but had been unnoticed in the louder clamour, suddenly became startlingly clear—the groaning of the laboring ship, the hiss of the spray falling on the decks, the clanging of the ports, the crashing thuds of the bows plunging into the sea. The stern rose, sluggishly at first, then faster and faster till it seemed as if the whole ship must be turned bodily heels over head. Then the top of the wave curled over, hung suspended an instant, and fell, with a roar of boiling surf, sweeping over the helmsman, lashed and clinging to the wheel, burying the ship as a half-tide rock is buried by a breaker, seething and swirling

waist-high on the men who had leaped into the shrouds. Two of the boats simply vanished and the port bulwarks went with them, shorn off clean and level with the decks.

The skipper clawed his way along the poop-rail to the mate and bellowed in his ear. The mate stooped his head till lips and ear met, and even then could only catch fragments of the sentences. "All hands . . . get the sails off her . . . must leave her to . . . another like that, and . . ." He tossed his hands with a gesture of finality.

The night came down while the weary crew were struggling with those demon sails, and the work went on in the darkness. The men on deck were constantly smothered in foaming rushes of water that lifted them off their feet and rolled them, clothing and scuffling into the scuppers and against the rails. But as fast as the water poured off they were up and at it again, battered and bruised, aching and exhausted, clutching at the ropes and hauling a' them in a passion of labour. At times they did their work as much under water as above it. Hauling on the main lower tops'l, they had to work amidships, and here the water was never lower than their waists and often over their heads. A man had three ribs broken by being hurled against a stanchion. Another was flung down and his elbow jarred so cruelly that the arm was crippled and swung limp and helpless. Both men worked on. Another was washed overboard as they made a dash for the shrouds to get aloft and roll up the sail. The rail rolled under as they sprang, and dipped them, clinging like limpets, below the surface. The weight of the water was too great for some of the aching muscles and the man went. By a miracle he was swept along the side, and washed up against the shrouds of the foremast. He clutched them, managed to hold on, and dragged himself aboard again. He staggered aft and joined the others, and was heartily sworn at by the mate. He wore an apologetic air as if he had really done something that he deserved to be sworn at for.

Up aloft it was, if anything, worse than on

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SEA CADET NOTES

The Commanding Officers of "Victory" and "Beatty" Depots report that training, etc., is progressing satisfactorily.

WOOLWICH AND GLADESVILLE COMPANIES

Commanding Officer: A. R. ARMSTRONG.

Instructor F. Ward's signalling class concluded a fortnight ago with an examination conducted by Mrs. McKenzie, Commandant of the Women's Emergency Signalling Corps. A total of 300 marks were allotted for sending, receiving (both at 8 words per minute), and International Code. The three candidates who presented themselves at the examination gained respectively 300, 297 and 297. Mr. Ward and his men are to be congratulated on the fine results of their efforts, and we feel that the lads really earned the badges that they are now entitled to wear. Examinations of a fairly high all-round standard of knowledge are at present being conducted at both Depots for candidates for Leading Seamen's ratings.

Regular week-end camps at the Gladesville Depot, where good facilities exist for this kind of activity, are very popular and seem to be attracting a steady flow of recruits. Wednesday evening lectures under the auspices of the St. John's Ambulance Association have been inaugurated, those successful at the examination to be conducted at the conclusion of the course will be issued with S. John's Certificates, and we should be able to select a couple of good men to appoint as Sick Berth ratings.

Recently 3rd Officer W. T. Olsen took a party of ratings from both Depots on a recreational outing to Wollongong, where an enjoyable time was had by all. The townspeople were intrigued with the unusual sight of small sailors in their midst. Representatives of both companies attended a Youth Organisations' Church Parade at St. Paul's, Burwood, on 16th July, the preacher being the Rev. Ian Shevill, who made a deep impression on his youthful congregation by his breezy, unconventional style of delivery.

All hands extend a warm welcome to Mr. Ken B. Matheson, who has been appointed an officer

at Gladesville Depot. Mr. Matheson, until recently, was serving in the Army, and he was formerly C.O. of the now defunct Richmond Company N.L.S.C. He shall find plenty to do when he settles down to his new duties.

Woolwich Company's "recreational evenings" are proving to be popular. The boys are planning to re-paint their whaler during the forthcoming school vacation so that she will look spruce for the approaching sailing-season. The Life Saving Association is to give the boys instruction during the Summer season.

Ex-Chief Officer R. Grant is now a L./Aircraftman in the R.A.A.F., and he has been posted to an operational area. O/D. Ken Coggins, R.A.N., and formerly a petty officer at Woolwich, called on us during the month. He related how much assistance his instruction in seamanship in our organisation gave to him when he enlisted in the Navy, where the seamanship course at F.N.D. only lasted 24 weeks. Judging by a letter received from the Commanding Officer of H.M.A.S. "Warrego," the men of that ship look forward to the receipt of parcels of books and periodicals which the cadets of N.L.T.D. "Warrego" send them from time to time.

Appointments:—Instructor F. Ward to be A/Chief Officer, Woolwich, 15/7/44. Mr. K. B. Matheson to be 3rd Officer on probation, Gladesville, 22/7/44

Confirmations:—Acting Warrant Officer A. Wheeler to be Warrant Officer, as from 12/8/44, and Probationary 3rd Officer W. T. Olsen to be 3rd Officer, 16/8/44 (both Gladesville).

Promotions:—3rd Officer W. T. Olsen to be 2nd Officer, 17/8/44, in recognition of his devotion to duty. O/De. D. Ward and J. Lumsden (Woolwich) and J. McBurnie (Gladesville), advanced to the rating of A/B, 22/7/44. A/Bs, B. Ward, D. Harrison and K. Harrison (Woolwich), and R. Tutt (Gladesville), to be Ordinary Signalmen, V/S, as from 29/7/44. A/B. J. McBurnie to be Officers' Steward (Gladesville), vice E. Munce, who reverts to A/B. at his own request, 22/7/44. A/B. F. Thompson (Gladesville) to be Supply Rating, 29/7/44.

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SEA POWER — ITS VITAL TASK

By FRANCIS McMURTRIE, A.I.N.A., in "The Navy."

COMMAND of the Sea is the first essential to success in the invasion of Europe, or indeed of any territory not accessible over a land frontier.

Of this fact history affords abundant proof, the few seeming exceptions being more apparent than real. For instance, the Norman Conquest would never have succeeded had not circumstances induced Harold to lay up his ships and so allow William free passage across the Channel. The landing of William of Orange in Torbay was accomplished through evasion of James II's fleet, held up in the Downs by an unfavourable wind, celebrated in song and story as "the Protestant wind." Yet had it not been for the encouraging reception met with from the mass of the people ashore, it might have gone hard with the invaders, since their retreat could have been barred by superior sea power.

Two excellent examples of success in sea-borne invasion, founded on command of the sea (are the Allied landings in North Africa in November, 1942, and in Sicily last July. Though strong in submarines and aircraft, and with hundreds of targets afloat, the enemy was unable to intervene effectively on either occasion.

There is no reason to suppose that in the coming invasion of Europe from the West conditions will be vastly different. In the case of Sicily, the enemy can have had very little doubt where the blow was likely to fall, whereas at the present time there are so many possible landing places that uncertainty on the subject is likely to weaken the effectiveness of the defence. Swedish newspapers foresee landing in the Norwegian fjords or on the flat coast of Jutland. The Germans have ordered large areas of the Netherlands to be flooded as a precaution against invasion. There are boasts of the "Atlantic Wall," a series of fortifications which the enemy have constructed along the coasts of France. Evacuation of stretches of the Riviera has been arranged in case the descent should be made from Corsica. In fact, there are apprehensions of attack in every quarter.

It does not follow that these forebodings are all misconceived, for the Allied forces are equal to staging separate landings at various points.

At the start there will be nothing to show which of these are most dangerous, and which intended as feints. If endeavour is made to be equally strong at every threatened point, the strain on the limited reserves now available to Germany may well prove intolerable. Nor is there any hope of repelling an invasion force before it disembarks, for in the past ten months German resources in submarines and aircraft have been depleted to an extent that renders them less capable than before of opposing an invader successfully.

On the other hand, Allied naval and shipping resources have been expanding during the same period. There should therefore be no difficulty in ensuring a steady flow of supplies, munitions and reinforcements from the other side of the Atlantic. Apart from ocean-going tonnage, vast numbers of landing craft, the design of which is based on experience gained in previous operations, have been provided, American shipyards have already delivered 20,000 such craft; and when the programme is completed there will be four times as many, irrespective of British construction.

It may be assumed, therefore, that all records will be surpassed by the immense assembly of vessels employed in the opening of what has commonly come to be termed "the Second Front" (actually, of course, a second European front already exists in Italy).

Types of ships that will be needed include merchantmen of every variety. There will be large passenger liners for the transport of troops, some of which are capable of carrying thousands of men. Supply ships; ammunition ships; cargo ships to carry vehicles, weapons, and other material; tugs, salvage vessels and rescue craft will all figure in this great armada. Landing craft are of many kinds, the biggest being the L.S.I. and L.S.T. (landing ships for infantry and tanks respectively), and smaller types being known as L.C.A., L.C.F., L.C.I., L.C.M., L.C.P., L.C.S., L.C.T., L.C.V. The third initial in each case stands for Assault, Flak, Infantry, Mechanised, Personnel, Support, Tank and Vehicle. There are also small craft classed as L.B. (landing barges), used for miscellaneous purposes, and

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Good Conduct Badges have been awarded to Sick Berth Attendant B. Yuille and A.B. V. Yealland, both of Woolwich, after having given 12 months' satisfactory service.

MANLY DEPOT

Commanding Officer: E. BARTON.

Commencing with the August issue of the Journal "Vendetta" Company expects to supply a regular monthly report for publication.

The unit's whale is now receiving a general overhaul with painting to fit it for much service ahead. A second boat is badly needed to cope with the increased number of cadets attending the depot for training.

First Aid Instructor (Mr. Marsh) is doing a splendid job, and the cadets greatly value and benefit from his methods of instruction. As a result of Mr. Marsh's work L/S Colin Neilson has successfully passed his examination and put on his First Aid badge.

The following trainees have been awarded Good Conduct Stripes: A. Ockerly, J. Wheeler, K. Langbridge, S. Taylor, M. Carter, J. McPhee and B. Lane.

Promotions.—2nd Officer Perse has received his Warrant of Appointment. C.P.O., B. Mogridge to be 3rd Officer. R. Tipping to be Q.M. P.O. Writer J. Brain to be R.P.O.

Petty Officer (Mascot) Jim McFarlane is back on duty after sickness.

The approximate strength of the Company is 70. New recruits are frequently joining and the difficulty facing us is to find room for them in the limited accommodation available.

Progress is being made in the construction of a slipway alongside the depot, and we expect to have it completed and the depot repainted in due time.

A Younger Set may be formed shortly for the purpose of organising social affairs to aid our finances.

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(Continued from page 9)

amphibious vessels officially known as L.V.T. (landing vehicle, tracked), but more familiarly referred to as "ducks."

All these vessels, large and small, will be under naval control. The landing craft are manned and commanded by naval or marine personnel, the exceptional qualifications of the Royal Marines for amphibious operations having been recognised in this connection. Certain landing craft will be entirely manned by marines, with officers of the Corps in command.

Ships of the Royal Navy, in addition to their normal routine of escorting convoys across the Atlantic, will be responsible for the safeguarding of the expeditionary forces from the time they sail until the troops are safely landed. This again will involve the use of various categories of warships. Monitors and even battleships may be employed for bombardment of enemy shore positions. Cruisers and destroyers will have many duties to perform. Minesweepers will have the onerous task of making certain that the approaches to the beaches are clear of mines. Coastal craft, such as motor gunboats, motor torpedo boats and motor launches, will be needed to deal with enemy vessels encountered off the coast.

That there will be losses amongst the transports and landing craft goes without saying. In the North African landings, the exact number of such casualties is not known; but five United States naval transports, all biggish ships, were named as having been sunk off Casablanca, Rabat or Algiers. Up to 18th March, 1944, the number of American landing craft lost in all theatres of war has been officially stated as thirty-nine. It is not clear whether this figure includes eight in the Mediterranean, of which the loss was reported on 31st March. Some of these vessels may have been sunk by aircraft, others by enemy gun fire, or in the case of the transports in North African waters, by torpedoes from U-boats.

Recent experience off the Anzio beaches shows that warships may also suffer in such circumstances. On 7th March it was disclosed by the First Lord of the Admiralty that the cruisers "Penelope" and "Spartan" and the destroyers

"Inglefield" and "Janus" had been lost while supporting the Fifth Army in this sector.

Ample air cover will be available for the invasion forces as they approach the enemy shores. Moreover, for a considerable time past special attention has been given by the R.A.F. and the U.S.A.A.F. to enemy airfields in coastal areas, the usefulness of which must have been reduced by the constant pounding they have received from Allied bombers. In spite of this, the Luftwaffe may be trusted to do its utmost to interfere with the landings. One German view is that for this reason the invasion is bound to take place well within the range of aircraft based on British soil. This ignores the fact that in the Pacific many successful landings have taken place under cover of carrier-borne aircraft. It is known that, in addition to a growing force of fleet aircraft carriers, the Royal Navy possesses a great many of the escort type. Of these, thirty-eight were built in American shipyards. Such vessels were employed with success in the Salerno and Anzio landings, and there is no reason why they should not also figure prominently in the arrangements for the "Second Front."

There is little prospect of enemy surface ships, other than coastal craft, taking any effective part in opposing an invasion. In Norwegian waters the "Tirpitz" has had her activities effectually crippled for some time to come by the skilful air attack launched early last month from a force under Vice-Admiral Sir Henry Moore. The other heavy German warships are in the Baltic, some of them still under repair.

A question which is exercising the enemy mind quite as much as the location of the invasion is the date when it will be launched. Ingenious calculations have appeared in neutral Press columns and broadcasts, designed to elicit clues which have not been forthcoming. It is, of course, obvious that conditions of weather, tide, etc., must to a certain extent govern the time chosen for the operation; but every British or American official reference to the subject is nevertheless examined assiduously in the hope of obtaining some guidance. All this indicates the extent of the anxiety with which the prospect of a "second front" is regarded by the German High Command.

Secrecy is indeed an essential factor in all such enterprises. In recent weeks the most elaborate precautions have been taken to prevent any facts of importance concerning the date or

other details of the invasion reaching the enemy. Travel to Ireland has been banned, and the dispatch of diplomatic mailbags by neutral embassies and legations has been suspended until further notice. All these measures have had the effect of heightening enemy apprehensions.

To conceal entirely the extent of the preparations made is, of course, an impossibility, even though the great part of the coast of Britain has been made a prohibited area. It must be widely known that landing craft of all descriptions have been assembled in convenient harbours, and that troops, tanks, guns and munitions are concentrated in their vicinity, ready for embarkation when the hour strikes.

One of the best auguries for the success of the invasion is the fact that, as the result of war experience, the three Services—Navy, Army and Air Force—have now evolved a technique of co-operation which should enable them to act together with the maximum effect.



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deck. It was pitch-black, and the wind had an edge that cut like a knife. It was impossible to face it with open eyes, and to make matters worse showers of hail kept driving up. While they lasted a man could only bend his head or twist his back to it. The hailstones were as big as small marbles and drove with the force of a stone from a catapult.

The running rigging was cased in ice and had to be hammered with the back of an axe to break it free. Every sail was solid and stiff as if it had been carved from wood. The men beat at it with clenched fists; they tried to batter a dent in it to give a grip to their clawing fingers; they clutched and scratched with hooked fingers till the nails broke and the blood oozed from their finger-tips. Sometimes a man would manage to get a grip, but the sail would shake furiously and break free again. One hand was useless for such work, and the men, with both hands busy, balanced themselves on the awing foot-rope, pitching and reeling, fighting like demons, sweating in spite of the vicious cold, carrying in every second the risk of being flung bodily from their lurching foothold to the deck below, or over the side.

It took nearly three hours of heartbreaking struggle and repeated failures before they got the sail on to the yard and made fast. The skipper had been waiting with anxious glances astern at the following seas that raced down out of the darkness and threatened every instant to broach her to. The moment the sail was in, and before the men had time to come off the yard, the helm was put down and the ship's head began to crawl round in to the wind. As she came round the wind caught her abeam, she rolled over and hung horribly with the lower vardams dipping into the swirling water, and the men clinging on to the yard that stood almost straight up and down. They lost sight of the decks, and could only see a cauldron of broken white water, with the masts disappearing into it. A fortunate lull allowed her to recover a little, although she still lay at a terrible angle with her lee rail dipped and the water seething up the deck to the hatches. But she was holed, and must take her chance at that. Nothing more could be done; so the port watch was sent below for an hour.

One by one, as the back-wash of the seas gave them the opportunity, the men snatched open the entrance to the fo'c'sle and plunged down the ladder.

On the fo'c'sle floor a foot and a half of water was surging to and fro, washing with it a jumble of clothing, tins, platters, boots, caps, matches, sodden biscuits, swabs, and every other kind of litter.

Hanging on the lines, wet socks, shirts, jerseys, mitts, and mufflers jerked and swayed to the lurching of the ship. They had been hung there in the vague but vain hope that they might dry. Every stitch and stick in the place was soaked and sopping, and water seemed to ooze and drip from everything. A slush lamp hung from the roof, the naked wick giving a dim and murky light and thickening the air with evil-smelling smoke.

The air stank—there is no other word for it. Remember, the cover had only been off the entrance during the past week for a few seconds at a time as the men dashed in and out.

The noise was appalling. The woodwork creaked and groaned, the sea hammered on the skin of the ship just outside and beat thunderously on the deck overhead, the tins and pannikins clattered and jangled across the floor, and even through the closed scuttle the roar of the wind boomed incessantly.

But with it all the place was a haven of rest to the numbed and dead-beat men. At least they were out of that screaming wind that one could barely face and breathe. They could wipe the blood from their faces where they had been cut by the stinging hailstones. They could breathe on their numbed and frozen fingers and try to beat back the blood into their stiff hands—some of them with sea-sores open to the bone—and best of all, they could lie down and cease effort for a time.

The lower bunks on the lee side were full of water which slopped at times, as the ship rolled, into the bunks above. The men, too tired to talk or even to smoke, clambered heavily and dully into the wet bunks on the windward side. They crawled in "all standing," just as they had come below, not even removing their oilskins and sou'westers.

One young lad, with blue lips and chattering teeth, stooped to try and pull off his sea boots. He could not move them on his swollen feet, and a grizzled old man, with a face the colour of mahogany and a deep cut gaping over his eye, ceased mopping at the wound with a dirty wet rag and growled at him, "Let be, y' may have to turn out again any minute." The lad groaned and clambered to his bunk.

Another man was munching at a wet biscuit. "Wonder when we're goin' to get some hot grub again." The old man laughed grimly. "Ask when we're goin' to get a drink of water," he said. "I'd be satisfied w' that; but the beakers is empty an' we can't risk pumping more from the tanks, cause the salt water gets in an' spoils it."

A couple of men swore half-heartedly. "Tink a mans would be more enuff," said one. "Ev'ry bits of me vaas wet troo an' troo, except mine troat."

"Same here," said the other, licking his lips. "I'm fair parched. An' my blooming side's that sore . . ." He was the man whose ribs had been broken, although he didn't know that till days after.

In little more than half an hour they were roused out by the mate, who had to come down and pull some of them half-out of their bunks before they would wake.

"All hands," he kept roaring at them. "All hands. Shake a leg—tumble up—lively now. All hands, d'you hear?" The next minute he was gone, and the men turned out and fumbled stupidly at sou-wester strings and wrist lashing on their oilskins.

"Suthin' carried away, most like," growled one man. The lad was standing hanging to his bunk and kicking his toes, one foot after the other, hard against the wall. "One thing," he said, looking over his shoulder, "wotever it is, it can't be worse'n we've had."

The old man laughed shortly. "There's just one thing—" he began, when the cover was flung back and the mate's angry face peered down at them.

"Come on, y' cripples," he yelled. "All hands, you loafin' curs . . ." The cover was clapped on and they heard the thunder of the seas over it. The opening appeared again suddenly. ". . . all hands. Man the pumps."

"An' there ye have it," snarled the old man. "There's yer one thing worse. I thought she was gettin' sluggish." He cursed ferociously. "Ye thought it was hard work afore," he said, lurching to the ladder foot. "Ye'll know better now. We're done w' watch below from now to the nearest port—if ever we makes a port. I know. Once afore I've had it . . . pump day an' night—pump when ye ought to be sleepin'—pump when ye ought to be restin'—stop pumpin' to go aloft, an' hurry down to get back to pumpin'. Knee-deep or neck-deep in water, but keep on pumpin'. Pump, pump, till yer back's broke an' yer heart's breaking."

"I wouldn't care," the man with the broken ribs muttered hoarsely, "if I wasn't so damn dry." He wiped his mouth with the back of a sore-eaten hand and ran his dry tongue over his lips.

It was a week later, and again the barque was hove-to; but this time she was not alone in the ring of storm-torn sky and sea.

A quarter of a mile away, a mail-liner rolled and plunged and wallowed to the mountain seas. She was one of those monsters that in a harbour loom up in towering sides and tiering decks with all the massive grandeur and immovable bulk of a rock fortress. Out here, for all her bulk, she was pitching and reeling like a cockle boat in a tide-rip. She was no more than a toy and a plaything for the savage sport of the long rollers. She was lifted and flung down bodily, rolling rail and rail, staggering under the shock of the seas, quivering and shaking to their blows.

The week had made a difference to the barque. Now, there was none of the leaping and plunging, the tearing and frenzied action of a wild horse under the bit. She rose sullenly and stiffly to the lift of the seas; sank, dead and inert, to the hollows; hung there in long and dreadful pauses till it seemed the next sea must overwhelm her, and lifted her head again to each as if with a last dying effort. Every now and then her recovery was too slow, and a sea lipped smoothly in over the smashed bulwarks and swept foaming along the decks. Each time she staggered drunkenly, and slowly and painfully recovered buoyancy to lift her streaming decks above the water. To the men watching from the steamer she looked so pitifully weak and weary, and the sea so relentlessly cruel and strong. Watching a sailing ship at sea, one

forgetta she is a thing of wood and metal and canvas. She is alive and sentient and one feels for her exactly as for any other live thing. To those on the steamer the barque gave the appearance of a weary and worn-out swimmer, battling grimly to hold a tired head above the whelming seas. Men groaned when a sea caught and swept her, and waited, heart in mouth, for her to shake herself free before the next wave rushed at her.

On the barque's deck the men clustered in a knot along the lever arms of the pumps and slowly see-sawed them up and down. They wore the same look and had the same motion as their vessel's—slow, and dead and listless, bone weary, dazed and almost beaten. But an hour at the ship's pumps has been admitted killing hard work by a toil-hardened man, strong and fit and well-fed; and these men had been on them a week only stopping in shifts for bare time to take a snatch of sleep, without one full or satisfying meal, without having the wet clothes once off their numbed limbs and bodies.

One of the steamer's lifeboats trailed astern of the barque, the cork-jacketed crew fighting at the oars to ease the strain on the line or to check the swooping dives that threatened to smash them against the ship's side.

The doctor from the mailboat was below, trying to do his work despite the darkness, the noise and the maddening jerkiness of the ship's motion. On deck the steamer's officer and the barque's mate were talking in clipped and shouted sentences, the wind blowing away fragments of their talk.

The officer had come aboard immediately after the doctor, and, when his feet touched the deck, he paused in consternation as he felt the sluggish, sickly heave under him. The men at the pumps grinned widely at one another as they noticed his instinctive check, the step back, and the movement of the hand to the rail.

"It's all right, sir," called the old man with an angry half-healed cut over his eye. He straightened his back stiffly as the pump came up. "She'll last . . ." He and the others threw their weight back on the lever, the pump clanked dismally and a gush of clear water swilled out . . . till your off'er anyways."

The deck canted slowly and steeply, the officer went down it with a run, fetched up against the poop ladder and ran up it nimbly.

The captain had already gone below with the doctor, so the two mates stayed and talked.

The mate of the barque told something of the week they had passed through, and the other listened, nodding his head at intervals. Once he interrupted as an angry sea lashed aboard and swirled round the men at the pumps, and the vessel stopped shuddering under the blow and the weight on her decks.

"By God," said the steamer man under his breath, and then shook his head and exclaimed: ". . . don't like the feel . . . in a bad way, isn't she?"

"Bad enough," shouted the other, "gaining on the pumps too . . . all we can do . . ."

"I'm to ask your Old Man . . . taking you off . . ."

"Hey?" shouted the mate, cupping his hand about his ear.

"You ought to leave her . . . I must ask . . . can't wait, y'know . . . we're the mail."

"Don't fancy we're leavin' 'er" answer the mate; "wouldn't have signalled you for a doctor . . . should just about make it . . ."

A cross wave rose and hit the ship a blow that shook her through and brought her up as if she had struck a rock head on. Another wave swooped and filled the deck rail-high, and the ship lurched, and rose again, slowly inch by inch.

(Continued next issue)

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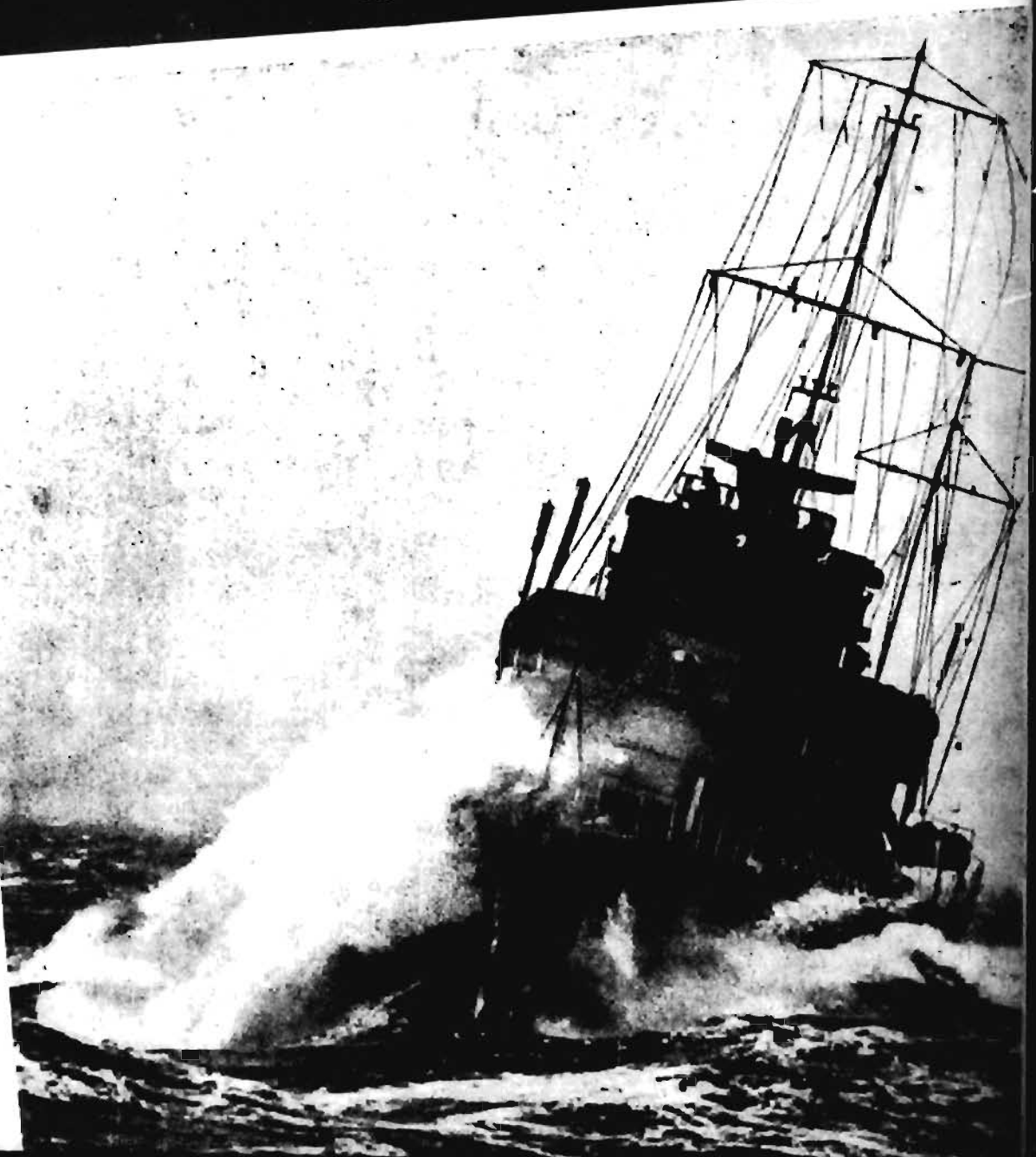
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NAVAL GALLANTRY

AN Admiralty booklet describes exploits of men and ships of the R.A.N. in the Mediterranean in the critical days of 1941.

When the Australian destroyers Stuart and Voyager, early on April 25, 1941, were aiding the evacuation from Greece, it says, and the Voyager was picking up 280 nursing sisters at Navplion, one sister, burdened with equipment, fell overboard.

She was in danger of being crushed and drowned, but an Australian seaman dived in and rescued her.

"Many of the 7,000 British and Australian troops," the booklet says, "awaiting rescue from Kalamata, on the night of April 28, probably were unaware that H.M.A.S. Perth (cruiser), H.M.S. Phoebe (cruiser) and six destroyers arrived off shore at 9 p.m.

"It was learned, however, that the Germans had occupied the town and mined the harbor, thus frustrating a courageous attempt to embark the last remnants of our army in Greece."

The Perth and Stuart were part of the naval squadron which at dawn on May 30 left Sfakia (Crete) with 7,000 weary troops.

The Germans hit the Perth before she reached Alexandria, but Warrant-Mechanician H. C. Hill and Stoker Petty-Officer W. J. H. Reeco remained in the boiler-room, though it was filled with scalding steam from the burst main steam pipe.

They were almost parboiled in rescuing a stoker. He was found to be dead, but they retrieved his body.

"During the supplying of Tobruk, Junkers heavily attacked H.M.A.S. Parramatta (sloop), which was escorting a tanker," the booklet records.

"The bombers sank the Auckland (sloop), damaged the tanker and returned to sink off the Parramatta.

"Under the command of Lieut.-Commander J. H. Walker, an Australian, however, she fought like a hellcat, shot down two attackers, preserved the tanker from further damage, and collected the Auckland's survivors after dark."

VICTORY THROUGH SEA POWER

By FRANCIS McMURTRIE, A.I.N.A., in "The Navy"

"In summing up the results of the seven days of battles of liberation by the Allied troops who have invaded Northern France, one can say without hesitation that the large-scale forcing of the Channel and the mass landing of troops of the Allies in Northern France have fully succeeded.

"This is undoubtedly a brilliant success for our Allies. One cannot but recognize that in the whole history of war there has not been any such undertaking so broad in conception, so grandiose in scale and so masterly in execution.

"As is well known, the invincible Napoleon in his time ingloriously failed in his plan of crossing the Channel to capture the British Isles. Hitler, the hysteric, who for years boasted that he would force the Channel, did not even risk making the attempt to carry out his threat.

"Only the British and American troops succeeded with honour in carrying out this immense plan of forcing the Channel and landing troops on a vast scale. History will record this as an achievement of the highest order."

THIS was the statement issued by Marshal Stalin on 13th June in response to requests for his views on the Allied invasion of Normandy. In its generous terms this declaration undoubtedly expresses the feelings with which the peoples of the United Nations regard the splendid enterprise for which General Eisenhower bears the chief responsibility.

Success is chiefly due to one all-important factor, the lack of which caused both Napoleon and Hitler to fail. That factor is the possession by the Allies of sea power so greatly superior to that of the enemy that the communications upon which everything depends are secure from serious interference. Without this control of the sea routes, not even the preponderance which the R.A.F. and U.S. Army Air Force have now established over the Luftwaffe would have sufficed to turn the scale.

In 1804 the flotillas of landing craft assembled by Napoleon in every convenient port from the Texel to Havre found their passage across the Channel barred by swarms of sloops and gunboats, backed by a battle squadron under Lord Keith, with his headquarters in the Downs. A cruiser squadron based on the Channel islands formed a link with the Western Squadron under Cornwallis, engaged in blockading an important part of the French Fleet at Brest.

How far Napoleon ever seriously contemplated an invasion of this country is a moot point. From the fact that there were never more than 131,000 troops at Boulogne and other ports, it has been suggested that his preparations never

amounted to more than an empty threat. At the same time, it is impossible to overlook his elaborate but unseamanlike scheme, directing the Toulon Squadron under Villeneuve to the West Indies, there to combine with a smaller squadron from Rochefort. United, they were to return and raise the blockade of Brest, which it was hoped would give the French temporary command of the Channel for invasion purposes. Instead, these moves led directly to Nelson's victory at Trafalgar.

In 1940 Hitler collected a number of flat-bottomed craft in the harbours of the Netherlands and Flanders, but this may never have been intended for more than a demonstration. As a sea power Germany was far weaker than France under Napoleon; and superiority in the air did not constitute an adequate guarantee for the safe passage of transports and landing craft.

Thus it was that in 1941 Hitler turned his arms against Russia instead—just as in August, 1805, two months before Trafalgar, the French Emperor, at last realizing from Villeneuve's reports the impossibility of securing command of the Channel even for a few hours, dictated the orders which led to Ulm and Austerlitz.

Until the Allied armies had been landed in Normandy with all their arms and supplies, the invasion was primarily a naval operation, of which Admiral Sir Bertram Ramsay had charge. The actual landings on 6th June constituted a combined operation, the greatest ever undertaken, involving the transit of the Channel by over 4,000 ships, with thousands more landing craft.

Eyewitnesses have described the impressive sight of this armada proceeding quietly to its destination, without the slightest opposition from the enemy. As the captain of a certain destroyer put it to me, "Never would I have believed that such a vast fleet could have closed the enemy coast without sighting so much as a German aircraft."

Ships must have come from ports all over the United Kingdom. To assemble them all and arrange for their movements to synchronize must have been a gigantic task, especially as it may be assumed that from the moment of departure the use of wireless was restricted to an absolute minimum, to ensure surprise. No lights could be shown, and most of the passage had to be accomplished before dawn; yet there seem to have been scarcely any collisions.

By far the most dangerous obstacles which had to be overcome were the minefields laid along the coast. These were effectively dealt with by a force of over 200 minesweepers, ranging from vessels of 850 tons down to trawlers and motor craft. No section of the invading forces deserves higher praise than the minesweepers.

As revealed by American official statements, the escort included the United States battleships Nevada, Texas and Arkansas, the heavy cruisers Augusta, Quincy and Tuscaloosa, over thirty destroyers and a number of destroyer escorts, the term used in the U.S. Navy for the type of escort vessel known in our Service as a "captain's class frigate."

About twice as many British warships were engaged in the operation. Names so far published in the Press comprise the battleships Nelson, Rodney, Warspite and Ramillies; the cruisers Apollo, Argonaut, Belfast, Bellona, Black Prince, Ceres, Danae, Diadem, Enterprise, Frobisher, Glasgow, Hawkins, Mauritius, Orion and Scylla; the destroyers Algonquin, Ashanti, Beagle, Brissenden, Eskimo, Haida, Huron, Javelin, Kelvin, Melbreak, Scourge, Sioux, Urania, Versatile, Wanderer and Wrestler; the frigates Duff, Stayner, Tyler and Torrington; the fleet minesweepers Beaumaris, Dornoch, Grecian, Ifracombe, Qualicum, Shippigan, Tadoussac and Wedgeport; the monitor Roberts; and the auxiliaries Glenearn, Glenroy, Hilary, Prince David and Prince Robert. Of these, the Algonquin, Haida, Huron, Sioux, Prince David and Prince Robert belong to the Royal Canadian

Navy, whose phenomenal growth since 1939 is one of the most wonderful examples of naval expansion in this war.

Warships contributed by our European allies were the French cruisers Georges Leygues and Montcalm and destroyer, La Combattante; the Polish cruiser Dragon and destroyers Blyskawica, Krakowiak and Piorun; the Norwegian destroyers Glaisdale and Stord; and the Dutch gunboats Flores and Soemba.

After shepherding the transports and landing craft to their destinations, these warships lost no time in putting the enemy coast defences out of action. Surprise has been expressed at the rapidity with which this was done, for, though naval fire control has improved out of all knowledge since the Belgian coast bombardments of last war, it remains true that in normal circumstances shore batteries have an advantage over guns mounted afloat. Not only is there practically no limit to the amount of protection that can be given to a fort, while a ship is able to bear only a certain weight of armour on her sides and decks, but a ship can be sunk, whereas a silenced fort can speedily be repaired, rearmed and remanned.

It may be surmised that the secret of the ships' superiority on this occasion lay in the thorough preparation that had preceded every detail of the operation. Each battery must have undergone careful reconnaissance from the air, so that its exact position and extent were known. Experience at Salerno and Anzio enabled the fall of shot to be spotted rapidly from the air, combined with a system of signalling which ensured the guns getting on to their targets quickly. Even so, the shooting was splendid.

Having cleared the way for the troops, the ships continued to aid them by shelling enemy concentrations of troops, tanks, artillery, etc., whenever required. It has been reported that the American troops who landed on the Cotentin Peninsula would have suffered much heavier casualties but for this support from the sea, as they were met by a German division which was carrying out an anti-invasion exercise and found itself suddenly confronted by the reality.

Every day since 6th June the Allied fleet has ensured the regular and safe arrival in Normandy of reinforcements, munitions and supplies for the land and air forces. Enemy efforts

to interfere with this traffic have mostly been made under cover of darkness, and have been uniformly unsuccessful, thanks to the vigilance of the escorts and covering forces. Particulars of a few of these attempts have been published: it is significant that all seem to have been undertaken by surface vessels, for one would have expected the U-boats to have made some sort of showing. Apparently the Germans consider them too precious to risk in the narrow waters of the Channel. This should sufficiently dispose of the enemy excuse for submarine inactivity in the Atlantic, that U-boats were being held in reserve to meet the invasion.

On 7th June aircraft of Coastal Command (which operates under the Admiralty) sighted three German destroyers in the Bay of Biscay and at once attacked them. One was set on fire, a second was seen to slow down, and the third stopped altogether, so evidently substantial damage was inflicted. Attacks were also made on enemy motor torpedo boats near the French coast, two being sunk and a third so severely damaged that it is improbable that it survived. A series of running fights with enemy light craft took place the following night, and early in the morning they were again engaged by Coastal Command aircraft, at least one being destroyed. Later in the day others were attacked with rockets by Fighter Command aircraft, one being sunk.

On 9th June a brisk action took place between seven Allied destroyers (H.M.Ss. Ashanti, Eskimo and Javelin, H.M.C.Ss. Haida and Huron, and the O.R.P. Blyskawica and Fiorun) and a German destroyer force. One of the German destroyers—possibly the Karl Galster, though this identification is not positive—was torpedoed and blew up, while a second was driven ashore and wrecked.

During the ensuing week various encounters took place with German motor torpedo boats, most of which seem to have been based on Cherbourg. In some of these actions British light forces were engaged, in others American destroyers participated. On the night of 10th/11th June H.M.C.S. Sioux and O.R.P. Krakowiak intercepted a division of German M.T.Bs. in rain and mist, driving them off; later they were engaged by our own coastal craft off Bardeur. One of the enemy vessels was sunk and another severely damaged. A third was sunk shortly before dawn by H.M.S. Duff.

On 13th June Coastal Command aircraft intercepted a number of enemy M.T.Bs. off Boulogne. Three of these were certainly sunk (a fact admitted by the Germans) and three more were seriously damaged. Others were engaged by the destroyers Brissenden, Melbreak and Vidette, which scored hits on two of the enemy.

On the night of 14th June H.M.S. Ashanti, in company with O.R.P. Fiorun, encountered a group of seven German fleet minesweepers off the Minquiers Rocks, near Jersey. Few of them got back to port, three being seen to sink, while a fourth almost certainly became a total loss. Two others when last seen had stopped and were burning fiercely. On the same night our light coastal forces attacked three enemy patrol vessels off Cape de la Hague, torpedoing one and setting another on fire.

On two successive nights, 14th/15th and 15th/16th June, Bomber Command raided the pens in which the Germans berthed their coastal craft at Havre and Boulogne respectively. As a result, the majority of the motor torpedo boats and motor minesweepers in those ports were either destroyed or disabled.

As light coastal craft such as motor torpedo boats and motor minesweepers (Raumboote, or R-boats) are very dependent on the possession of bases within easy reach of their objectives, these attacks on Havre and Boulogne should do something to reduce the nuisance. The fall of Cherbourg will squelch another hornets' nest.

In none of these encounters have any Allied losses been reported, though the Germans have missed no chance of claiming to have sunk transports and warships of various types from cruisers downwards. In view of their notorious mendacity, such claims can be disregarded. So far, the only losses officially announced have been those of two American destroyers, at the outset. Names of these two ships have still to be published.

A fact which is seldom fully appreciated but which is now being impressed upon our enemies by the hard logic of facts, is that the Allied lines of communication are superior to their own. Proceeding from various ports on the English side of the Channel across well-patrolled sea routes, our supplies are pouring into Nor-

(Continued on page 6)

AUSTRALIAN COMFORTS FUND IN DUTCH NEW GUINEA

GOOD TURN TO NAVAL MEN

The Australian Comforts Fund does not hand out cash to any Digger or impecunious sailor-man who thinks he could do with it. But there are exceptions.

A small Naval patrol launch arrived at a place in Dutch New Guinea recently. The crew were broke to the world, had been away in the wilds pursuing the Japs, had not seen any money for weeks, nor had they had a smoke for a month.

They expected to be paid on arrival, but their wages had not come. Hoping for the best they called at the depot of the A.C.F. honorary commissioner. There they were received with the honors due to fighting men and were supplied with cigarettes, chocolates, a few bottles of cordial, other extras which men do not get in the New Guinea wilds, and even a little money "until pay day."

MOVIES AND MOSQUITO NETS FOR THE TROOPS

The Australian Comforts Fund Headquarters has received telegraphic advice that the Anzac Division of the British War Relief Society at New York had contributed to the A.C.F. seven portable motion picture outfits and three cases of mosquito nets. These will be sent to the forward areas of New Guinea where cinema shows are regarded by the troops as No. 1 amenity and protection against mosquitoes is the great anti-malaria specific.

STARVING CHINESE—SAVED BY A.C.F. FROM JAPS

In addition to ministering to the needs of Australian troops who are driving the Japanese out of North East New Guinea, the Australian Comforts Fund during July saved the lives of over 80 Chinese who had escaped from the Japanese.

Major A. S. Bourke, A.C.F. honorary Commissioner, who is making a hurried trip back to Australia, says that the Chinese, many of whom were women and children, were living on Karkar Island and at Hansa Bay. For over 16 months they had been (as they said) "under the cruel

Japanese hand." Many became ill with beri beri owing to the lack of food and ten died in the jungle. All were nearly naked and at the point of death when they were rescued.

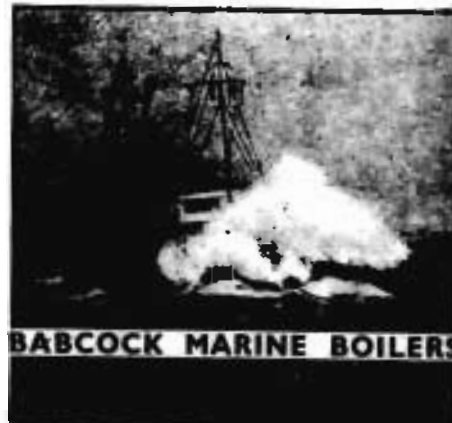
Louis Fong, a boy of 17, wrote a letter to Major Bourke, thanking the A.C.F., on behalf of the Chinese. "It was lucky for us," he said, "that the Allied planes strafed the Japs so severely and the tough Australian troops drove them away and saved us in our critical hour."

Louis Fong says the Japanese commander made him cook for the Jap soldiers. This was a dangerous job as the smoke attracted the Allied planes which would "lay an egg" right on the camp fire. After the Australians took Karkar Island the Chinese crossed Isumrud Strait to Madang. He thanks the Australian Comforts Fund on behalf of the Chinese refugees.

BOOKS FOR THE TROOPS

150 A.C.F. LIBRARIES IN N.T.

Colonel R. S. Goward, honorary Chief Commissioner of the Australian Comforts Fund, who has returned to headquarters from outlying stations in Australia, reports that there are now 150 A.C.F. libraries in the Northern Territory. These are scattered over a very wide area. The Educational Officer of the Army who administers them has a complete record of the formations and units to which the books have been allotted. "The urgent need is for more and more books," said Colonel Goward.



BABCOCK MARINE BOILERS

(Continued from page 4)

mandy in a steady stream; whereas the Germans have to be satisfied with intermittent trickles over roads and railways that are subject to frequent interruption by bombing or sabotage. Another point to be remembered is that ships can transport thousands of tons at a time, equal to the combined loads of many trains of railway wagons or lorries.

Officers and men of the Merchant Navy played an indispensable part in the invasion. They manned ships of every kind, including large passenger liners employed as transports, cargo vessels, oil tankers, coasters, tugs and motor fishing craft. For the first time on record, war correspondents were appointed to some of these ships to report on their share in the operations.

To many of those engaged in merchantmen the landing operations must have been a complete novelty. To take ships into shoal water, and in some cases even deliberately run them aground on an exposed coast to facilitate the rapid discharge of material, is something quite outside the normal routine for a merchant seaman, but there was not a single case of failure to carry out the tasks imposed.

Some ships were encumbered with deck loads of the most diverse kind, including troops' equipment, rocket apparatus, signalling gear and additional anti-aircraft guns. Weather conditions were such that the vessels were continually tossed about by the swell, causing the landing craft, motor-boats and "ducks" that came alongside to bump heavily against the sides of the ships from which they were taking cargo.

A gallant job, superbly done.

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FREEDOM AND MORAL DISCIPLINE

St. Rev. JOHN S. MOYES, Bishop of Armidale

(Report of the Summer School)

BISHOP MOYES quoted Lord Halifax: "We are going to fail again as we failed in 1918, if as citizens of a war wrecked and tormented world, we do not bring to its problems, a new eye, a new mind, a new heart; an eye to see, a mind to understand and a heart to claim kinship with all men in all lands."

Here is a post-war objective of first class importance, and one to which the Movement is making a living contribution. Lord Halifax does not go far enough nor to the root of the problem, however. It is not with the bulk of the people that dangers arise which jeopardise peace, but in high circles and official circles.

We think of democracy and freedom. If there is to be a post-war world, these things must be counted realities; and what mankind needs most of all is that Statesmen, public men, diplomats, politicians, should be persuaded—being a democrat I cannot say compelled—to live up to the simplest moralities in their official life and representative capacities, as many do in finest fashion in private life, and to conform to those ethical standards in national and international affairs, which they would as decent men adhere to as a matter of course in their daily life.

"We are in an age," says Karl Mannheim, "of transition from a laissez faire to a planned society." We are, I would add, in a transition time of new relationships between peoples and nations.

Can the changes be compassed without undue bitterness? Can they be made without the loss of our democracy and without pawning our freedom?

Our alignment to-day is thought of as freedom and democracy versus dictatorship, but our democracy before the war was on the defensive, concerned with maintaining its equilibrium. Professor MacMurray maintains that our democracy has been negative ever since victory in the Civil War defeated the totalitarian pretensions of the Stuart Kings. It had two distinct aspects: (1) Cultural; (2) Economic. The former had its note in the struggle for religious freedom, the latter in the struggle for freedom of trade.

The achievement of religious freedom is the

core of democracy, the achievement of property rights and industrial freedom is essential to a negative, and thus far the problem of a positive the two main functions of Parliament.

Thus the power of the State was largely negative, saw thus far the problem of a positive democracy is still unsolved. So far the transition from negative Government has resulted in the loss of democracy and the substitution of some form of totalitarianism. Democracy with us can only survive if it can become dynamic and militant, capable of bringing about the necessary adjustments within us and bringing them about in constructive fashion as the democracy of a free people.

Democracy? Do we want it? In an address on "Europe after the War" we were told "The occupied countries of Europe are bewildered to find how little the word democracy is used in talking of the New World Order." It may be because it was the slogan laughed at after the last war, and the hangover then is the reason why little is said to-day. But underground in Europe they are bewildered because we don't make clear that in the restoration of freedom for Europe our weight will be thrown in the direction of democracy. Instead we provide A.M.G.O.T. (Allied Military Government Occupied Territory) a Military control which will put back the development of democracy for years.

Freedom! Again, do we want it? The answer is not so simple. In the Middle Ages personal, economic and social life were dominated by rules and obligations from which practically no sphere of activity was exempted. There was then, in one sense, a lack of individual freedom, but man had security, a place within the social order and within this freedom to express himself in his work and other ways. Of freedom, of unrestricted choices in the modern sense, there was none.

The post Renaissance period was characterized by the emergence of the individual and the removal of restrictions in freedom—and an immense release of energies took place—an exhilarating intoxication.

(Continued on page 13)

SEA CADET NOTES

N.L.T.D. "VICTORY"

Commanding Officer (Mr. J. A. Williams) reports:—

We have had a slight reverse at "Victory." I regret the loss of Mr. R. A. Williams from the depot after five years' good service; his work stops him from attending.

Mr. M. Fields has been called up by the army, and Mr. W. Brooks for the navy. This is a big loss to the depot as all these officers were very conscientious. Midshipmen Whitford and Mathis are at present in hospital.

I am pleased to announce the promotion of P.O.'s R. Bilton and R. Shaw to the rank of Midshipmen and N. Golby to the rank of C.P.O.

I would like to thank North Sydney Council for their generosity in providing a quantity of paint for the purpose of painting the depot.

All officers and ratings join me in a note of regret to Mr. Hixson in his recent bereavement.

Parades have not been quite up to standard over the winter months, but now that the weather is warming I expect to see this depot at full strength again.

We have a special seamanship course in progress, so should soon have instructors to replace our losses.

Mr. Green has been promoted to Acting Chief Officer and I am sure that we will forge ahead as we have done in the past.

N.L.T.D. "WARREGO"

Commanding Officer: A. R. ARMSTRONG.

Routine is proceeding smoothly at both "Warrego" Depots. The three recently-appointed Signalmen at Woolwich Depot have undergone a further course of instruction in semaphore signalling, and have increased their speed in sending and receiving from eight words per minute to twelve words. They were examined by Mrs. F. V. McKenzie, Director of the Women's Emergency Signalling Corps, gaining respectively 296, 290 and 289 marks out of a possible 300, and have now been promoted to Signalmen, Trained Operator, V/S.

Woolwich Company held a week-end camp

during the school vacation, and a Company Social (with an abundant supply of good things to eat) on Saturday evening, 2nd September. It is proposed to spend part of the vacation in scraping and painting the whaler in readiness for our Summer sailing programme. Chief Officer F. Ward has completed the course commenced some time ago for aspirants for the rating of Leading Seaman, and the results are shown below. These appointments should make the instructional work at Woolwich more effective.

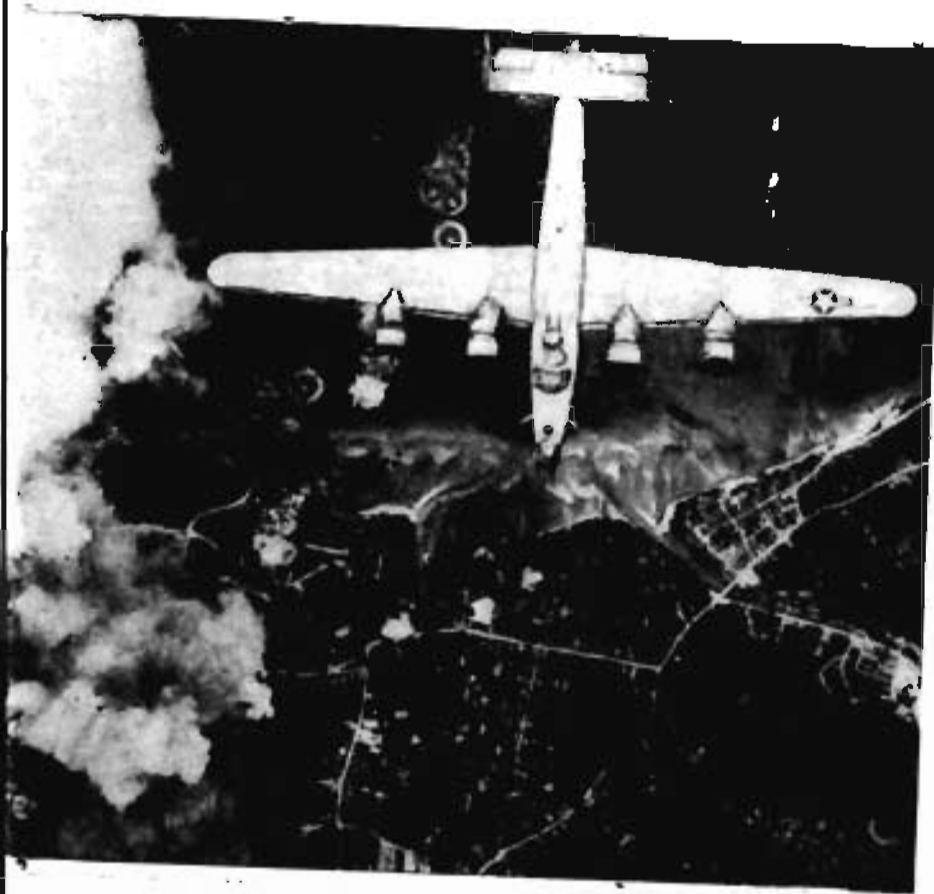
At Gladesville, the new Officers' Ward Room is nearing completion, and the boom has been set in heavy concrete foundations. The Company will shortly be celebrating its first birthday, and the parents have formed themselves into a committee for the purpose of organising a party worthy of the occasion. Competitions are at present being conducted with the object of raising funds for the function. L/S. H. Smith is kalsomining the walls of the Seamen's Mess and painting the furniture and fittings; when completed, the seamen will be very comfortably housed. Second Officer W. Olsen took a party of ratings on a visit to National Park on 27th August last as a reward for their devotion to the various tasks that they perform each weekend at their Depot. All hands are keenly looking forward to the arrival of our new boat and gear; with two boats on the strength, it will be possible for the officers to train some good crews, and inter-divisional rowing competitions are sure to prove popular. The first-aid class, under Mr. Fennell, of the S. John's Ambulance, is making satisfactory progress, and the Instructor is very pleased with the interest being displayed by his pupils. We are very grateful to Mr. Fennell for his valued help in this matter.

The Commanding Officer acknowledges, with sincere thanks, the receipt of the following donations to Gladesville Company:—£2/15/- from the parents to Seamen's Mess Fund; a dining room table for Seamen's Mess, Mr. L. Forsyth; crockery for Seamen's Mess, Mrs. Munce; two machine gun charts, Sergeant A. Bullen; a framed map, A/B. G. Wiltshire; and a pair of gaiters, L/Shipwright N. Myers.

Appointments and Promotions:—The following cadets, having passed the required examinations, are advanced in the ratings as set out

(Continued on page 10)

LIBERATOR OVER AMBOINA



(Continued from page 8)

hereon:—Signalmen B. Ward and D. Harrison, to be L/Signalmen, Trained Operator, V/S.; Signalman K. Harrison to be Signalman, T/O. (V/S.); A/B. V. Yealland to be L/S.; and Sick Berth Attendant B. Yuille to be L/S.B.A., dated 26/8/44. O/D's L. Vawdrey, E. Goldstone and P. Saunders to be A/B's, dated 19/8/44. A/B. D. Waugh to be Officers' Steward and A/B. A. Grove is awarded a Good Conduct Badge, dated 26/8/44. All the above are of Woolwich Company.

Gladesville Company:—Cadets H. Smith and B. Flack to be L/S., and Cadet B. Almeida to be L/Signalman (V/S.), dated 26/8/44.

"BEATTY" TRAINING DEPOT

Commanding Officer: G. H. SMITH.

"Beatty" reports that the Depot is progressing steadily and we have made some few additions to the place. We have built ourselves a wardroom and galley and all work has been done by members of this Depot. They are quite proud of their efforts, but we have a lot of work to do yet before we have the place shipshape. So it means all hands to the wheel. Our whaler should be finished in a few weeks' time and we hope to be afloat, which all hands have been looking forward for some time now. We have had a pretty tough time with manpower trouble but things are beginning to improve in every way, and we hope to have "Beatty" one of the best Depots in the State. Promotions:—A. B. Williams to Acting Leading Seaman. "Beatty" will sign off wishing her sister depots all the best.

N.L.T.D. "VENDETTA"

Commanding Officer: E. BARTON.

Good progress has been made at our depot of late. We secured materials and enclosed our verandah, turning it into a writers' office, cooks' galley and sick berth, a very long felt want. However, if we do a little each month as finances permit, we will soon have a very fine depot second to none. Recently Mr. Perse, Second Officer, and Mr. Moggridge, Third Officer, were presented by Mr. Langbridge, Chief Officer, at the request of the O.C., with their warrants of appointment. Mr. Langbridge spoke very well of these two officers and stressed the fact that other cadets had the same opportunity of rising to these positions as these two officers had done from the bottom rung of the ladder. An

intense examination has been undergone by our leading hands and the most outstanding are L/S. Collin Neilson, who also secured his pass for first aid, and L/S. N. Carter, another who is very attentive at all times. Both these lads stand a very good chance of being made P.O.'s in the very near future.

We have received the services of an ex-M.N. sailor—Mr. Tebbett—who lives opposite our depot, and who is also going to help us with seamanship, wireless and knotting. We expect to be again asked to assist the local War Loan Committee in the forthcoming War Loan, and hope that it will be convenient for our neighbour, N.L.T.D. "Victory" to combine with us as they have done in the past, and in the afternoon have a route march to Queenscliff Beach, when all can have a swim. We have had many visitors to our depot of late, who expressed surprise at what is being done; but what could we do if we only had more equipment. We want another whaler very much, but so far no luck. Jack Hogan, one of our lads at present in the services, called and paid us a visit lately; also Stoker Freeman and O/S. Jack Mitchell, who always writes and wishes us well. Our next job is to finish painting our whaler and the interior and exterior of the depot.

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The Australian Comforts Fund spends on an average £20,000 a week throughout the year to distribute free the things which brighten the lives of Service men and women. During the past three weeks, however, orders have been placed by the A.C.F. representing around £175,000. This amount included well over £100,000 as part payment on account of the Christmas Hampers now being prepared for the troops in operational areas, an order for 1600 long writing tables, 3000 forms, 1000 card chairs for recreation huts and hostels, many ping pong and billiard tables and 2000 tropical proofed broadcast receivers. The last mentioned have been most difficult to obtain, but are now being made available through the Director tables, 4000 canvas chairs, 4000 wooden folding of Radio and Signals.



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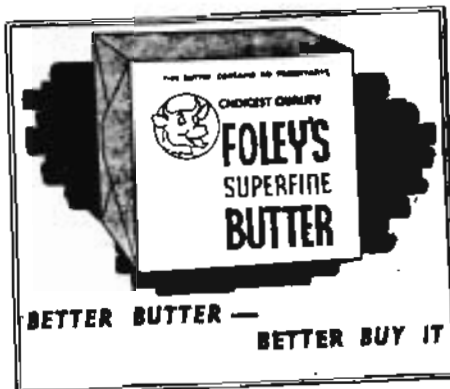
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(Continued from page 7)

But freedom is an ambiguous gift. Modern man, freed from traditional authorities, has become an individual—at the same time has become isolated, rootless, and insecure. When he becomes aware he is frightened and is ready for new kinds of bondage. Freedom becomes a burden too heavy to bear and he tries to escape. Miss I. A. R. Wyllie tells of meeting a young Nazi in the days when Hitler had come to power. There was a light in his eyes and joy in his voice, "At last I'm free," he cried. "Free," she said, "Free from what?" "Free from freedom," he said. Totalitarian regimes are mechanisms of escape from freedom.

If now the only alternative we can offer is one which equates freedom with the absence of external pressures—then we are offering just nothing. We must have something more to offer.

"Freedom is self-determination," said Berdyaev. "Freedom," said Hegel, "is to be in possession of oneself." But as early as Saint Augustine, we get the distinction between two kinds of freedom, the lesser and the greater. Indeed, we can see the word freedom possesses two different meanings, for by it is understood either that initial freedom which determines choice, or else that intelligent freedom which is our final liberty in truth and goodness. It is either a starting point or an attainment. Socrates only recognised the second. Christ said, "Ye shall know the truth and the truth shall make you free!" This is the summit of attainment.

But there is another kind of freedom, the kind by which we choose our directions. This freedom is bound up with our potential energies and for it we must fight against whatever menaces it.

An authoritarian State or Church tries to free man from this freedom in the interests of peace and happiness. For the first kind, the freedom of choice means division and disunion.

Personally, I know no solution but the reconciling of the two in Jesus Christ—for the mystery of Christianity is the mystery of freedom. In our choice we surrender ourselves and in that surrender find our second freedom.

I should not have pressed my subject so far but

that democracy is recognised as based on the Christian Valuation of life, and only men who have found themselves, men who are free in the second sense, can make democracy. The free man is a Person, a self in relationship—not an isolated individual.

And this relationship life—this Community—is that which all the world is seeking, not always for right motives, not always as the fellowship of free men, often times as an escape from the hardness of life or the tangled web of thought.

Here is dialectic if you will—Freedom produces the individual—individualism in reaction produces totalitarianism, the compulsory community in which the individual is submerged and loses all freedom. Can we carry the dialectic further and produce the community in which the individual finds himself a person, an integrated life—a community spirit—a loyalty—not based on fears and antagonisms—free from, that one may be free for.

Where is the key to this? I would put the answer in the words of an American leader—"Education for Citizenship." An integrated life wherein all the influences of home and Church and school and recreation have been brought to bear in due place and proportion and from instincts. Wherein mind, body and spirit have compacted, developed and fashioned a free man in a free community. Here in the words "Education for Citizenship" I think the emphasis should be laid—not on subjects for Examination, not on innate capacities, not only on vocation—but on a consciousness of Society as well as of the individual. (I have seen "civics" as a one period lesson in a week's curriculum.)

Here I would restate the wording of your manifesto, that "Recreation should be made THE instrument for the harmonious development of personality." I think of recreation as part of the rhythm of life.

The very word connotes a self that has been giving out and must again take in to be itself. Rabindath Tagore speaks of the "Sun kissed leisure, that puts the bloom upon the apple" and thinks that all that is best in civilisation has come from leisure—but how much of that has been creative work and not just idleness?

Leisure? Let us have no illusions about leisure.

The puritan sense of guilt in connection with leisure and recreation is still at war with the cult of health and vitality. One result is that few

people know how to use leisure and few people think of it as recreative. To make satisfactory use of leisure beyond a certain amount requires mental resources and moral qualities of a very high order and unless a man has a hobby or an interest which he is keenly anxious to cultivate a large amount of free time may be a way to boredom.

It is possible that we have got into the habit of regarding work as an evil, and leisure as the good. Bertrand Russell writes in "Praise of Idleness" as though work was an essential, perhaps necessary, evil from which man must, if possible, escape—its only purpose really the earning of a living. As a result we have to-day romantic pictures painted of the unlimited leisure that will come by the full exploitation of the machine.

There is quite a general belief that mechanised humanity is travelling towards a Promised Land in which everybody will secure a full and happy life with no more than three hours' work a day. This belief is encouraged by the intellectual heirs of the 19th Century aestheticism who look down on the humdrum labours of the butcher, the baker and the candlestick maker, as of the earthy earthy, and imagine everyone is yearning for a life in which the sordid apparatus of living is kept as much as possible out of sight and in which they will be free to devote themselves to self expression in the Arts and Crafts.

Isn't it important that you should set forth an integrated picture of what personality means?—of persons as bearers of value and then of recreation as one of the processes required in persons to maintain such a level of life that they can be giving out what is in them in creative leisure, a garden, a hobby. For a man in sedentary occupation some physical exercise. For all who meet men and women impersonally in business, there should be leisure fellowships where men meet as men and not as clerks and teachers and business men! In a society where a person grows, shaped mainly by home and family attitudes and apart from them knows only the abstract and impersonal attitudes of public life in the office, the workshop, in business and politics, something—and that the most important social ferment—will be lacking. It

is, I believe, in our leisure hours that we shall develop the Community Spirit—and it is essential that we start with Youth. The Community Spirit and the attitudes which underlie it are best acquired during adolescence in the gangs of youngsters. "It is here one learns to understand the self regulating powers of spontaneous group life, the spirit of solidarity and its influence on the individual.

If the possibilities of this gang age are un-used, the self-confidence of individuals will run amok and society become atomised. The repression of the craving for community experience in adolescence will lead at a later stage to an exaggerated competitiveness.

I am not thinking here only or mainly of the refreshment an individual may get in his leisure to enable him to carry on his particular work, but of that recreation of the whole person which makes him a real partner in community life.

Now, I believe if we are a real democracy, we must use the adolescent years for the real interpenetration of various classes, for the creation of a nation-wide conformity and unity. The Public Schools, as we have them, tend to deepen class cleavages, but if we could have boarding schools (this is Bishop Burgmann's idea originally) for all adolescents, and help them to community life with training in self government, mutual understanding and leadership through the fellowship and recreational life possible in such schools, as nowhere else, we might come nearer to a Community sense and mutual loyalties in adult life.

Compare American spontaneity and lack of class bitterness; the Church, the Government, the family, obviously have all their place and opportunities there, and their responsibilities.

But have taken it for granted that man, as man, has a value—I would say an infinite value. This has never, I believe, been recognised apart from Christianity. Elsewhere the man of a race, of a class, of blood or family, has been recognised as of value while others were the mob, the aliens, the foreigners. There are no foreigners with God. The final basis of community, the final hope of endurance of our ideals lies in our togetherness in God, in shared life and common worship. All our modern ideals apart from a living religion are bunches of cut flowers, rootless and soon lifeless. Until we learn to

meet each other as children of a Father we have no hope of treating each other as brethren. Until we worship together in dependence on the Life of all that lives, our pride will divide us into groups according to the accidents of life—not its realities. A Recreation Movement almost more than any other should be in touch with the Eternal Life.

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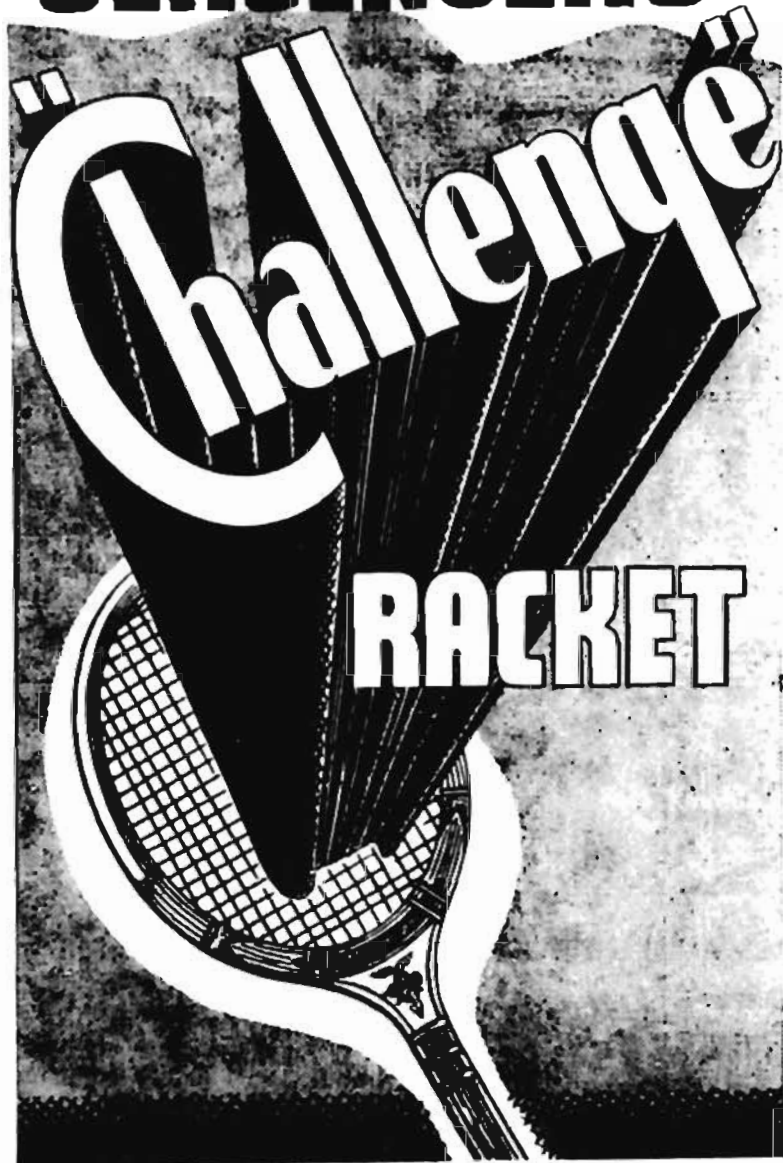
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OCTOBER-NOVEMBER, 1944

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THE CONQUEST OF JAPAN

THE destruction or capture of Tokyo would not necessarily presage the complete overthrow of the Japanese Empire. The cutting of all main communications between Japan and its territories, conquered and otherwise, and the elimination of its shipping, would bring overthrow appreciably nearer, as would the military occupation of many arterial centres vital to Japan's continuance of the struggle.

Months ago it was pointed out on this page that Japan not only is a maritime and island nation, but a continental power too. Assuming Russia remains neutral, that Japan is grimly determined to fight to a finish, eschewing compromise of any kind, then the task of the Allies to completely break up the Japanese Empire will be a far more lengthy contract than any of our many complacent optimists are capable of visualising.

The ultimate defeat of Japan is certain; the time necessary to accomplish the job is beyond the wit of man to compute with any degree of exactitude.

The occupation of selected strategic Pacific Islands, the invasion of the Philippines, and the destructive blows dealt at Japan's armed forces when encountered, is indeed heartening, but it was surely expected by the most modest of us, who note that three years have gone since Japan lashed her armed challenge to the mighty power of the U.S.A. and the British Empire combined. And it is simply the belief of realists to expect the passing of another three years before the last of Japanese-held territory outside Japan proper is completely freed of Japanese occupation and influence.

VICTORY THROUGH SEA POWER

By FRANCIS McMURTRIE, A.I.N.A., in "The Navy"

"In summing up the results of the seven days of battles of liberation by the Allied troops who have invaded Northern France, one can say without hesitation that the large-scale forcing of the Channel and the mass landing of troops of the Allies in Northern France have fully succeeded.

"This is undoubtedly a brilliant success for our Allies. One cannot but recognize that in the whole history of war there has not been any such undertaking so broad in conception, so grandiose in scale and so masterly in execution.

"As is well known, the invincible Napoleon in his time ingloriously failed in his plan of crossing the Channel to capture the British Isles. Hitler, the hysteric, who for years boasted that he would force the Channel, did not even risk making the attempt to carry out his threat.

"Only the British and American troops succeeded with honour in carrying out this immense plan of forcing the Channel and landing troops on a vast scale. History will record this as an achievement of the highest order."

THIS was the statement issued by Marshal Stalin on 13th June, in response to requests for his views on the Allied invasion of Normandy. In its generous terms this declaration undoubtedly expresses the feelings with which the peoples of the United Nations regard the splendid enterprise for which General Eisenhower bears the chief responsibility.

Success is chiefly due to one all-important factor, the lack of which caused both Napoleon and Hitler to fail. That factor is the possession by the Allies of sea power so greatly superior to that of the enemy that the communications upon which everything depends are secure from serious interference. Without this control of the sea routes, not even the preponderance which the R.A.F. and U.S. Army Air Force have now established over the Luftwaffe would have sufficed to turn the scale.

In 1804 the flotillas of landing craft assembled by Napoleon in every convenient port from the Texel to Havre, found their passage across the Channel barred by swarms of sloops and gunboats, packed by a battle squadron under Lord Keith, with his headquarters in the Downs. A cruiser squadron based on the Channel Islands formed a link with the Western Squadron under Cornwallis, engaged in blockading an important part of the French Fleet at Brest.

How far Napoleon ever seriously contemplated an invasion of this country is a moot point. From the fact that there were never more than 131,000 troops at Boulogne and other ports, it has been suggested that his preparations never amounted to more than an empty threat. At the same time, it is impossible to overlook his elaborate but unseamanlike scheme, directing the Toulon Squadron, under Villeneuve, to the West Indies, there to combine with a smaller squadron from Rochefort. United, they were to return and raise the blockade of Brest, which it was hoped would give the French temporary command of the Channel for invasion purposes. Instead, these moves led directly to Nelson's victory at Trafalgar.

In 1940, Hitler collected a number of flat-bottomed craft in the harbours of the Netherlands and Flanders, but this may never have been intended for more than a demonstration. As a sea power Germany was far weaker than France under Napoleon; and superiority in the air did not constitute an adequate guarantee for the safe passage of transports and landing craft.

Thus it was that in 1941 Hitler turned his arms against Russia instead—just as in August, 1905, two months before Trafalgar, the French Emperor, at last realising from Villeneuve's reports the impossibility of securing command of the Channel even for a few hours, dictated the orders which led to Ulm and Austerlitz.

Until the Allied armies had been landed in Normandy, with all their arms and supplies, the invasion was primarily a naval operation, of which Admiral Sir Bertram Ramsay had charge. The actual landings on 6th June constituted a combined operation, the greatest ever undertaken, involving the transit of the Channel by over 4,000 ships, with thousands more landing craft.

Eyewitnesses have described the impressive sight of this armada proceeding quietly to its destination, without the slightest opposition from the enemy. As the captain of a certain destroyer put it to me, "Never would I have believed that such a vast fleet could have closed the enemy coast without sighting so much as a German aircraft."

Ships must have come from all over the United Kingdom. To assemble them all and arrange for their movements to synchronise, must have been a gigantic task, especially as it may be assumed that from the moment of departure the use of wireless was restricted to an absolute minimum, to ensure surprise. No lights could be shown, and most of the passage had to be accomplished before dawn; yet there seem to have been scarcely any collisions.

By far the most dangerous obstacles which had to be overcome were the minefields laid along the coast. These were effectively dealt with by a force of over 200 minesweepers, ranging from vessels of 850 tons down to trawlers and motor craft. No section of the invading force deserves higher praise than the minesweepers.

As revealed by American official statements, the escort included the United States battleships Nevada, Texas and Arkansas; the heavy cruisers Augusta, Quincy and Tuscaloosa; over thirty destroyers, and a number of destroyer escorts, the term used in the U.S. Navy for the type of escort vessel known in our Service as a "captain's class frigate."

About twice as many British warships were engaged in the operation. Names so far published in the Press comprise the battleships Nelson, Rodney, Warspite and Ramillies; the cruisers Apollo, Argonaut, Belfast, Bellona, Black Prince, Ceres, Danae, Diadem, Enterprise, Frobiisher, Glasgow, Hawkins, Mauritius, Orion and Scylla; the destroyers Algonquin, Ashanti, Beagle, Brissenden, Eskimo, Haida, Huron, Javelin, Kelvin, Melbreak, Scourge, Sioux, Urania, Versatile,

Vidette, Wanderer, and Wrestler; the frigates Duff, Stayner, Tyler and Torrington; the fleet minesweepers Besumaris, Dornoch, Grecian, Ilfracombe, Qualicum, Shippigan, Tadoussac and Wedgeport; the monitor Roberts; and the auxiliaries Glenearn, Glenroy, Hilary, Prince David and Prince Robert. Of these, the Algonquin, Haida, Huron, Sioux, Prince David and Prince Robert belong to the Royal Canadian Navy whose phenomenal growth since 1939 is one of the most wonderful examples of naval expansion in this war.

Warships contributed by our European allies were the French cruisers Georges Leygues and Montcalm, and destroyer La Combattante; the Polish cruiser Dragon and destroyers Blyskawica, Krakowiak and Plorun; the Norwegian destroyers Glaisdale and Stord; and the Dutch gunboats Flores and Soemba.

After shepherding the transports and landing craft to their destinations, these warships lost no time in putting the enemy coast defences out of action. Surprise has been expressed at the rapidity with which this was done, for, though naval fire control has improved out of all knowledge since the Belgian coast bombardments of last war, it remains true that in normal circumstances shore batteries have an advantage over guns mounted afloat. Not only is there practically no limit to the amount of protection that can be given to a fort, while a ship is able to bear only a certain weight of armour on her sides and deck, but a ship can be sunk, whereas a silenced fort can speedily be repaired, re-armed and remanned.

It may be surmised that the secret of the ships' superiority on this occasion lay in the thorough preparation that had preceded every detail of the operation. Each battery must have undergone careful reconnaissance from the air; so that its exact position and extent were known. Experience at Salerno and Anzio enabled the fall of shot to be spotted rapidly from the air, combined with a system of signalling which ensured the guns getting on their targets quickly. Even so, the shooting was splendid.

Having cleared the way for the troops, the ships continued to aid them by shelling enemy concentrations of troops, tanks, artillery, etc., whenever required. It has been reported that the American troops who landed on the Cotentin Peninsula would have suffered much heavier casualties but for this support from the sea, as

they were met by a German division which was carrying out an anti-invasion exercise and found itself suddenly confronted by the reality.

Every day since 8th June the Allied fleet has ensured the regular and safe arrival in Normandy of reinforcements, munitions and supplies for the land and air forces. Enemy efforts to interfere with this traffic have mostly been made under cover of darkness, and have been uniformly unsuccessful, thanks to the vigilance of the escorts and covering forces. Particulars of a few of these attempts have been published; it is significant that all seem to have been undertaken by surface vessels, for one would have expected the U-boats to have made some sort of showing. Apparently the Germans consider them too precious to risk in the narrow waters of the Channel. This should sufficiently dispose of the enemy excuse for submarine inactivity in the Atlantic, that U-boats were being held in reserve to meet the invasion.

On 7th June aircraft of Coastal Command (which operates under the Admiralty) sighted three German destroyers in the Bay of Biscay and at once attacked them. One was set on fire, a second was seen to slow down, and the third stopped altogether, so evidently substantial damage was inflicted. Attacks were also made on enemy motor torpedo boats near the French coast, two being sunk and a third so severely damaged that it is improbable that it survived. A series of running fights with enemy light craft took place the following night, and early in the morning they were again engaged by Coastal Command aircraft, at least one being destroyed. Later in the day others were attacked with rockets by Fighter Command aircraft, one being sunk.

On 9th June a brisk action took place between seven Allied destroyers (H.M.Ss. Ashanti, Eskimo and Javelin, H.M.C.Ss. Haida and Huron, and the O.R.P. Blyskawica and Piorun) and a German destroyer force. One of the German destroyers—possibly the Karl Galster, though this identification is not positive—was torpedoed and blew up, while a second was driven ashore and wrecked.

During the ensuing week various encounters took place with German motor torpedo boats, most of which seem to have been based on Cherbourg. In some of these actions British light forces were engaged, in others American des-

troyers participated. On the night of 10th/11th June H.M.C.S. Sioux and O.R.P. Krakowiak intercepted a division of German M.T.Bs. in rain and mist, driving them off; later they were engaged by our own coastal craft off Barfleur. One of the enemy vessels was sunk and another severely damaged. A third was sunk shortly before dawn by H.M.S. Duff.

On 13th June Coastal Command aircraft intercepted a number of enemy M.T.Bs. off Boulogne. Three of these were certainly sunk (a fact admitted by the Germans) and three more were seriously damaged. Others were engaged by the destroyers Brissenden, Melbreak and Vidette, which scored hits on two of the enemy.

On the night of 14th June, H.M.S. Ashanti, in company with O.R.P. Piorun, encountered a group of seven German Beet minesweepers off the Minquiers Rocks, near Jersey. Few of them got back to port, three being seen to sink, while a fourth almost certainly became a total loss. Two others when last seen had stopped and were burning fiercely. On the same night our light coastal forces attacked three enemy patrol vessels off Cap de la Hague, torpedoing one and setting another on fire.

On two successive nights, 14th/15th and 15th/16th June, Bomber Command raided the pens in which the Germans berthed their coastal craft at Havre and Boulogne respectively. As a result, the majority of the motor torpedo boats and motor minesweepers in those ports were either destroyed or disabled.

As light coastal craft such as motor torpedo boats and motor minesweepers (Raumboote, or R-boats) are very dependent on the possession of bases within easy reach of their objectives, these attacks on Havre and Boulogne should do something to reduce the nuisance. The fall of Cherbourg will squelch another hornets' nest.

In none of these encounters have any Allied losses been reported, though the Germans have missed no chance of claiming to have sunk transports and warships of various types from cruisers downwards. In view of their notorious mendacity, such claims can be disregarded. So far, the only losses officially announced have been those of two American destroyers, at the outset. Names of these two ships have still to be published.

A fact which is seldom fully appreciated but which is now being impressed upon our enemies

by the hard logic of facts, is that the Allied lines of communication are superior to their own. Proceeding from various ports on the English side of the Channel across well-patrolled sea routes, our supplies are pouring into Normandy in a steady stream, whereas the Germans have to be satisfied with intermittent trickles over roads and railways that are subject to frequent interruption by bombing or sabotage. Another point to be remembered is that ships can transport thousands of tons at a time, equal to the combined loads of many trains of railway wagons or lorries.

Officers and men of the Merchant Navy played an indispensable part in the invasion. They manned ships of every kind, including large passenger liners, employed as transports, cargo vessels, oil tankers, coasters, tugs and motor fishing craft. For the first time on record, war correspondents were appointed to some of these ships to report on their share in the operations.

To many of those engaged in merchantmen the landing operations must have been a complete novelty. To take ships into shoal water, and in some cases even deliberately run them aground on an exposed coast to facilitate the rapid discharge of material, is something quite outside the normal routine for a merchant seaman, but there was not a single case of failure to carry out the tasks imposed.

Some ships were encumbered with deck loads of the most diverse kind, including troops' equipment, rocket apparatus, signalling gear and additional anti-aircraft guns. Weather conditions were such that the vessels were continually tossed about by the swell, causing the landing craft, motor-boats and "ducks" that came alongside to bump heavily against the sides of the ships from which they were taking cargo.

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SEA CADET NOTES

"VICTORY" DEPOT, NORTH SYDNEY

Commanding Officer: J. A. WILLIAMS.

The voluntary attendances of cadets has greatly improved with the advent of warmer weather.

We were glad to welcome at our depot the O.C., Manly (Mr. E. Barton), together with his Chief Officer, Mr. Langridge and 50 cadets, thus enabling the two units to participate in combined drill.

Once again members of "Victory" have been concerned in a life-saving incident, and the credit goes to A. B. Bowdett and P. O. Supply, Griffiths. A report of their meritorious action is being sent to the Royal Shipwreck and Humane Society.

"Victory" as usual, took part in the last War Loan rally in conjunction with "Vendetta" company at Manly.

Recently, on the invitation of North Sydney Municipal Council, this Company attended a dedication ceremony at Berry's Bay. The occasion was the gift of land by the Government for use as a park and recreation reserve for the people.

The cadets present were warmly complimented on their smart appearance and behaviour in public.

Mr. V. Lloyd, a former Chief Officer of this company and now serving in the armed forces, was given a warm welcome on visiting the depot recently.

We are in need of a vaulting-horse, also a spring-board and anyone knowing where these can be purchased cheaply, is invited to communicate with the O.C. this depot.

N.L.T.D. "VENDETTA"

Commanding Officer: E. BARTON.

We had a great day at Manly on October 28th on The Corso in aid of the 2nd Victory Loan. N.L.T.D. "Victory" attended with us and made it a "DAY."

The entire Manly Company paraded at North Sydney Depot on Saturday, 21st October, for the purpose of preparing for the above parade.

What about all N.L. Cadet units getting their boats crews to work and into training and let us have some races between depots. We are pre-

(Continued on page 11)

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RAN: 1913

(With acknowledgments to "DIT," the RAN Bulletin)

1913: For a world soon to be wartorn an eventful year—for Australia one of the most significant of her history, for this was the year when the Royal Australian Navy came home to her people.

Before the momentous decision to provide a Fleet Unit, Australia had ordered three destroyers; two, the "PARRAMATTA" and "YARRA," to be constructed in Great Britain; the third, the "WARREGO," to be sent out in parts and put together in Australia—what one might term long-range pre-fabrication. But in view of the new policy more, and larger, vessels were laid down. To man the ships recruits were called for in 1911; officers were to be drawn from the Royal Navy for some time to come, but 1913 also saw the opening of the Royal Australian Naval College at Geelong, another phase of a courageous policy which has paid handsome dividends.

The ships arrived in Australian waters at various times; "YARRA" and "PARRAMATTA" were here in September, 1910; "WARREGO" was commissioned in 1912; and "MELBOURNE" arrived in the port for which she was named in March, 1913, amid great rejoicing. Contemporary photographs show members of the official party boarding the ship, the bowlers, top hats and jaunty straw boaters of the gentlemen happily contrasted with the frenzied, feathered confections of the ladies who, were, of course, engrossed with the minor difficulty of negotiating a gangway in garments which trailed the ground.

These arrivals however, were but the forerunner of the great day when the entire fleet sailed through Sydney Heads. Those vessels which had but recently arrived from overseas, including the flagship, H.M.A.S. "AUSTRALIA," made a rendezvous on October 3rd at Jervis Bay with the vessels already in Australian waters; on the morning of October 4th the foreshores of Sydney were lined with sightseers (a public holiday had been declared); a thick mist obscured the heads, but the sun rose to reveal seven ships steaming in line ahead towards Port Jackson amid a tumultuous welcome. They passed through the Heads with "Australia" in the van followed by cruisers "MELBOURNE," "SYDNEY" and "ENCOUNTER," and the destroyers "PARRAMATTA," "YARRA" and "WARREGO"; with almost theatrical timing, the last of the mist cleared as the flagship steamed up the harbour to her moorings in Farm Cove;

one by one the vessels secured and the small craft which had waited impatiently by the shore raced across the harbour, whistles shrilling, passengers cheering, hats waving, handkerchiefs fluttering—there was no mistaking the welcome.

Asnore, Sydney had put on her brightest garb for this great occasion; streets were garlanded and buildings decorated with flowers, a mass of colour by day and by night outlined with lights; there was a Venetian carnival on the Harbour, a gala race meeting at Randwick, various Church parades, a march through the city, and an official banquet in the Town Hall. The goodwill of Australia was epitomized in the whole-hearted welcome of the citizens of Sydney. The Australian Fleet had arrived.

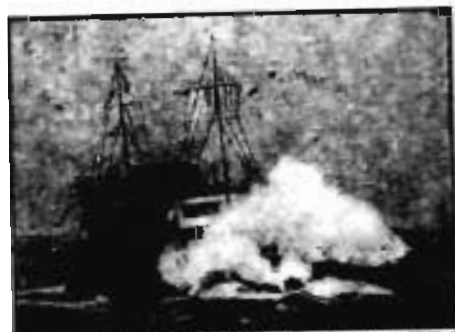
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LADY KEYES AND THE LEAGUE



Lady Keyes on her arrival in Sydney. She is wearing Navy League badge in her hat.

It is not often that members of the Navy League in Australia have the privilege of personal contact with the great figures whose names are part of the British naval tradition. So it was not only with a sense of welcoming a distinguished guest that the Committee of the Navy League entertained Lady Keyes at a reception in the League rooms on October 13th, but with deep awareness of all that her name and that of Admiral Keyes stands for in the recent history of the oldest Service.

The President of the N.S.W. Branch, Mr. T. H. Silk, welcomed Lady Keyes, who was presented with a posy on behalf of League members. Mr. Silk briefly outlined the work of the Navy League in Australia, specially emphasising the fact that it is a purely individual organisation that receives no support at all from the Government.

In reply, Lady Keyes, who was wearing the League badge, expressed her pleasure at having the opportunity of meeting members of the

League and also her astonishment that so vital an organisation should have to function only by voluntary contribution, and not by Government subsidy.

She then went on to tell of the work of the Navy League in England and her gracious personality and brilliant wit invested an already interesting story with sheer fascination.

In the early dark days of the war, the Admiralty applied to the Navy League and took its older boys as signallers. Their work was so satisfactory that the Admiralty was most grateful to the Navy League for the work they had carried out with the boys. Although in England there is a Government grant for Navy League boys from the age of 14 to 17 years, the League takes the boys in from the age of eleven and that part of their work depends upon voluntary contribution, a great part of which used to come from a Flag Day held annually in Trafalgar Square.

Not only has the League a fine record for coping with the problems of juvenile delinquency: "Boys who have been in the Sea-Cadets have never been in the Magistrate's Court"; but its members earn quicker promotion in the Navy because they are not only imbued with Naval traditions, but partly trained when they enter the Service.

Then, too, boys have the advantage of contact with the "Old Naval Comrades," and it is found that wherever that Association is strong the Sea-Cadets go ahead. Ayelesbury, for instance, "bang in the middle of England," has a very strong troop.

Lady Keyes expressed surprise that the Women's Committee of the Navy League here is not a working body when it is most needed. In England, the women's committees are running the Naval Comforts Fund, getting their wool in bulk through the Admiralty and distributing finished articles through the Leagues. She ascribes their efficiency to the fact that they operate through a central headquarters started at the Trafalgar Square Centre by Admiral and Lady Fremantle.

The work of the League in England is facilitated by the fact that a great Naval tradition

gives it a wider field of sympathisers and consequently, a steady flow of contributions. On the other hand, one of the strongest League branches is in the middle of Canada, particularly in Winnipeg, where there is great enthusiasm in spite of the fact that the boys have never seen the sea! Could there be greater testimony to the soundness of Naval traditions throughout British peoples?

We left Lady Keyes with the mutual hope that our Government would, in the future, see fit to subsidise our great Movement.

SEA CADET NOTES

(Continued from page 6)

pared to journey to other depots. Now O.C.'s it's up to you and your Cadets.

Colin Neilson has been raised to P.O. and N. Carter to acting P.O. on probation for 3 months.

Mainly wishes Gladesville many happy returns on the 1st anniversary of the formation of their Company.

N.L.T.D. "WARREGO"

Commanding Officer: A. R. ARMSTRONG.

At Woolwich there has been much activity of late in connection with the repainting of the whaler, and a very fine job the boys have made of it too! The craft has taken on a new appearance. In November we plan to have a regatta, so that the cadets of Woolwich and Gladesville Companies can settle the question as to which possesses the best boat's crew. The Royal Life Saving Society has commenced instruction at Woolwich, and we owe our thanks to their Instructor, Mr. Ramsden, and also to Mr. Savage, who lives close to the Depot, and who has kindly placed his private baths at the disposal of the Company for instructional purposes. Gladesville Company has organised a cricket team, under A/B. G. Mallinan, and the team is anxious to cross swords (or bats) with Woolwich. What about it, Woolwich.

All hands at Gladesville are very pleased with our new training sloop, "Uela," which was presented to us by Navy League Headquarters. The craft has been painted to match our whaler,

viz. grey, with a royal blue gunwale. The fore and after decks have been painted white, and the little boat looks quite attractive. A winch, oars and davits came with the boat, which is now being used for sailing.

The outstanding news-item of the month concerns our first Birthday Party, and this is reported fully elsewhere. Training is carried out on carefully planned lines at both "Warrego" Depots, our aim being to promote both efficiency and progress. The coming of warmer weather has resulted in a stimulus to recruiting, particularly at Gladesville Depot, which can be seen from passing trams. Woolwich is rather secluded, and less in the public eye. The course of first aid lessons has almost been completed at Gladesville, and we owe our thanks to Mr. Fennell, the instructor, and Ambulance Office Tonks, of Hunter's Hill Division St. John's Ambulance Brigade, for their help and interest.

The Commanding Officer acknowledges with many thanks, the following donations:—Sergt F. Howland, of Aust. & Allied All Services Assn., Small Arms Manuals for Woolwich; ex-Cadet Humphrey Arundel, 11/6 (Woolwich); Mrs. MacLaren, 2/6; Mrs. J. Forsyth, £1/1/-; Mr. F. V. Hale, Vice-President of Aust. Natives Assn., framed pictures of marine engines; Mr. Binns, birthday cake; ex-Cadet C. Kay, an elaborate sign-board to be displayed at the Depot entrance. Mrs. Bullen and her band of helpers is also worthy of thanks for raising £6 towards the birthday party expenses at a function held recently at Mrs. Bullen's home.

Promotions:—A/B. D. Ward, to be Leading eSaman, 16/9/44 (Woolwich). O/Ds. to be A/Bs.:—R. Maclaren, 2/9/44. R. Angel and E. Crick, 30-9/44. J. Wilt, 7/10/44, and R. Jones, 14/10/44 (all of Gladesville Coy.).

Confirmation:—The appointment of Third Officer K. B. Matheson is confirmed, dated 22/10/44.

Appointments:—Chaplain C. Craven-Sands, R.A.N., to be Chaplain, N.L., and to be posted to N.L.T.D. "Warrego" (Gladesville Company), 21/10/44.

Good Conduct Badges:—P/Os. K. McLeod & P. Bullen, L/S. R. Evans, L/S. Flak, Officers' Steward J. McBurnie, Signaller R. Tutt, Writer

(Continued on page 12)

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SEA CADET NOTES

(Continued from page 10)

R. Bickerstaff, Supply Rating F. Thompson, A/Bs. K. Binns, H. Tutt, G. Wiltshire, G. Hallinan, R. MacLaren, E. Munce, R. Angel, all of Gladesville Company, and P/O. C. Lithgow, L/Signalman D. Harrison, and A/B. E. Goldstone, of Woolwich Company.

FIRST BIRTHDAY PARTY

The Gladesville Company passed the first milestone of its existence on 2nd October last. The event was celebrated in the form of a Birthday Party, held in the Jordan Hall, Gladesville, on 14th October. The Company, every Officer and Rating of which was present on parade, marched from the Depot at Henley, to the hall, via Victoria Rd., Gladesville, headed by drummers and accompanied by an armed colour party. Before entering the hall, the Ship's Company was inspected by the C.O. and Chaplain the Rev. Craver-Sands, R.A.N. The Company then filed into the hall, each cadet occupying a pre-arranged seat, which was indicated by a card

bearing the rating's name. The spread, which was on generous lines, was arranged by a committee of ladies, headed by Mrs. Bullen, and these good people must have felt very gratified at the smooth manner in which the programme was carried out.

The guest of honour was Mrs. J. Forsyth, our generous benefactress. Other prominent guests included Chaplain Sands, R.A.N., Rev. Canon Knox, Mr. F. V. Hale, Vice President of the Australian Natives Association, Mr. G. H. Smith, C.O. of N.L.T.D. "Beatty," an Officer and P/O. representing N.L.T.D. "Victory," our first aid instructor, Mr. Fennell, and Mrs. Fennell, and a number of the parents of the cadets.

The Commanding Officer opened the proceedings by welcoming the guests and reading apologies from Captain W. W. Beale, O.B.E., Mr. E. Barton, C.O. of N.L.T.D. "Vendetta," and the Rev. Ian Shevill. All hands then "fell to," Chaplain Craver-Sands proposed the toast of the Lord High Admiral, the King, which was duly honoured. The C.O. then briefly outlined the history of the Company, conveying to Mr. and Mrs. Forsyth the Company's and his own thanks for the generous spirit in which they had placed their premises and even their money at the disposal of our Unit in order that the work might go on; thanking the Ladies' Committee for their loyal and devoted service in the interests of the Unit and for their efforts in providing the present sumptuous function; asking Mr. Fennell to accept the appreciation of us all for his voluntary service in instructing the lads in first aid work, and thanking the many kind people who had helped with cash and items of equipment, the possession of which made the work of the instructors so much more effective. The C.O. stated that he was indebted to Captain W. W. Beale for the encouragement that he had received from him right from the day that he was given his first command at Woolwich, and in the present venture, and that he was particularly grateful for tangible proof of this encouragement in the form of the training sloop "Uela," which Captain Beale was instrumental in obtaining for Gladesville Company.

A very beautiful birthday cake, the work of Mr. Binns, father of one of our cadets, was then massacred, with much reluctance, by the C.O., who executed the foul deed with a cutlass. The

(Continued on page 11)



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So. This 20th Century of ours—the bloodiest in recorded history—has something to learn from the ancients of China.

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SEA CADET NOTES

(Continued from page 12)

cake, covered with icing, was a work of art, and was much admired by all. It bore the painting of a battle ship on top, and was surmounted by the conventional lighted candle.

After all had eaten their fill, the Ship's Company was formed up in the hall and Chaplain Sands gave the lads an inspiring address, after which he presented books to Petty Officers K. McLeod and P. Bullen, Writer R. Bickerstaff, Officers' Steward J. McBurnie, and L/S. R. Evans. On behalf of the Ship's Company, Officers' Steward J. McBurnie presented, with an appropriate address, a bouquet and a pearl necklace to Mrs. Forsyth, who suitably responded, and A/B. E. Munce presented Mrs. Bullen with a bouquet. Fifteen ratings, all foundation members of the Company, and therefore its backbone, were presented with their good conduct badges by Mr. G. H. Smith, C.O. of "Beatty." These formalities over, Chaplain Sands handed 2nd Officer W. T. Olsen his Warrant of Appointment, and a nautical manual, the gift of the boys, and Warrant Officer A. Wheeler with a Manual of Seamanship, also the gift of the cadets. Presentations were then made to the Commanding Officer and 3rd Officer K. B. Matheson.

The remainder of the evening was devoted to games and dancing. A notice board, which was presented to us by ex-Cadet C. Kay, was displayed on the stage of the hall and attracted much favourable attention. It represents a foul anchor of generous proportions, and bears the inscription of "Warrego S.C. Training Depot." It now adorns the entrance to the Guard Room facing the street, and shall serve to advertise our whereabouts to would-be recruits.

The visitors and all hands were regaled with birthday cake and ice-cream, and they departed, we hope, with feelings of pleasure at the entertainment that they had received as a result of the efforts of the lads of our Company. These people are deserving of every credit and thanks for the trouble and work that the organisation of the birthday party involved.

And so the first mile-stone has been passed!

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

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

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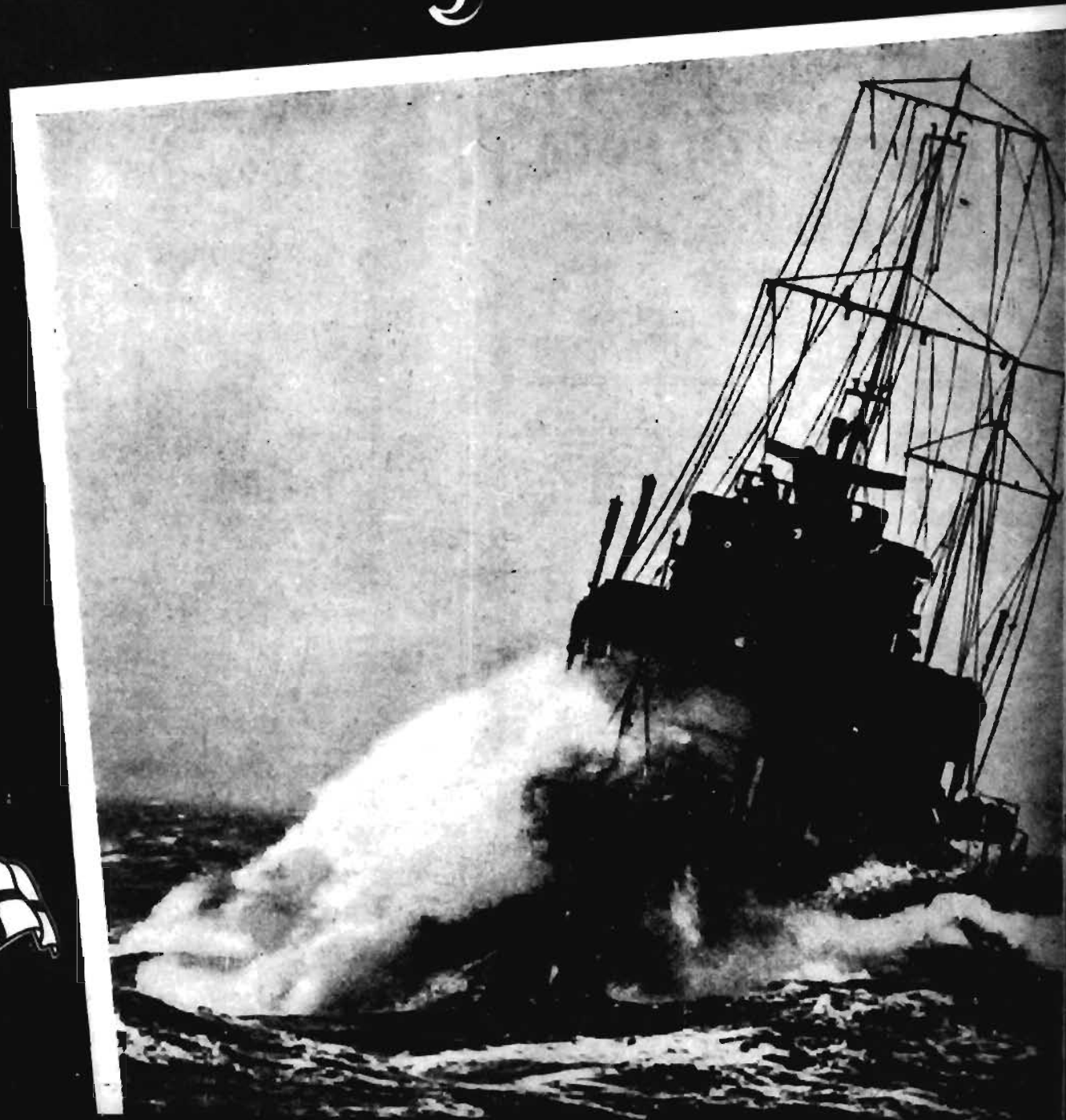


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NAVY LEAGUE'S FIFTY YEARS

FIFTY years ago, on the 17th January, 1895, the Navy League was formed in London. Many distinguished men and women have associated themselves with the League's fortunes in peace and in war since then.

Since the League's formation friends and enemies have been legion. In peace time it had been attacked as a league of Jingoism; in war the seeds it sowed in peace came to fruition, and it is praised as a guardian of British and Dominion interests and always as the clear-sighted supporter of an efficient and powerful navy and Royal Naval Air Force. Aggressive Militarism and the war justified the Navy League in the repeated warnings it had given over the years.

The Navy League in England during the last war raised over half a million sterling for the relief of widows and the children of men of the Navy, Mercantile Marine and auxiliary forces who lost their lives as a result of enemy action. In this war the Navy League has been mainly responsible for the expansion of the Sea Cadet Corps to 50,000 youths. These youths, as they become trained and reach the required age, are absorbed into the Navy—large numbers of them as specialist signallers. Thus in peace and in war the vision and the work of the Navy League has been completely vindicated.

The Navy League is established not only in Great Britain, but in Canada, South Africa, India, New Zealand, Australia and in many other parts of the Empire.

Mr. Churchill has written: "We are all deeply sensible of the work undertaken by the Navy League and hope it will be continued." No organization could have a better recommendation than that!

For fifty years its motto has been "KEEP WATCH"

SHIP-BORNE FIGHTERS FOR THE PACIFIC

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

Ship-borne fighters play a part which increases in importance as the battle area is farther removed from a land base. In Europe it has been found possible, by the use of auxiliary fuel tanks, to confer upon normal fighters the added range which enables them to escort bombers to the most remote targets. But in an ocean war, such as may be visualized for the Pacific area, these conditions no longer prevail.

It is then necessary to return to the ship-borne machine and to use it for escort duties and for protecting aircraft and ships. The Royal Navy has been active recently in developing ship-borne fighters. Most of them—though not all—have been modifications of land types. But some aircraft designed and built in the United States have been adopted and have proved popular.

Among these an interesting trend of design thought shows itself in the Grumman Wildcat and the Grumman Helicat. The Wildcat, which was earlier called the Martlet in the Navy, introduced the naval pilot to a small, radial-engined machine of unusually high powers of manoeuvre.

The Helicat is similar to the Wildcat except that it is larger in size, has a different form of undercarriage, and a different form of engine cowling. The engine is an eighteen-cylinder unit of 2,000 horse power, and the top speed of the aircraft is officially quoted at 380 miles an hour.

The Helicat first flew on 26th June, 1942, and it was accepted as a standard type by the United States Navy. The first official record of it being in action was at Marcus Island on 1st September, 1943. We may expect to hear more of this aircraft as the war's centre of gravity shifts to the Pacific.

For it is certain that in that region the responsibility of the ship-borne fighter will be much greater than it has ever been before. It will not be possible—so far as can be foreseen—to use the long-range fighter, with auxiliary tanks, to do the various tasks that will be needed in the Pacific.

The fleets at sea there must have with them at all time an air potential capable of being realized at any moment and at short notice. In Western Europe the technique of escort duties was largely a technique of overlapping patrols which went out, accompanied the bombers for part of their journey, and were then relieved by others. There was thus a series of relays of fighters escorting the bombers.

No such technique is possible where the time factor is extended, as it is apt to be in operations wherein the naval element is in the ascendant. In such cases the air element must be with the ships. I cannot see that the landplane will find itself so popular in the Pacific as it has been in the West.

In the West it is true to say that the land-based landplane has been triumphant. It has provided fighter cover wherever it was wanted, sometimes far from base; and it has provided ocean patrol. Most students of the air war at sea are familiar with the manner in which the very long-range landplane has been ousting the long-range flying-boat for ocean duties.

The very long-range landplane has proved itself superior in air performance and capable of working in those areas where formerly it was thought that only flying-boats or ship-borne aircraft could be used regularly and with success.

Some have interpreted this as meaning that the flying-boat's term of usefulness is at an end. They have held that the land-based landplane can perform all the ocean reconnaissance, submarine patrol and other duties. It is an attractive theory at first sight; but an examination of the fundamentals of the air war at sea shows it to be fallacious.

The point turns on air fighting. In the West, Germany has not exerted herself to any special degree in order to carry the air war to the British and Allied fleets. Early she began to use long-range Focke-Wulf aircraft to make attacks on our shipping, but when the catapulted Hurricane came into service she found this form of war increasingly ineffective. But the catapulted Hurricane was a device of limited use. Once the

fighter had gone off it was a dead loss and that much air protection was discarded.

It is obvious from a consideration of the time factor that, no matter how great may be the ranges conferred upon new fighters, they will never be able to provide continuous cover for shipping. The rates of movement are incompatible. No doubt the fighters of the future will have the range to enable them to fly over the longest sea routes; but they cannot possibly have both the range and the duration.

Here we come to the central fact which is likely to be demonstrated in the Pacific. It is that the surface ship moving in a war area must be protected not so much by air power as by air potential. It must have always near it a fighter force capable of realizing its fighting capacity anywhere and at short notice.

This is the case for the carrier and the case for the specialized ship-borne fighter. Wherever belligerents have on both sides powerful fleets, the value of the very long-range land-based landplane will tend to fall. Had the Germans had a fleet in the Atlantic it cannot be supposed for one moment that our very long-range aircraft could have achieved the successes they have achieved.

They would then always have been menaced by ship-borne fighters. Now it has been repeatedly shown that in aerial battle the fighter—to quote Lord Trenchard's expression—is "queen of the skies." No other aircraft, however carefully designed and lavishly armed, can stand up to it. The United States Army Air Forces made a bold experiment when they sent over their heavily armed Fortresses and sought to penetrate German territory without fighter escorts. But the experiment, courageous and well conducted though it was, proved a failure. The Americans had to introduce long-range fighters to protect their bombers. When they did not do so the losses were militarily uneconomic.

There is no reason to suppose that similar conditions would not prevail in the air war at sea. The torpedo carrier and the dive-bomber would fall to stout fighter defenses. They must, if they are to work well, have fighter cover as the Barracudas did when they made their "Tirpitz" attack.

In short, then, the case for the ship-borne fighter is complete. We shall almost certainly see these aircraft working on a large scale in the Pacific. Not only the Helicats and the Seafires, but also the Corsairs, will be in demand if the expected fleet actions take place.

I would like also to repeat the point I made once before in these pages which concerns the battleworthiness of the fighter. It is a point which cannot be too often reiterated when the value of the carrier is under discussion.

No matter how ingeniously the devices for increasing the range of fighters may be devised, the fighter working nearest to its base will always be the most battleworthy. It is a simple proposition of weight carried against air performance achieved. Shorten the working range, and you can have your choice of more speed, better climb, or heavier armament and armour.

This is a fundamental of air war which nothing can alter. It follows from it that the movable base will retain its value for the operation of fighters. It also follows that it is most dangerous to permit arguments based on the Atlantic battle to influence the structure of navies.

There has always been resistance to the aircraft carrier. It has been the most disliked kind of ship in its day. This resistance must be broken down and the best brains must be attracted to carrier development and to the development of the carrier-borne aircraft.

In the West the Allied air formations were able to penetrate to Germany on a big radius of action. But the German fighters which rose from their defending aerodromes were better placed for fighting than the Allied machines. This fact was demonstrated repeatedly. Although the Allies disposed enormously larger forces, the bombing formations frequently met stiff opposition and sometimes suffered considerable losses.

With a comparatively small force the Germans were able to offer a stiff defence. And the reason was that they were working near their bases.

Translate this into terms of the Pacific war and the carrier's value is patent. Not long ago it was said that the Americans have one hundred carriers now in commission. It has been a sound policy to build them and it will assuredly be so proved when the final trials of strength occur against the Japanese.

It is to be supposed, too, that new types of ship-borne fighters will make their appearance. The Americans have given some indication of new machines which they have been preparing, and it can be taken for granted that Britain is also preparing new ship-borne fighters of which we shall hear in due course.

Meanwhile, the picture is of carriers of various sizes and of ship-borne fighters of various kinds, some with radial engines; but all showing an air performance approaching that of land-based aircraft working near their bases and an air performance, sometimes superior to that of land-based aircraft working far from their bases.

As a footnote, I should add that by the time these notes appear some details will have been released of the Seafire Mark III.



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SEA CADET NOTES

"WARREGO" DEPOT

Mr. H. Collison has been invalided from the R.A.A.F. and is again honorary O.C. of "Warrego" Depot, Woolwich, having taken over from Mr. A. R. Armstrong. Mr. Collison is assisted by Mr. F. Ward as Chief Officer.

N.L.T.D. "WARREGO"

Mr. H. Collison, O.C.
The ratings of this depot have extended a hearty welcome to Mr. Collison, the O.C. who has been on active service with the Air Force.
Mr. Collison wishes to thank Mr. Armstrong for his good work in keeping the company together. He has been acting officer in charge here for the past 12 months and, in spite of difficulties, has carried on instruction with the aid of the chief officer. Mr. Ward is doing a wonderful job at the depot with his instruction, which is highly commendable. With his example and devotion to duty, he has been an inspiration to the ratings and brought the depot up to a high state of efficiency.

The depot has been repainted by the company and, with various alterations and improvements, is looking trim and shipshape. Rowing and sailing are progressing very well and the cadets always look forward to boatwork. Our depot issues a challenge to race any depot for crews under 18 years of age; the course of which is to be half a mile.

An ex-C.P.O. of Woolwich, Mr. Whyte, has joined the Merchant Navy. We all wish him the very best of luck in his career.

For the past four weeks a group of cadets has been training in life saving for the bronze medallion. The examination was held on Saturday, 25th November, and the following are the names of the successful cadets:—

Warrant Officer C. Lithgow, Leading Seamen Smith, Ward and Yealand, Leading Signallers Ward and Harrison.

On Sunday, 26th November, the depot was open for inspection. A number of parents arrived and, after looking over the depot, expressed themselves as being favourably impressed with the work done by the cadets. Later in the day a display of rowing was given by two crews.

Promotions and appointments: P.O. C. Lithgow to be Warrant Officer, dated 18/11/44; A.B. E. Goldstone to be assistant supply rating, dated 18/11/44.

N.L.T.D. "AUSTRALIA"

10 William Street, Henley, Gladesville.

Commanding Officer: A. R. Armstrong.

Consequent upon the return of Mr. H. G. Collison to the command of N.L.T.D. "WARREGO," Woolwich Company, the alliance which previously existed between the Woolwich and Gladesville Companies has been terminated, and Gladesville Company will now be known as N.L.T.D. "AUSTRALIA." A gross of suitable cap tallies has been ordered, and until these are available, Gladesville ratings will continue to wear "Warrego" tallies. The present diamond-shaped chocolate colour patches, a miniature of the colour-patch of the 2nd Division, A.A.M.C., the C.O.'s old unit, will be retained. We all wish Mr. Collison and his ship every success.

New entries continue to come along, and, at the time of writing, our strength is over fifty. Cadets come to us from as far afield as Otford, Brighton-le-Sands and Parramatta.

Mr. Fennel, our First-aid Instructor, is deserving of praise and thanks for his valued efforts on behalf of our boys. He succeeded in piloting the following ratings through the Preliminary St. John's Certificate Examination: L/S. R. Evans, A/B's R. Angel, G. Wiltshire, J. Witt, O/D's H. Corfe, E. Witt and Officers' Steward J. McBurnie. The cadets were examined by an independent St. John's Association examiner, and will be issued with certificates in due course. Congratulations to all concerned!

Miss Irvine has formed a small choir of "Australia" cadets, and is teaching the members sea shanties. When the time is ripe, it is planned to allow the choir to sing over the radio.

On Saturday, 25th November, our ship's company crossed oars with the 2nd Abbotsford Sea Scouts in an informal regatta. Owing to the fact that the competing organisations' craft were of different types, each crew used its own boat first, and then changed over into its opponent's craft. Thus each crew rowed over the same

therefore used their submerged invisibility in course twice, and that making the shortest aggregate time was declared the winner. The results were fairly even, Navy League winning the senior crews' race by 10 seconds; scouts were victorious in the intermediate crews' by half a minute, and the junior race resulted in a tie. The meeting of two neighbouring nautical organisations in healthy rivalry should be beneficial to both. Abbotsford Sea Scouts is run by boys, and we must congratulate the Troop on its good seamanship, good sportsmanship, and on its nicely laid out and well-kept headquarters.

Rowing, sailing and swimming are very popular just now at Gladesville. Second Officer W. T. Olsen has resumed his week-end camps at the Depot, and Third Officer K. B. Matheson is doing good work with his advanced seamanship class. Mr. Matheson has been presented with his Warrant. We were pleased to welcome aboard our ship during the month ex-Chief Officer V. Lloyd and Paymaster Rand, with three ratings from N.L.T.D. "Victory."

The topic of the moment is our coming New Year camp at Orange. The Orange scouts are loaning us their modern brick hall for the purposes of accommodation, and we are looking forward to an enjoyable time. The event is of special interest to our C.O., as he founded the Scout Movement in Orange in 1915, and the organisation has continued there without a break. Ratings of other Depots are invited to participate in the camp, with their C.O.'s permission. The inclusive cost is £3 for the eight days, plus whatever pocket-money is desired. We leave Sydney on Friday, 6th January, returning on Monday, 16th January. Further particulars will be supplied on application to the Commanding Officer at Gladesville Depot.

Officers and Cadets of N.L.T.D. "Australia" wish to convey seasonal greetings to the officers and ratings of her sister Depots, "Victory," "Vendetta," "Warrego" and "Beatty."

The O.C. "Beatty" N.L. Sea Cadet Depot (Mr. G. H. Smith) reports steady progress. Mr.



CHRISTMAS, 1944

The Chairman and Executive Committee of the Navy League wish all members, officers, petty officers and Sea Cadets, past and present, a happy Christmas. They take this opportunity, too, to thank all who have rendered such useful and unselfish service in the interests of the Sea Cadet Corps.



Smith reveals that his cadets have been doing excellent work in effecting improvements to their Depot. Since the repair of their whaler, the lads have also had considerable rowing practice, and they look forward to an early race against a "Victory" Depot crew of approximately the same weight. It is unfortunate that petrol and transport restrictions have knocked out the League's competitive boat races, which were such a popular feature before the war. There were occasions when seventeen League boats competed in a single race on the Lane Cove River, opposite the Woolwich ("Warrego") Depot. Similar races were also held on the Parramatta, at North Sydney and Manly. Let us hope the time is not far distant when these friendly competitions and high-class exhibitions of rowing are cadet features again.

PORTLAND (VIC.) SEA CADETS

It is regretted that the photograph of the Portland (Vic.) Sea Cadets, sent in by Mr. E. E. Carthew, Postmaster, Portland, is not sufficiently clear for reproduction. However, it shows a fine lot of youths wearing the uniform of the Navy League, and with Mr. Carthew we wholeheartedly agree that they are a body of cadets in which their officers, the citizens of Portland and the Navy League might well be proud.

The Sea Cadet Corps in New South Wales send to them and to Victorian Sea Cadets generally, their best wishes for a good Christmas and a happy and prosperous 1945.



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UNDER THE SEA

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

The welcome news that the number of U-boats now being destroyed exceeds that of the ships sunk naturally throws our minds back to the dark days of the war.

A full story of the U-boat campaign cannot be written until after the war, by which time the general public will have ceased to pay much attention to the subject, for, even now that our mastery is more or less complete, the majority hardly pause to think seriously of a matter in which at one time they took a poignant and apprehensive interest. Perhaps then, it will be well to sketch in the briefest outline the course of this campaign and some of the lessons to be learned from it.

After the First World War the visionary enthusiasts in whose hands lay the fate of our country light-heartedly undertook the regeneration of the world. Their more prominent members proclaimed boldly that there was to be no more war, that fighting was a thing of the past, that our Fighting Forces were slightly improper avocations for enlightened young men.

Even the officers and men who had fought the war and saved the country were almost expected to apologize for belonging to such anarchistic and unbenign professions. Even side-arms were not to be worn at the Cenotaph celebrations in case the sight of such lethal weapons might inspire a warlike spirit in the younger generation. In the public schools many instructors consistently urged youths not to join the Fighting Services. The result, of course, was that at the commencement of the war we were caught in a state of complete defencelessness. Even so, no naval officer of experience ever had the slightest doubt that we should completely master the problem of keeping open the routes for our sea transport.

We were in a better position than the civilians to visualize the whole subject; we could better appreciate the vast extent of the oceans and even of the strip of water between our country and the United States; we knew the physical difficulties with which the U-boats would have to contend; the winter weather thick and boisterous; the very considerable experience that

the U-boat captains would have to gain before they could become thoroughly efficient; but, above all, we knew the grit and stolid pluck and endurance of the officers and men of the Merchant Service as well as the sound efficiency of the remnants of our Royal Navy; and, last but not least there was the incontrovertible fact that we had never been beaten at sea, and we were thoroughly convinced that we never should be.

On the other hand, we knew of the smallness of our Navy, our lack of escort craft, and the almost unlimited possibilities possessed by the enemy for turning out U-boats of all classes and sizes.

The first year of the campaign was chiefly noteworthy for the frantic efforts made to supply escort vessels for our convoys, which at times had to sail under the protection of a single vessel. We were, indeed, fortunate in having fifty ageing last-war destroyers turned over to us in accordance with a deal made whereby we leased bases to the United States in our West Indian islands and Newfoundland.

Considerable improvement made in aircraft during the inter-war period provided the Navy with a most useful auxiliary to help in our convoy work, by patrolling the waters near our coast and outwards for several hundred miles. This divided our convoy routes into three portions: that patrolled near our coasts; that near Canada; and the centre portion which was protected only by our surface vessels and escorts.

Soon the Germans woke up to the fact that a submarine made an excellent night surface attack vessel. This was known to us as far back as 1904 and was fully guarded against in our dispositions in the Dover Patrol in 1917. When this function was made use of by the U-boats, we ran up against serious trouble since surface-working allowed them to work together in convoys or groups—a tactic impossible to submarines when submerged. The U-boats therefore hunted in groups in the day time, marked down their prey and attacked on the surface at night, diving after discharging their torpedoes. They

Continued on page 19



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Happy at the prospect of their first leave in Australia, these ratings from H.M.A.S. Quin, which were photographed when the destroyer paid her first home visit recently. Quin, one of Australia's little-known destroyers, has been two years with Britain's Eastern Fleet.

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ANZAC CLUB IN INDIA

Australian and New Zealand servicemen stationed in India are to be provided with an "Anzac Club" at Calcutta by the Australian Comforts Fund and the New Zealand Patriotic Fund, in conjunction with the Australian and New Zealand Association of India.

The need for the club is urgent, as many Aussies and Kiwis—especially airmen—are constantly moving to and from Calcutta, which is overcrowded to a point where frequently eight men sleep in one hotel bedroom. The A.C.F. and N.Z.P.F. have sent remittances to India sufficient to equip the club and to operate it for the first year. In addition to lounges, library and writing rooms there will be sleeping accommodation for thirty. Mr. R. G. Casey, Governor of Bengal, and Sir Iven Mackay, High Commissioner for Australia in India, interested themselves in the project, which was finalised by a visit to Australia from Mr. H. Pickett Heaps, a vice-president of the Australian and New Zealand Association of India.

A.C.F. MAN WITH A CORNET

Mr. W. J. Shepherd, a business man from Horsham, Victoria, who has gone to serve as an

Honorary Commissioner of the Australian Comforts Fund at Lae, New Guinea, has taken with him a miniature cornet. The instrument is only eight inches long, but Mr. Shepherd, who is an old bandsman, says it delivers excellent volume, as the tubing is of standard length. The tone is a little light for band work, but the cornet gives good results at smoke socials. He expects it to be a success among the troops.

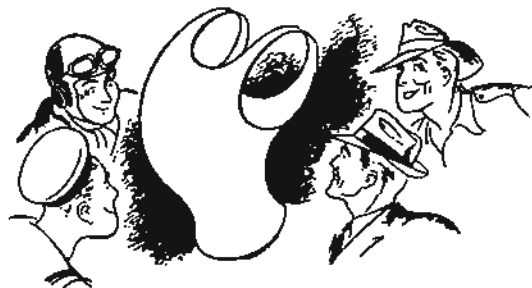
BIGGEST FLAG IN ROME FLOWN BY A.O.F.

The largest Dominion's flag flying in Rome is the Australian.

Lieut.-Col. H. E. Hovendene, Honorary Commissioner of the Australian Comforts Fund, who hoisted the flag, says in a letter to his Australian headquarters this week, that the flag can be picked up more than half a mile away by anyone coming from St. Peter's, and it can be seen easily from the balcony in the Piazza Venezia, from which Mussolini used to address the multitude.

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(Continued from page 13.)

A.C.F. emblem over the portico of the Australian Club."

When Colonel Hovendene wrote, he was waiting for Florence to fall, as he had everything teed up to start another A.C.F. club there for the boys.

RED CROSS LOOKS TO THE FUTURE

At the present time Red Cross has a greater number of social workers, both in the field and in training, than any other single organisation in Australia. To-day the Society employs 30 trained social workers, three of whom are in England receiving specialized training through the medium of Red Cross scholarships. It has 22 trainees, also Red Cross scholarship holders studying at various Universities and Almoner Institutes in Australia.

Again in 1945 the Society intends to offer more scholarships to Australian men and women to help them qualify for this particular, highly specialized work. For Red Cross requires an ever-increasing number of social workers to be able to carry out its plans for assisting in the rehabilitation of servicemen and women, and to fulfil its obligations to the Medical Services of the Defence Forces.

At the request of Navy, Army and Air Force, the Society had undertaken to furnish medical social workers in base and intermediate base hospitals on an allocation basis of one to each 400 beds. In addition it has established Social Service Departments attached to its own Red Cross Headquarters in several capital cities throughout the Commonwealth to assist medically discharged servicemen and women and their families and the families of prisoners of war.

Not only within the Red Cross Society, but within many other organisations, there will be many chances of employment for trained social workers in the post-war years, when readjustment to peace-time living will present so many problems to people in all walks of life.

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THE STORY OF "SHANGHAI BROWN"

A message was received by the Australian Red Cross Searcher Unit in New Guinea recently from Dr. Morel, International Red Cross Delegate in Australia. Enclosed was a message form sent by Paula Brown, Civilian Relief Centre, Shanghai, to her father, Hugh Castellan Brown, and addressed simply Wau, New Guinea. As all civilians left the island two or three years ago, Searchers considered the possibility of Brown being in one of the Services, but as no regimental or unit number was given it was impossible to ascertain this. So they decided to visit ANGAU (Australian and New Guinea Administration Unit) which is mostly composed of ex-civilians of New Guinea. But here too they seemed to have come up against a blank wall, for in spite of extensive enquiries, no one knew Mr. Brown. They had almost given up the search, when they happened to question some men who had been working on the gold-fields in New Guinea before the war. They said "Oh, yes, we had dozens of Browns working with us." "Tell us the names of some of them," asked a Searcher. The men started going through the long list, giving the familiar nicknames they called them by—Fatty, Stinker, Puddin' and so on till they came to one they called "Shanghai" Brown. "Why did you call him that?" asked the Searchers. "He came from there and he was always talking about it," the men replied. They went on to say that the last they heard was that he was thinking of joining the Navy, but no one had seen or heard of him since. That was enough for the Red Cross Searchers, who followed up this clue by paying a visit to the Naval Officer in Charge at Moreaby. Here they discovered on looking up the officer records that Brown was on a supply ship stationed in a Queensland port, so the search was at an end. Within an hour of receiving the original message from Geneva, a radiogram was sent to the Red Cross representative at the Queensland port concerned, directing him to deliver the contents of the letter to the father, and Searchers heard later that the message had been radioed to Mr. Brown from the Naval Station ashore to the ship which was out at sea.

Is YOUR Faith in God Worthless?

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

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

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

Consider these Scriptures quietly:

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

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

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

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

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

REMEMBER

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

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

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Mr. J. Williams (O.C. "Victory" Depot) and Mr. E. Barton (O.C. "Vendetta" Depot) report considerable activity during the past month, painting and repairs occupying much time. The normal training programme has been maintained, in addition to responding to appeals to assist at various public functions of national and local character. Officers and cadets of these depots send Christmas and New Year greetings to fellow officers and cadets attached to other depots, and particularly to old officers and cadets who are serving in Australia's Fighting Forces on the seas, in the air and on land.

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(Continued from page 8.)

defence and not in attack. Their vulnerable time was the few minutes before they could submerge and get clear of the area in which they could be located.

About this same time the Germans developed the use of long-range aircraft to bomb our convoys far out at sea. This proved to be for us a most dangerous innovation, since there was no fighter aircraft capable of accompanying a convoy owing to lack of fuel-carrying capacity, whereas the raider had merely to travel to and from its point of attack. The combination of the above two factors, surface night attack and bombing from the air, created a peak period in our losses, which reached an alarming figure.

The air offensive was defeated by our converting ships of suitable tonnage to carry fast fighter planes which could in reasonable weather both leave and land on the ship. Moreover, these ships could carry reconnaissance planes to detect and mark down submarines on the surface in day time. Large numbers of escort vessels—frigates, sloops and destroyers—were coming to hand, so that not only could we defend the convoys by the use of escorts, but we could carry out an offensive against submarines spotted by the aircraft.

Still further, a diplomatic success, whereby we obtained the use of the Azores for our vessels, to a great extent neutralized the unfriendly action of the Government of Eire in refusing us the hospitality of their ports.

Lastly, improvements in our sound detection made the hunting of submerged vessels much more certain and allowed our depth-charge discharges to complete their doom.

So, in spite of the frantic efforts of the new German Naval Commander-in-Chief (a submarine expert) and increased activity on the part of the building yards, U-boat numbers decreased: while those which remained, being continually hunted from the surface to submergence, bombed and depth-charged, became jaded and weary and more concerned with their own safety than with the destruction of the enemy's ships.

In this way has the history of the last war been repeated. The U-boat, it is true, has been defeated, but we have to face the risk that our peace strategy will once again prove to be more dangerous than the U-boat.

The one fundamental axiom of economics is that imports must be paid for by exports. The main threat of the U-boat was to stop our imports and exports.

Our enthusiasts are now instituting in Britain the wonderful economic system best known as that of taking in each other's washing. There is to be no more unemployment, so to carry this out we are, metaphorically, to be supplied with twenty million washing tubs and improved transport arrangements. Wages are to be raised as high as possible—it matters not how high. Hours of work are to be reduced as much as possible—it matters not how much. Every luxury is to be provided for the workers and free holidays are to be thrown in.

The only thing against this idealistic system is that high wages, short hours and luxury living will undermine the laundryman's morale, so that after the fifteen years or so of post-war boom, during which foreign work can be obtained without competition, we shall find ourselves unable to provide foreign currency for the purchase of the oils and fats necessary for the manufacture of our soap.

The British public may then discover that the policy of their visionaries has done more harm to the sea-borne trade of the country than that effected by the previous U-boat campaigns.

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

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

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