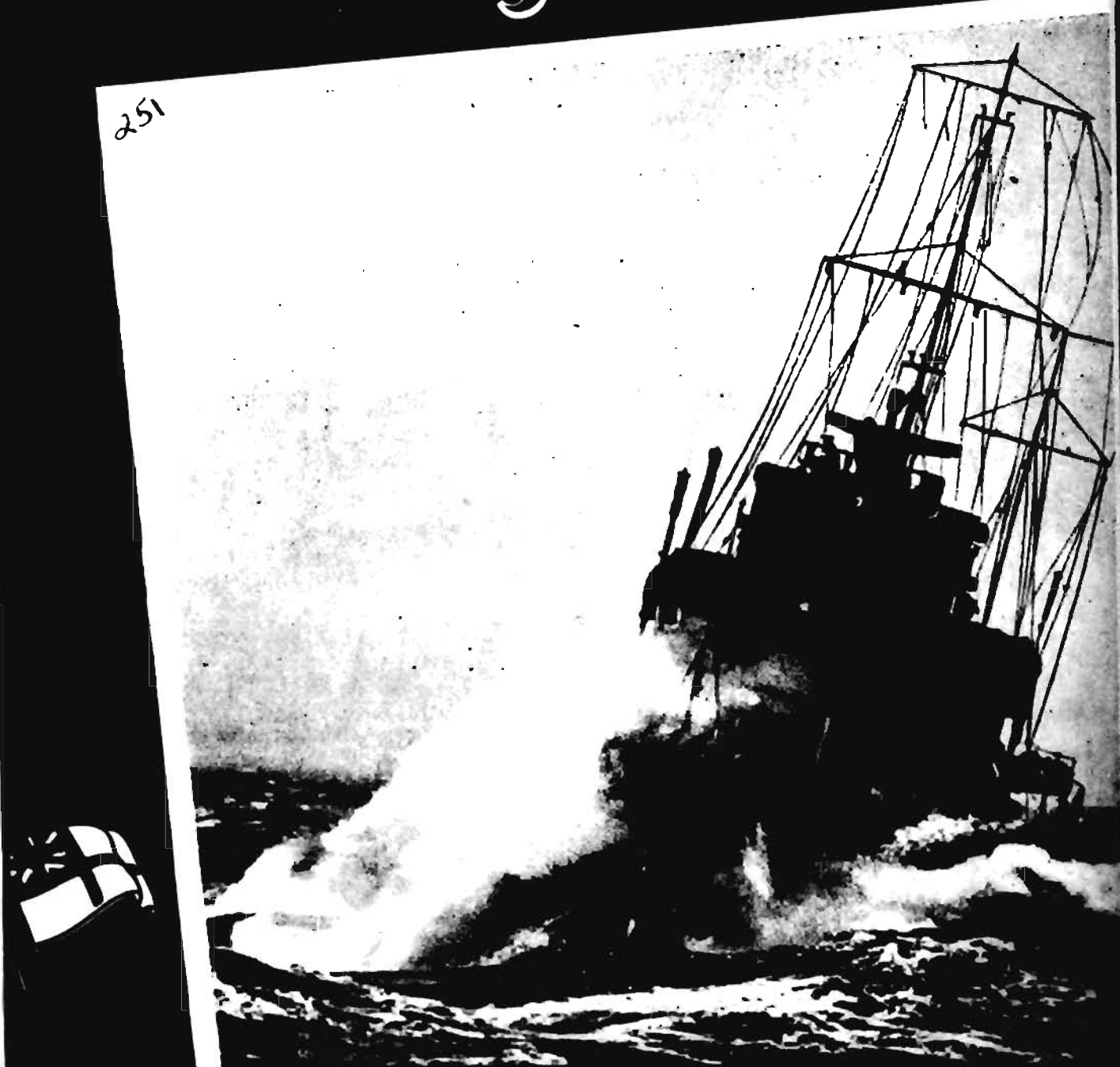


THE NAVY LEAGUE JOURNAL

251



N.S.W.

JANUARY, 1945

6d MONTHLY

**LUXURY
SPENDING**
is Wifful Waste

SAVE AND INVEST IN

**NATIONAL
SAVINGS BONDS
and
WAR SAVINGS
CERTIFICATES**

THE CARLTON HOTEL

**56 CASTLEREAGH STREET
SYDNEY**

K. A. WOOLDRIDGE,
Managing Director.

DUCON CONDENSERS

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

Ducon Condenser Pty. Ltd.

BOURKE STREET, WATERLOO, SYDNEY

ALSO AT MELBOURNE

POOLE & STEEL PTY. LTD.

**43 STEPHEN STREET
BALMAIN
N.S.W.**

GENERAL ENGINEERS
BOILERMAKERS
SHIPBUILDERS
DREDGE BUILDERS

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

Telegrams:

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



THE NAVY LEAGUE JOURNAL

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

Vol. 8—No. 1

January, 1945

Price 6d.

SEA CADET NOTES

N.L.T.D. "VICTORY," NORTH SYDNEY

Commanding Officer: J. Williams

A Christmas party was held at this depot when 150 guests attended, making a very enjoyable night.

A number of Officers and Ratings are camping down at the depot during the holidays and are having a great time sailing, rowing and swimming.

I should like to extend to all companies the sincere wish for a prosperous 1945.

"Victory" has played "Warrego" and "Australia" depots cricket and came out on top in both games.

We are all looking forward to play "Beatty" and "Vendetta" in the near future, or for a return match with "Australia" and "Warrego."

"Beatty" Depot has challenged us, through the Journal, to a rowing race. We accept. Mr. Smith can get in touch with me and I shall be pleased to arrange for our crew to meet his.

This challenge, I hope, will be the start of inter-depot rowing and sailing races such as were held in pre-war years.

N.L.T.D. "WARREGO," WOOLWICH

Commanding Officer: H. Collison

Contributed by W/O. C. Lithgow

The Officer Commanding, Chief Officer and ratings of "Warrego" Depot extend sincere good wishes for the New Year to the Navy League Executive, the Secretary, and Officers and ratings of all kindred depots.

Consequent upon the return of Mr. Collison to his position of Officer Commanding no time nor effort is being spared in order to catch up with the volume of work which had unavoidably been allowed to accumulate.

All the cadets set to with a will and the last few week-ends of the old year saw great activity in all departments.

With paint brush, hammer, saw, broom and scrubbing brush a marvellous transformation has been achieved. We welcome the New Year with a feeling of renewed enthusiasm.

Our ranks have already commenced to build up to something like the proportions of early in the past year. We have gained a Chief P.O.

Writer and several sizeable lads. Soon an all-out campaign for recruits will be under way. We are concerned at the scarcity of lads, living in the vicinity, among our ranks, and feel sure there must be many anxious to join up.

Visitors' Day on December 16 will long be remembered by all who were fortunate enough to be present. So many parents and friends came that the maindeck was packed to overflowing. Guests of honour were the Mayor and Mayoress of Hunters Hill (Ald. and Mrs. C. Weil).

The only disappointment connected with the day was the fact that our C.O. had taken ill a few days before and was in Yaralla Hospital. In his absence Chief-Officer Ward took charge.

The visitors were given an unrehearsed demonstration of general routine work. Practical and oral tests were applied and the cadets were applauded for the manner in which they acquitted themselves.

To further demonstrate the usefulness of their training, a skiff overturned in midstream during the test (also unrehearsed). It was noticed immediately by the lookout, the alarm sounded, and in quick time the prize crew was bending to the oars in the whaler and towed the skiff ashore.

This has become a routine job at Woolwich, and excellent training.

Chief-Officer Ward took advantage of the occasion to impress upon the Mayor and parents the desirability of increasing the scope of the Depot, and pointed out the handicap of lack of space.

The Mayor complimented the cadets on their knowledge and promised to support a proposal for a piece of land next to the boatshed on which it is proposed to erect ratings' quarters complete with cooking-galley, work-benches, lounge-room, shower-recess and dressing- and locker-room.

Police-Sergeant Lithgow, also, is keenly interested in our welfare and has under way the formation of a Parents' Committee to assist the officers in this project, and in any other matters of outstanding importance.

Afternoon tea was served by a small band of ladies, comprising Miss N. Whittaker (hostess), and Mesdames Brownlow, Collison, Evans and Swain.

Mrs. Grove, mother of a cadet, again donated a nice Christmas cake, iced and decorated with destroyers, etc. We thank Mrs. Grove for her appropriate gift.

"Victory" Depot generously loaned their whaler, and a launch was hired for the purpose of taking the young visitors for short trips on the river. We are grateful to "Victory" Depot for their gesture of goodwill.

The programme ended with a race in the whalers by scratch crews stroked by W.O. Lithgow and S.B/A Yuile. Despite a stiff row against a nor-easter to the starting line the crews fought out a close race strongly. The judge (Sergt. Lithgow) declared for S.B/A Yuile's crew by a couple of feet.

It was a weary but contented company which paraded for Evening Quarters.

Wednesday night parades have been re-introduced (on trial) after a lapse of several years. So far the experiment has been successful. Attendances usually approach the twenty mark. The advantage of these parades is that much blackboard instruction can be given which is hardly possible on Saturdays.

The cricket match against "Victory" on December 17 was not altogether successful from our point of view. "Victory" team was too strong on the day. The presence of a budding "Larwood" in their side proved to be the undoing of our lads in their first match.

However, the experience gained will be valuable and it brought to light two very promising bowlers in L/S. Viv. Yellard and O/D. Michael Renahan. With some batting and fielding practice in the interim we hope our team will make a better show on February 4.

Our lads left "Victory" Depot on that day with a feeling that they had made some good friends and look forward to an opportunity of returning the hospitality at an early date. In fact, Officers and cadets from any other depot can be assured of a hearty welcome should they ever decide to take a trip up the Lane Cove River to Woolwich Depot.

Our whaler is kept busy during week-ends for it is a strict rule that all cadets must know boat-drill and how to handle an oar. On a routine parade every cadet gets a turn at the oar. On Sundays (weather permitting) the

sails are rigged and several leading-seamen have had preliminary instruction in the art of sailing into the wind. This sailing instruction will be continued throughout the summer.

The Secretary of Lane Cove Skiff Club (Mr. Souter) sent a message of appreciation to the depot for our readiness in going to the assistance of skiffs which overturn in the vicinity.

L/S. David Ward is busy on a plasticene model of a harbour and fairway with model buoys and beacons for instruction in the Uniform System of Buoyage.

Over a period of eight weeks just prior to the close of the old year, marks were awarded for neatness of dress on parade for prizes donated by our O.C., the possible being 80. The awards went to A/B. E. Davis, 1st (79); Writer J. McDougall, 2nd (75); W/O. C. Lithgow, 3rd (74); L/S. D. Harrison and S.B/A. B. Yuile tied for 4th (73).

Promotion: Petty-Officer Writer J. Joynes to Chief Petty-Officer Writer (confirmed).

N.L.T.D. "VENDETTA," MANLY

Commanding Officer: E. Barton

A happy, prosperous and progressive New Year to all Navy League Depots from N.L.T.D. Vendetta.

We have just finished a record year, and are out to do better this year.

Good use is being made of our whaler, which, since overhauling, looks like new.

This year we hope to enlarge our depot as we are very cramped for room. We hope to hold week-end camps on the premises, also social evenings in order to raise funds to help us to get things badly needed.

On Saturday, 23rd December, the parents of the cadets were invited to attend to witness the prize distribution. A large number attended and thoroughly enjoyed the afternoon's proceedings.

Mr. Gorfin, who, during the five years that he was president, did many good things for the local company, welcomed the parents and outlined to them the objects of the Navy League and of the good work done by it. He said that if parents became more interested in the League he felt sure that good things could be achieved at Manly.

The retiring President (Mr. Gorfin) introduced the new President, Mr. S. A. Simmons, whom he felt sure would carry on the good work. Mr. Gorfin regretted his many other activities prevented him from continuing as President, but he assured his listeners that his interest would not wane. If he could do anything for us he would do it.

Mr. Gorfin was applauded for his remarks and Mr. Simmons was warmly welcomed as our new President. Prizes were then distributed to the cadets by Mr. Simmons and each lad was congratulated by him.

The following were the successful prize winners:—

1st Prize, Leading Cadet in depot, for regular attendance, good conduct, attention to duties, P/O. N. Carter.

2nd Prize, K. Mills. 3rd Prize, B. Hewlett. Honour Prizes were awarded to the following: P/O. 1st Class Signaller Bob O'Connor, P/O. C. Neilson, P/O. E. Langbridge, L/S. Writer F. Ferguson, O/D. A. Gonsalve, O/D. K. Simmons. First-Aid Class for prizes donated by Mr.

(Continued overleaf on page 4)

MERCANTILE MUTUAL

INSURANCE CO. LTD.

FIRE — MARINE — ACCIDENT

Be patriotic—insure Australian property in
an Australian Insurance Company.

Head Office:

117 Pitt Street, Sydney

SELWYN KING, Managing Director

(Continued from page 3)

Marsh, Honorary Instructor, to whom this depot is very much indebted, were to:

1st Prize, O/D. D. Potter.

2nd Prize, O/D. S. Taylor.

For the donation of prizes we are indebted to the following: Mr. Gorfin, two books; Mr. and Mrs. Dexter, two books; Miss E. Cousins, one book; Mr. S. A. Simmons, one book; Mr. Marsh, two books; O.C. E. Barton, one book; C.O. Langbridge, one book; 2nd Officer H. Kelso, one book.

The prizes were valuable books and very suitable.

After the Parade was dismissed, the parents remained and the O.C. outlined to them suggestions considered by the officers for the welfare of the lads in general. All present unanimously agreed to these proposals and promised their full support to assist us in every way. We are thankful to Mr. Alston for his donation of 10s.

This year it is proposed by Mr. Marsh, First-Aid Officer, and Mr. Kelso, 2nd Officer, to examine each lad individually taking full particulars of his height, weight, chest measurement, normal and expanded, and any other particulars deemed necessary.

A copy of these particulars will be forwarded to each lad's parents and requesting their permission for the lad to undergo a course of Physical Culture training.

At the expiration of three months a further examination will be made to see what improvement has taken place and the parents will be notified. It is felt that this course of exercise will be of great benefit to the lads.

New entries at this depot will be 12 years old, and height four feet eight inches.

A committee meeting of parents and persons interested is to be called at the depot, when it is hoped to hear further suggestions for the welfare of N.L.T.D. Vendetta.

Cadets Keith Gay, C. Neilson, A. Allsop and N. Carter are specially commended for their good work at the depot.

P/O. B. O'Connor excelled as the unit's public speaker at a recent appeal on the air. Bob was not at all microphone shy, and he was applauded by those present for his choice of words and

for the manner in which he put them over.

The Officers and ratings of this company warmly appreciate the ready co-operation accorded by the O.C. "Victory" Depot (Mr. J. Williams), his officers and cadets at parades at public functions at Manly, where N.L. Sea Cadets have been invited to be present.

This unit, in common with others, still suffers from a shortage of training equipment. However, it is realised that suitable gear is very hard to get and we make the best use of what is at hand.

N.L.T.D. "AUSTRALIA," GLADESVILLE

December was a very busy month for the personnel of N.L.T.D. "Australia." In addition to our usual progressive training curriculum, we have been busy making preparation for our forthcoming "shore party" to be held at Wade Park, Orange. The Officers and ratings who are participating in this activity desire to extend their thanks to the Mayor of Orange for his kind permission for the free use of the pavilion, grounds and other facilities which exist at the park, and to the Orange Town Clerk, R. H. Heath, Esq., who has gone to considerable trouble on our behalf in order to make the camp possible.

On 10th December our Company cricket team crossed bats with a team from N.L.T.D. "Victory." We were the losers, but a valuable experience in healthy rivalry was gained, and this was all to the good of both sides. Congratulations to the victors! On 16th December, in response to an invitation from "Victory" the Officers and a party of ratings from "Australia" attended a very successful social and dance which was held at "Victory" Depot. During the evening, our Cricket Captain, A/B. G. Hallinan, presented the "Victory" cricket team with half a guinea on behalf of an anonymous well-wisher of "Australia." The same lady is to present 10/6 to each winning Company, and the winner of the final will receive a trophy and two guineas in cash. To the generous donor of these prizes our sincere thanks are offered.

After parade on Saturday, 23rd December, our own Company had an informal Christmas tea. Several parents visited the depot and assisted in dispensing the eatables. We thank

(Continued on page 6)

"SYNTHETIC" CHEMISTS DEFEATED THE JAPANESE RUBBER GRAB

The swift fall of the Far Eastern rubber plantations cut the Allied Nations' rubber life-line, and war cannot be waged without rubber! Production of synthetic rubber became a mighty "must"! Special plants were "rush-built" and early in 1943 Good-year-America delivered the first ALL SYNTHETIC rubber tyres to the army. To-day synthetic rubber is being produced at the rate of 800,000 tons a year!



INVEST ALL YOU CAN



Inserted by . . .

**CUTTY SARK
HOTEL**

(THE FIRST AND LAST)

2 PHILLIP STREET

CIRCULAR QUAY

JIM McQUADE, Proprietor

Vital*
-urgent*
-imperative*

Put all your Savings into

**£10 NATIONAL
SAVINGS BONDS**

(Continued from page 4)

the parents for their assistance in this matter. Several of the visitors expressed satisfaction at the training which their sons are receiving at the hands of the instructional staff. The seamanship behaviour of the cadets is an indication of the effectiveness of the methods of their officers.

Interest is being maintained, new entries continue to come along and our losses through driftage are negligible. All ranks extend a welcome to Mr. C. Walker, sometime C.O. of the late Birchgrove Company. Mr. Walker is a shipwright by trade, and he shall have ample scope for his talents at Gladsville.

Donations: The Commanding Officer desires to thank the following people for their generous help: Cadet E. Munday, an H.M.A.S. "Australia" pennant for the Seamans' Mess; Cadet J. Morris, a quantity of timber; Mr. and Mrs. J. W. Forsyth, a Christmas present of one guinea. He also wishes to thank the publishers of the Gladsville "Weekly Times" for the free space which they have kindly given us in their journal for publicity purposes. To Mr. and Mrs. Forsyth, the Navy League Executive expresses its warmest appreciation of their interest and generous help.

Appointments: Mr. C. Walker to be Shipwright Officer on probation as from 18/12/44. Leading Seaman R. Evans and A/B. J. Witt to be Sick Berth Attendants, dated 18/11/44 and 25/11/44 respectively.

Promotions: The following Ordinary Seamen, having satisfied examination requirements, are advanced to the rating of A/B.: J. Richardson, 16/12/44; E. Schneider, 23/12/44; and M. Matthews, 30/12/44.

N.L.T.D. "BEATTY"

Commanding Officer: G. H. Smith

This depot has been very busy over the last few months, and we are pleased to say that we are still making progress. Electricity is now installed and it has proved a great boon to all hands. Wednesday night parades are now possible, which means more practical training.

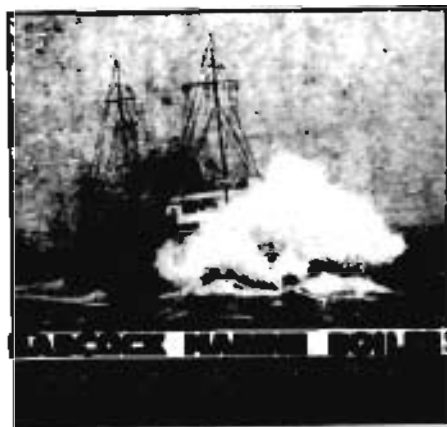
The O.C. is pleased to report that a Younger Set has been formed to raise funds for this depot.

Thanks to the following ladies for their efforts on our behalf: Miss R. Keeling, President; Miss A. Zepovich, Vice-President; Miss R. Alsop, Secretary; Miss R. Zepovich, Social Organiser; and we wish them every success in their efforts.

The Boats' Crew has been putting in some very good training and I am very pleased to say they are in pretty good shape. Our new Coxswain, A/B. McCauley, has got the right idea.

This depot is glad to see Captain Beale on deck again after his serious illness, and wish him all the best for the New Year.

"Beatty" sends regards to all sister depots and wishes them every success in 1945.



FREAK IDEAS IN NAVAL WARFARE

By FRANK C. BOWEN, in "The Navy"

The present war at sea is just like the last one, and every one which has preceded it for hundreds of years, in that it has produced a colossal number of freak ideas for harassing the enemy. The vast majority of them are quite impractical and often ludicrous, but every one has to be carefully examined, as the most unpromising have in the past often been developed, under expert editing, into something really useful. Quite a number are sent in by enthusiastic amateurs when they are already in use, shrouded by war-time secrecy and that invariably leads to post-war claims and accusations that the authorities have stolen the idea without paying for it.

Many of the proposals are really revivals of ideas which have been put forward many years ago, sometimes to be discouraged at the time and sometimes to be discarded when naval technique had developed. Yet many of these prove of the greatest use. It was in the year 1018 that Harek of Thjotts, a Viking pirate, met a Danish merchantman and, having a natural desire to capture her with the minimum of danger to his own crew, struck his mast and sail, stretched a tent cloth over the waist of his ship and hid most of his crew under it. The few rowers at either end of the ship completed the impression that she was a helpless merchantman. The Danish crew were quite willing to turn pirates whenever the opportunity offered, so approached for the purpose of boarding, but Harek's crew boarded first and won an easy prize. That was the first recorded instance of a Q or decoy ship.

For the projected attack on Lisbon in 1588 Drake proposed to use a smoke screen. The famous secret scheme which Lord Cochrane put before the Prince Regent in 1812, for "a new and most formidable method of attacking and destroying the enemy's fleet" was not used at the time because the First Lord of the day wanted to employ it in such a way that Cochrane would get none of the credit and he had sufficient influence to prevent that trick being carried out. The scheme was revived in the French scare of 1846 and the Crimean War of 1854, and its details have never been published in full.

Submarines, torpedoes and submarine mines

were in the minds of inventors for centuries before they were adopted, and the ideas appeared to be just as absurd to their contemporaries as many of the modern ideas do to the naval officer to-day. In the reign of Charles I there was quite a spate of applications for patents for these ideas; to avoid their being pirated because they were still in the nebulous stage, the specifications were always very indefinite and those which were tried were universally unsuccessful. It was not until the fifties of last century that the mine became more or less practical and was used by the Prussians against the Danes and by the Russians against the British and French. By the American Civil War the mine was in very general use, but its effect was principally moral; few ships were sunk but whole fleets were kept at a safe distance for fear of them. Soon afterwards the submarine began to approach the practical stage, but the early experiments and operations cost many lives.

During the American Civil War of the sixties the most inventive people of the world were fighting their cousins, who were short of everything that went to build up an effective fleet so that it was not surprising that any number of novel ideas were tried and any number of new weapons were extemporised. Among many other apparently modern schemes that were tried, a dummy monitor was constructed out of a raft, barrels and a tall tin chimney taken from a hut on shore. The work was not done as elaborately as it was with Haddock's famous squadron of dummy battleships contrived out of merchantmen in 1914, but it caused quite a panic for a short time.

Perhaps the most interesting case of all is the little-known fact that Hitler's famous secret weapon, the magnetic mine, was evolved by the British during the last war, and laid off the Belgian coast and in other waters. No attention was paid to finding the antidote at the time, so that sweeping up the fields after the Armistice was a big problem until the mines were well buried in shifting sands. When the Germans revived the weapon for the present war the antidote was found in a few days.

The magnetic mine was only one of thousands of ideas that were considered by the Admiralty

during the last war. The Board of Invention and Research was established in 1815 for that work, with Lord Fisher as President and a number of eminent scientists, engineers and others on the various panels. At the end of 1816 the Anti-Submarine Division was formed and one of its principal duties was to deal with such ideas as came within its field. An enormous amount of time had to be wasted examining suggestions which were quite impractical, but many which appeared useless at first sight developed into something useful. Naturally, nothing could be done with such ideas, actually submitted, as making the North Sea untenable to German submarines by discharging into it thousands of tons of fruit salts whose effervescence would blind the U-boats by covering their periscopes until they were exposed above the surface; or training sea lions, borrowed from music-hall performers, to spot submarine periscopes and to draw attention to them by barking. Cormorants were to be trained to expect their food in straight lines on an upright wall, so that when they were sent across to Essen they would peck all the mortar out of Krupp's chimneys and put the machinery out of action. An American submitted to the Navy Department a design for an absolutely unsinkable ship which certainly appeared to do all that was claimed of it, but as she could not carry cargo, or even be fitted with machinery, the disappointed inventor was told that there appeared to be no purpose in building her.

Between the two wars, under the Herbert Lott Naval Trust Fund, cash prizes were given to naval personnel, active or reserve, who submitted useful ideas for improving the fighting efficiency of the Service. During the present war there is no doubt that officers and ratings, both permanent and temporary, have submitted their full quota of good ideas, but enthusiastic laymen have been just as active, and the Admiralty has had to put in a lot of work to find the grain or two of corn among the chaff.



MACHINE TOOLS
WOODWORKING MACHINERY
SMALL TOOLS
ENGINEERS' SUNDRIES

GOODALL & CO. PTY. LTD.

MACHINERY MERCHANTS
301-305 KENT STREET, SYDNEY
Phone: B 7714 (5 lines)

USHER'S

Distinguished among the World's
Finest Hotels

CASTLEREAGH STREET, SYDNEY
Phone: B 6511

AUSTRAL BRONZE COMPANY PTY. LIMITED

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

MANUFACTURERS OF:

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

Muntz's Metal and Naval Brass Condenser Plates
Sheets and Sheathing
Manufacturers of (under Licence)
Stone's Manganese Brasses for Marine Craft Propellers

Branch Office:
101-103 KING STREET, MELBOURNE

WHAT SHALL WE DO WITH THE TIDDLY SAILOR?

By HARRY O. WHYTE, in "The Navy"

"Funny thing about you sailors," said a man I met in a pub the other night. "Even the smartest looking lads seem to fold their trousers carelessly, if you'll excuse me saying so."

"Carelessly?" I repeated. "What do you mean?"

"I mean all these creases. Just as if they'd rolled up their pants in a bundle any old how. I suppose there isn't much room in a ship to crease them properly."

I was so shocked that I nearly knocked my beer over. Then, gently but firmly, I pointed out that a sailor has seven creases running round the leg, not down, that they stand for the Seven Seas, and that there is no carelessness about them: in fact, to get the seven circles in the thick serge of your bell-bottoms requires very neat folding and pressing.

The stranger was so interested that he stood me another pint.

And while I drank his health I thought how odd it is that the people of this country whose life is at all times by and through the sea, who in war could not endure an instant without the Navy, who love the sailor with a special affection and an unfailing helpfulness should be in trouble or need when ashore, odd that this people should know so little about the manner of his life and even about the dress he wears.

All that the landman knows of sailor's uniform, as a rule, is the legend that the three white stripes on the blue collar symbolise three of Nelson's famous victories. He would find it hard to explain, however, why the French Navy (to say nothing of the Russian, American, German and most of the navies of the world) should also celebrate Nelson's triumphs!

I have even met people who thought three chevrons on a sailor's left sleeve made him the maritime equivalent of a sergeant, and I have met few who could offer even a mistaken interpretation of a fouled anchor badge on the same sleeve. (The chevrons, of course, are not a rank at all—they stand for length of service and good conduct—officially, they are good-

conduct badges; while the "hook" shows the wearer to be a leading hand.)

Yet every Englishman knows a sergeant in the Army or the Air Force when he sees one. But there are stranger things than these to tell of Jack's uniform.

The strangest of all, surely, is the phenomenon of the "tiddly" uniform.

A "tiddly" uniform may be briefly defined as one which in every possible manner breaks, contravenes, defies and sets at naught the King's Regulations and Admiralty Instructions. It is, in fact, the embodiment of indiscipline.

Yet ninety-nine out of every hundred sailors you see ashore wear "tiddly" uniforms.

Taken point by point, a "tiddly" uniform breaks the regulations in the following ways:

Cap.—Officially, it should be worn flat and level, so that the front line makes a parallel with the line of the eyes. A favoured form of disobedience is to push the cap "flat back" so that it forms a sort of halo inside a nimbus of hair. This angelic style has been repressed in verse by P.O. A. P. Herbert, M.P. (who should know better).

The cap may, however, be worn askant at any angle. It may also be pulled hard forward almost down to the eyebrows, with or without a forelock of hair showing. This style gives a grim and sea-doggish effect.

The cap, in fact, may be worn in any way which pleases you, saving only that which is prescribed by authority.

Cap Ribbon.—Officially, the ribbon should be "tied in a bow over the left ear in such a manner that the centre of the lettering on the ribbon is over the nose." In "tiddly" practice, the bow comes over the left eye and almost touches the last of the letters. A "tiddly" bow is never plain; it is cut in many elegant varieties of the butterfly shape. Bringing the bow from over the left ear to over the left eye means the use of two regulation ribbons to make one "tiddly" one.

Jumper, Silk, Tapes and Blue Jean Collar.—In regulation style, the jumper, which fits

loosely, should have a short and narrow front opening. The tapes should be tied in a bow over the silk so as to leave a bight of the silk from one to two inches long. The tape ends should not be more than two inches long.

In "tiddly" style, the jumper must fit skin tight—so tight that you need a mate's help to get it off—at every point save just round the middle of the front opening, where it is loose enough to show what brand of cigarettes you have stowed inside. The front opening is cut low to make a long and wide U-shape. End of silk tucked inside jumper. Tapes tied in a bow or knot, as you fancy, but they should be at least six inches long and the ends must be cut in butterfly wing style.

Trousers.—The maximum width allowed by Admiralty for the bottoms is 28 inches. "Tiddly" style is restricted in these days of cloth scarcity, but you can add at least another four inches by inserting gussets of material from another pair of trousers. The other pair will now be useless, but you will have achieved your heart's desire—bell-bottomed trousers for your suit of Navy blue. The trousers must be as tight around the hips and thighs as they are loose around the ankles.

These are the canons of "tiddliness."

You can see—with all due respect to their Lordships of the Board of Admiralty—that the British sailor has proved himself a creative artist by evolving from sagging serge a trim and aesthetically satisfying line which flows naturally from broad shoulders to freely billowing bell-bottoms in a curve moulded to the body.

This no doubt is one of the reasons why every nice girl loves a sailor.

But there is more to "tiddliness" than the satisfaction of creative urges.

When a young matlow, who has been in the Service a mere three months, walks ashore smartly rigged in the judgment of the Lower Deck but to Authority a sinful rebel in every garment save his underclothes, he is the bearer of a tradition. He has not decided for himself how his uniform should be made "tiddly." It is the old hands who have taught him.

Now, the old hands are few today. The early

years took heavy toll of them. Nearly three-quarters of the Navy's strength at present are on "hostilities only" service, and, in greater or lesser degree, are novices.

Yet the "tiddly" tradition has been handed on and is as faithfully guarded by them as is that greater tradition which—well, there is no need to explain to the British public in this fifth year of our greatest war what the tradition of the Senior Service is.

"Tiddliness" may seem a trivial or even an incongruous part of the greater tradition. Certainly it is one of these English phenomena that seem deliberately calculated to puzzle the foreigner.

For on the face of things it implies a chronic insubordination amounting almost to mutiny. Discipline in the Armed Forces, after all, means and must mean, unquestioning acceptance of every legitimate order. In the other Services discipline in the matter of uniform is so interpreted. A soldier is not allowed to alter the width of his trousers nor an airman the shape of his tunic. In the Navy itself only the seamen take liberties with their dress. Naval officers do not scheme o' nights about altering the number of buttons on their reefers, and petty officers do not plot to wear blue ties instead of black.

A legalistic view of "tiddliness" is, indeed, taken by scrupulous Commodores of depots (and occasionally by zealous young officers elsewhere).

Among the notices displayed at one naval depot are several which insist that only regulation uniforms worn in the regulation manner will be tolerated. They are reinforced by an illustrated edition of P.O. Herbert's verses. But bless your heart, if all the notices at that depot were placed end to end they would stretch beyond the collective dreamings of a thousand salvage inspectors.

Commodores of naval depots are bound by the nature of their task to be scrupulous about the letter of the law. Captains of sea-going ships are not. Upon them also tradition imposes an ignoring of the printed niceties. They must know when to turn the blind eye.

Neither at sea—and what sailors wear at sea when there's work and fighting to be done is

another story altogether—nor when his men are going ashore would a sensible skipper infringe the unwritten laws of the Service by having the printed texts obeyed.

So when Jack's on leave it is a "tiddly" suit he wears. Not always a suit made to his measure by one of the naval tailoring firms—branches in Chatham, Portsmouth, Devonport, Gibraltar and Malta—who specialise in this highly specialised trade. It is mainly the old hands who patronised these firms. The young man who has just joined will pay one of the old hands a small sum to make the necessary alterations in the regulation suit or do the job himself if he is sailor enough to be skilful with needle and thread.

The making of "tiddly" bows earns the price of a pint for many an old hand these days.

And that is as it should be, despite Mr. Herbert, for "tiddliness" is a vital part of the customs and ethics of the Lower Deck.



To ...
Messrs. Hitler,
Mussolini, Tojo,
and Coy.

From ...

STEWARTS & LLOYDS

(Australia) Pty. Ltd.

★

**Now producing Shells
Instead of Gas Pipes**

RED CROSS REHABILITATION FARM

"We must beware of trying to build a society in which nobody counts for anything except a politician or an official, a society where enterprise gains no reward and thrift no privileges."

—WINSTON CHURCHILL.

Many discharged servicemen will be "down on the farm" at Gilbulla, N.S.W., after the war. Gilbulla is the name of a property purchased by the Red Cross Society recently for use as a rehabilitation farm for ex-servicemen who need "building up."

Situated 40 miles from Sydney, the property consists of a building and approximately twenty acres of garden and farming land, and a co-operative farming scheme has been planned for the men, including poultry and pig raising, bee-keeping, vegetable gardening and other occupations, with some opportunity for rough carpentry. The building will be developed to hold a maximum of 80 people. There will be immediate occupation for 18, and a farm manager and a matron-housekeeper have been appointed to take charge.

Residents at Gilbulla will be selected by a medical advisory committee of the Social Service Committee, and applications for admission will be accepted from Military and Repatriation Hospitals, and from the Red Cross Social Service Department.

Farms run on these lines were initiated in Australia by Red Cross after the last war and proved very successful. While, for many of the men the centre will provide only a means of recovery to normal health, for others the scheme will offer an opportunity to learn something of farm work, should they intend following it up as an occupation after the war.



The Navy League

N.S.W. Branch

Patron: H.M. The King

Patron:

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

President:

T. H. Silk, M.I.C.E., M.I.N.A.

Executive Committee:

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

S.S.D.

Sir Thomas Gordon, Kt.

Commander S. W. Spain

Commander J. R. Patrick, R.D.

Hon. Treasurer:

J. L. Milson. C. M. C. Shannon

Hon. Auditors:

Robertson, Crane and Gibbons

C. M. C. Shannon

W. A. Mackay

D'Arcy M. Shelley.

S. Cooper, S.S.D.

Hon. Secretary:

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

Secretary and Editor of Journal:

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

GENERAL

ACCIDENT FIRE AND LIFE ASSURANCE CORPORATION LTD.

(Incorporated in Great Britain)

GENERAL BUILDINGS, 105 PITT STREET
SYDNEY

Assets Exceed £24,000,000

Established 1885

FIRE, MOTOR CAR AND HOUSEHOLD
COMPREHENSIVE POLICIES
at lower rates

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.

BIRT & COMPANY (PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.

P.O. BOX 544 B. G.P.O.

Also at

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

SHIPPING AND GENERAL AGENTS

Cockatoo Docks & Engineering Co. Pty Ltd.

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

Inquiries invited
COCKATOO ISLAND
SYDNEY

Phone: W 1941 (10 lines)

SHOES . . .

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

Your inspection invited

A. BAGLEY & SON

"THE BOOT STORE"

211-213 BEAMISH ST., CAMPSIE — LF 3183

THE STAFF OF LIFE . . .

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

Be sure to ask for—



"THE BUTTER OF PERFECTION"

GLOBEX

BEEF EXTRACT

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

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

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

You can be assured of a Good Drink by
visiting—

WATSON'S PARAGON HOTEL

Circular Quay

B 4223 — Telephone — B 4223

NORTH COAST STEAM NAVIGATION CO. LTD.

•
**3 Sussex Street
Sydney**
•

Phone _____ BW 2441 (7 lines)

CAPSTAN

**The Empire's
favourite
cigarette**

E. D. McMAHON & CO.

•
Produce Merchants
•

**153 SUSSEX STREET
SYDNEY**
•

PHONE: MA 4893

METAL MANUFACTURES LTD.

Port Kembla, N.S.W.



Makers of . . .

Non-Ferrous Wire and Stranded Conductors, Tubes,
Telephones (wire), Braided Wire and Cables, etc.

SELLING AGENTS
(with Distributors in all States)

Wire, Cables, etc.	Tubes & Brass Wire
BRITISH INSULATED CABLES LTD.	KNOX SCHLAPP & CO.
22-23 William St., Mch. Kembla Bldg., Sydney	Collins House, Mch. Kembla Bldg., Sydney

THE NAVY LEAGUE JOURNAL

251



S.W.

FEBRUARY, 1945

6d MONTH

**Luxury
SPENDING**
is Wifful Waste

SAVE 100 INVEST IN

**10 NATIONAL
SAVINGS BONDS**
and **WAR SAVINGS
CERTIFICATES**

THE CARLTON HOTEL

**56 CASTLEREAGH STREET
SYDNEY**

K. A. WOOLDRIDGE,
Managing Director.

DUCON CONDENSERS

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

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

ALSO AT MELBOURNE



THE NAVY LEAGUE JOURNAL

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

Vol. 8. No. 2.

FEBRUARY, 1945

Price 6d.

BATTLESHIP AND CARRIER

By CAPTAIN RUSSELL GRENFELL, R.N., IN "THE NAVY"

The "Tirpitz" was sunk by R.A.F. bombers in a very gallant and well-conducted attack on her in a Norwegian harbour. The bombs used were the huge 12,000-pounders and the bombing was extremely accurate. Hits were scored on the upper deck of the ship, and there were also near misses which burst under the water close alongside. The ship heeled over and capsized.

It is quite possible that the near misses were the chief cause of the vessel's destruction. Exploding well under water close to, perhaps almost in contact with, the unprotected ship's side and bottom below the armour, a 12,000lb. bomb would have the force of about ten or fifteen torpedoes, with results that can be imagined. The fact that the ship capsized without blowing up indicates that the magazines were not penetrated, which may mean that the horizontal armour was sufficient to keep the bombs, enormous as they were, outside the ship's vitals. The underwater plating would in any case be the most vulnerable area.

What are the lessons to be learnt from this episode? It proves that battleships, however, big or strongly constructed, can be sunk by attack from the air. But this is not a new lesson. The "Prince of Wales" and "Repulse" had been sunk

in that way in 1941, a battleship of the American Navy was destroyed by aircraft in Pearl Harbour, the "Roma" was blown up by an air missile while on the way to surrender in 1943, and—although we still lack full details from that area—it is probable that Japanese capital ships have succumbed to air attack in the Pacific. What may be new about the "Tirpitz" is that she was destroyed by shore-based aircraft armed only with bombs. Apart from the "Roma," which fell a victim to a "Chase-me-Charlie" bomb, nearly all the other capital ships concerned went down under a combination of bombing and torpedo-attack.

Does this success of the heavy bomb against what was probably the toughest battleship in the world mark a turning-point in naval warfare? In order to frame any sort of answer to that question it is necessary to examine all the circumstances of the case. The first points one needs to note are that it has taken more than five years of war to achieve this particular result and that the previous evidence of these five years is not noticeably in favour of the air bomb, or indeed air weapon of any kind, as a lethal instrument against the big surface ship. Again, leaving aside the American-Japanese fighting for lack



ANGUS & ROBERTSON

BOOKSELLERS & PUBLISHERS

**39 CASTLEREAGH STREET
SYDNEY**

'Phone: MA 6511

THOMAS ROBINSON & SON PTY LTD.

FLOURMILL AND WOODWORKING
ENGINEERS

**160 SUSSEX STREET
SYDNEY**

Telephones: MA 2812, MA 4971

of detailed information, the loss of British, German and Italian capital ships has been due to the following causes:

"Royal Oak" and "Barham."—Submarine.

"Hood."—Gunfire.

"Bismarck."—Gun fire from surface ships and torpedoes from surface ships and aircraft.

"Graf Spee."—Self-destruction, following gunfire from surface ships.

"Prince of Wales," "Repulse," "Roma" and "Tirpitz."—Various forms of air attack, of which the "Tirpitz" alone was by bombs.

Even without counting the "Graf Spee," air attack can claim no pre-eminence in the matter of big-ship destruction.

The third point is that any successful attack must be judged in relation to the state of the defence. If that be defective, even the most powerful ship can be defeated by means that would not otherwise suffice. For instance, in the last war, our British capital ships were in mortal danger from underwater attack by reason of their inadequate sub-division and—in the early stages of the war—lack of bulges. They were correspondingly vulnerable to internal explosion on account of the initial neglect to give them efficient anti-flash arrangements.

From these points of view, it has to be remarked that the "Tirpitz" was motionless in harbour, had no fighter cover, no smoke screen, and, though there were apparently a few anti-aircraft guns on shore, her main defence seems to have lain with her own anti-aircraft armament. Her lack of motion deprived her of the power of taking avoiding action, while it relieved the attacking aircraft of the need for guessing the unknown factor of her speed. The absence of smoke also gave them a clear aiming point.

The state of her anti-aircraft armament is more conjectural. Her A.A. fire seems initially to have been fairly good. What one does not know is whether it might have been better. The ship had been the object of numerous attacks in previous months. Fleet Air Arm aircraft had bombed her severely in the spring, and the R.A.F. claimed to have hit and damaged her twice with 12,000lb. bombs in the two months before her end. It is therefore obviously not

impossible that her fire-control installation was in a damaged condition and below full efficiency when the Lancasters appeared. Be that as it may, the anti-aircraft fire did not prevent the attacks coming in, with the result that it was itself quickly put out of action. Eye-witness accounts state that one of the first hits so deranged the "Tirpitz's" anti-aircraft equipment that the subsequent attackers met little opposition of any kind.

As it existed, therefore, the defence was clearly quite insufficient for its purpose, the "Tirpitz" being after the first hit practically a sitting target for the bombers; though we should not on that account fail to pay tribute to the high accuracy of the bombing done. The question that remains is whether this inferiority of the defence was special to the "Tirpitz" or whether it should be ascribed to a recently increased power of the offence; the latter possibility implying the creation of new conditions under which we should have to regard the shore-based bomber as having gained a definite ascendancy over the ship.

The key to that question is to be found in the one other defensive element that was wanting in the case of the "Tirpitz"—namely, fighter protection. What difference would it have made had it been available? An examination of the general evidence of the war suggests that the difference would have been considerable and might have been decisive. Reverting to our list of capital ships destroyed by air attack, it is the fact that in every case fighter cover was absent. That also applies to the "Bismarck," whose end was likewise assisted, if not determined, by air attack.

Conversely, there have been numerous occasions when capital ships with fighter cover at their disposal have braved enemy air attack without fatal consequences. One that comes readily to mind is that of the dash up Channel by the "Scharnhorst" and "Gneisenau," which were accompanied by a strong fighter umbrella from aerodromes on the French coast as they went. They got clear away.

Just as striking was the way the British and American capital ships operated close inshore during the Sicilian, Italian and Normandy landings. Not that fighter cover must necessarily confer complete immunity. No defence can ever be regarded as invariably proof against attack. The fact remains that the only total losses of

capital ships under air attack have occurred when fighter defence has been lacking, while capital ships with fighter cover have taken equal risks without deadly consequence. It seems, therefore, fair to conclude that had the "Tirpitz" had friendly fighters at hand, she would now be afloat.

Not that fighter cover is necessarily all-sufficing by itself. It probably needs the other forms of defence to produce the best results. But the fighter is undoubtedly the keystone of the combination.

Provided, then, that these necessary conditions are observed, there seems no reason to take a gloomy view of the big ship's future. There is so much drama in the idea of David overcoming Goliath that most people tend to interpret any example of the kind in as sensational a way as possible. It is so much more exciting to claim that Goliaths are obsolete and that Davids will be the big shots of the future than soberly to estimate that if the Goliaths would provide themselves with a sling and a stone they would be back in their old position.

There were plenty to declare after 1918 that the submarine had killed the battleship. There has been a similar chorus in this war that the aircraft has sounded its death-knell. In point of comparative cost, there was more to be said for the submarine thesis, since one of these vessels costing perhaps £300,000 could dispose of a battleship of over thirty times its value. The disproportion between aircraft and capital ship is not so great. The cost of the Lancasters which sank the "Tirpitz" may have been as high as £3,000,000, or ten times that of a submarine, while their effective life is only a small fraction of that of either surface or submarine vessels. The argument from economy in favour of the aircraft as against the ship is not as strong as is often thought.

Surface ships of some kind we can, as things are now, unquestionably take to be necessary. If, as is never impossible, they are superseded by some other type of war machine, it will only be because the latter is able to carry out all their functions better than they can themselves. But aircraft, as the popular competitor of the

ship, are still a long way from possessing the requisite qualities. They are hampered and limited by weather conditions to a much greater extent than the surface vessel. There is now hardly any weather, even including thick fog, in which the latter cannot fight an action. There are, however, many days in the year when aircraft cannot operate. It has been stated that the Lancasters which sank the "Tirpitz" had to wait two months for favourable conditions for the attack.

The still unequalled operational reliability of the surface ship gives it a survival value which is unlikely to lapse until aircraft capabilities have considerably improved. But what is meant in this context by the term "surface ship"? Does it mean the battleship; or is there a possibility that aircraft have sufficiently altered the situation that smaller types will be all that is necessary? There are those who already claim that the aircraft carrier has become the core of the fleet and who consequently argue that it has rendered the battleship obsolete. Are they right?

The best way to arrive at an answer is to see what surface ships would be needed to attend on the carrier on the assumption that it is indeed the principal fleet unit. First, it will need some form of anti-submarine screen against the submerged submarine. This calls for destroyers. Cruisers it may not require, since its own aircraft may be able to do the necessary reconnaissance. Where minefields are to be apprehended minesweepers will, however, be an essential part of the fleet.

Lastly, there is the question of surface attack. Carriers, unlike the average surface warship, which is ready to fight at any moment and to go on fighting while its ammunition lasts, has many impotent periods. Having no fighting power of its own worth talking about, it is rendered virtually defenceless when its bomber or torpedo planes are away on the attack, when they are landing or while they are refuelling and rearming, and in bad weather when they cannot take off. At such times the carrier is an easy prey to any surface vessel of and above the large destroyer class that may get within range.

It must therefore have a surface fighting escort to preserve it intact against surface attack during the times when its own aircraft are unable to give it protection. That inevitably brings the battleship back into the picture. The moment there is any question of surface vessels being needed for surface gun battles, even if only in protection of the carrier, the traditional competition in size is set up which brings larger and larger vessels into being until practical limits are reached or international agreements call a halt to the race.

We consequently seem to be back at very much the same sort of fleet as we have now, whether we regard the carrier or the battleship as the primary unit. And to which should the decision go? Will the battleship of the future be mainly a guard for the carrier? Or will the carrier's main job be to provide air protection for the battleship? The answer to those intriguing questions, I leave to the reader.



To . . .

**Messrs. Hitler,
Mussolini, Tojo,
and Coy.**

From . . .

STEWARTS & LLOYDS

(Australia) Pty. Ltd.



**Now producing Shells
instead of Gas Pipes**

USHER'S

Distinguished among the World's
Finest Hotels

CASTLEREAGH STREET, SYDNEY

Phone: B 6511

MACHINE TOOLS
WOODWORKING MACHINERY
SMALL TOOLS
ENGINEERS' SUNDRIES

**GOODALL & CO. PTY.
LTD.**

MACHINERY MERCHANTS

301-305 KENT STREET, SYDNEY

Phone: B 7714 (5 lines)



**BETTER BUTTER —
BETTER BUY IT**



The 35,000 ton battleship is being nosed into position by a tug as she berths in Sydney. In the foreground a naval launch awaits mooring lines.

"AN UNRECORDED INCIDENT"—A Story of Burma

By COL. F. W. DANIELL

"Thakin, may I speak?" The questioner was a man of slight build, half Burman, half Indian, an interpreter to the officer in charge of a small detachment of military police occupying a palisaded post in Upper Burma. This was situated on a low hill overlooking the village of Minbu and one of many such on the banks of the Irrawaddy during the operations against the scattered remnants of Thebaw's Army. The garrison of this post consisted of a British Subaltern, one Indian officer and twenty-four rank and file, including a Sergeant (Havildar) and a Corporal (Naick). The Thakin, Master, addressed by Maung La, the interpreter, was asleep on his camp bed, fully dressed. He had turned in all standing after a long day's patrol and was expecting Maung La, who, in addition to his work as interpreter, was also used for getting local information as to the movements of the Dacoits, as the broken army was called. The Dacoits worked in independent bands, generally under the leadership of one who had an especial price on his head on account of some murder or outrage. One of such, Boh Shwe The, was a particular villain and his gang was as bad as himself. Only three days previously they had raided a village ten miles distant for food and loot, and revenge for information given to the authorities by the Headman. The Headman had been crucified and tortured and his wife and daughter raped and then covered with oil and burnt alive.

On hearing Maung La's voice, Stewart, the Subaltern, woke with a start. "Yes, what is it, Maung La?"

"Your Honour—Boh Shwe The was in Minbu this very night, disguised, but I recognised him by the mole with three hairs on his chin. I followed him at a distance and he met Theat Sin Bin, the Headman. They went to the Ziyat, an open rest house by the mud wells. I crept near, and from below I heard them talking. After much bad talk and threats, Boh Shwe The made him promise to set fire to the Palisade on the south, village side, while he, Boh Shwe The, would attack the Palisade with twenty men from the north, and the time fixed was the third hour after sunrise. There would

be a fog at dawn and this would not clear off until about three hours later, and there was plenty of crude oil in the village. Boh Shwe The then left and I followed him to the stream, Chindwin, two miles from here. A man in a canoe met him and took him across, all the boats and canoes on this side having been moved to the other side. There were men to meet him as he touched the opposite shore. I could see all in the moonlight, and they went into the Pagoda, which is at the top of the river bank."

Stewart listened to this, looking hard at the speaker the whole time, but Maung La never faltered, and Stewart decided he was speaking the truth. It was a quaint picture, the bare room, with split bamboo walls, teak floor, the window glassless and uncurtained, through which the moonbeams gave all the light and, moreover, fell direct on Maung La's kneeling figure. Stewart looked at his watch. It was 2 o'clock a.m.

"Go and tell Hari Singh Jemadar to come to me at once," he said, and when Maung La had gone on his errand, Stewart sat on the edge of his stretcher and put on his thinking cap. He was a lad of few words, but thought quickly. The war that was now practically over had always been a Subaltern's war, and the boy officers had learnt to rely on themselves and act quickly. Reinforcements were a luxury that in most cases had to be dispensed with. "Hit first and hit hard" was the system, and "Do or die" the motto. They all "died" and a good many of them "died," but Stewart had been lucky and had learnt his lesson in a good school, and by the time the Jemadar Hari Singh appeared, he had his plans made out.

"Jemadar Sahib," said Stewart, "I have heard that the villagers are going to try and set fire to the Stockade three hours after sunrise, as soon as the fog lifts, and that Boh Shwe The is going to attack us on the north side. The villagers will bring up oil under cover of the fog. There is only one path they can take carrying oil jars, so it won't be difficult to prevent that. How many of the men can swim?"

"Sahib, we can all swim except the bugler. Some are good swimmers, some not so good."

"Well, choose twelve of the best swimmers and Lance Naick Ganpat and have them ready for me in half an hour with full bandoliers, rifles, bayonets and as few clothes as possible. I leave here with them at 3.15 a.m. We will swim the little Chindwin and round up the Boh while he sleeps. You will put six men under the Havildar, three on the path from the village and three patrolling outside the stockade in case any of the oil carriers get through—don't challenge—bayonet every man with oil or fuel—tie up any others quietly, no noise, no firing. Now carry on and look slippy."

As soon as the Jemadar had left, Stewart took off his clothes, reached for his vaseline jar, and smeared himself well with vaseline, slipped on his clothes again, filled his revolver with cartridges and his flask with whiskey, knelt down at his stretcher and said his prayers. Then he went down the steps and walked to the little space used as a parade ground. Here he found his party ready and eager, to judge by the look of the piercing dark eyes, the most distinguishable point about them in the dim light of the now setting moon. There were twelve of them, four Sikhs, four Rajputs and four Gurkhas, dressed in khaki tunics and shorts, bandoliers, belt and bayonets and snider carbines. The Gurkhas had each a kukri as well.

In a few words Stewart explained the situation to his little party. "On reaching the river," he said, "we will all undress. You will fasten your bandoliers in your turbans, sling your boots by their laces round your necks, and carry your carbines with bayonets fixed in one hand, taking care to keep them dry. It is only about a forty yard swim. On reaching the other side, Lc. Naick Gurdit Singh and you two Gurkhas and you two Sikhs will approach the Pagoda from the east side. I and the remainder will do the same from the north side. When I get into position I will give the cry of the owl. You, Gurdit Singh, will answer with the same as soon as you are ready. Count ten after your cry and then rush in, bayonetting anyone you see except the Phongys, priests, tie them up. There ought to be two of them." He then told the Jemadar to give him the flag halyard from the flag-staff, and, having coiled it, said: "Now 'Rani Sahib Bahadur di jai' (Victory to our Queen), in single file from the right, quick march." The remain-

der of the little garrison standing by, muttered in a low growl: "Stewart Sahib Bahadur ki jai" (Victory to our Stewart Sahib). The sentry at the gate, a Gurkha, grinned a farewell, and the little band of brothers stole into the night, ready and willing to fight or die for their Queen and their officer. They all loved the lad and trusted him implicitly. This was by no means their first experience of his fearless and sometimes rash tactics, but "Do or die" was their motto and his.

The path at first was across the glacia, a cleared space about 200 yards wide round the stockade. Then it took them through low scrub down hill till they reached the main track to the river. Keeping close to the jungle at the side of the track they moved quickly and noiselessly. The ground was damp with dew and the morning fog was beginning to rise. They reached the river bank without any mishap. The Dacoits, trusting to the river to protect them, and thinking their whereabouts were unknown to the Stockade garrison, had put out no sentry on the south side of the river. As they neared the river the fog thickened, and on the bank and over the river was very dense. Here they undressed, leaving their belts, clothes and bayonet scabbards hidden in some bushes. Stewart uncoiled the light rope, held one end and his revolver in his right hand and told each man as he entered the water to do likewise. In this way they could maintain touch when swimming.

Stewart went in first, the rest followed about a yard and a half apart. Lc. Naick Gurdit Singh was the last to enter. For the first ten yards they were able to wade and then the water deepened and one by one they swam, side stroke, right arm above the water. The stream was fairly swift and they were carried down a little, and as they neared the opposite bank a backwash brought them upstream a few yards. Everything so far had gone well. What little noise they made was drowned by the noise of the stream, which, a little lower down, poured into a bywash used for turning a small mill.

Curious and ghostly they must have looked as each gleaming body emerged from the water, and all silent as Death. The river bank on which they now assembled consisted of a narrow strip of grass and scrub and above a cliff of limestone about eighty feet high. On the top of this cliff overlooking the river was perched a small Pagoda, built by some devout Burman to acquire merit. It consisted of a platform six

feet above the ground and on this, leaving a verandah space of eight feet, rose the walls of the building, with entrances, no doors, on three sides. The roof rose in tiers, the uppermost tier capped with a small silver bell, which tinkled as the wind swung it to and fro. The interior consisted of a room on the south side with an entrance on to the remainder of the interior, which was practically a hall, with the figure of Buddha, seated, on a raised dais on the north side and facing inwards. There was a space of five feet between the back of the figure and the north entrance. The interior of a Burman temple is practically always the same, but Stewart knew this particular one well, and also the Phongyi, or priest, in charge. He was thus able to give his instructions to the Lance Naik, leaving him to act as circumstances called for.

There were two paths leading to the Temple from the beach, one a little to the right of where the party landed, and the other about 80 yards further to the left. The Lance Naik's party, having quickly put on and laced up their boots, these and a small loin cloth being their sole sartorial adornment, moved off silently, keeping on the grass and as close to the cliff as possible. A few seconds later Stewart led his party up the path to the left, preceded by two Gurkhas, who were some three yards in advance. The path was only three feet wide, very rough with loose pieces of limestone, and slanted up the cliff at a steep slope, with a zig-zag turn half way up. The fog was very thick, three yards being the limit of visibility.

As the leading Gurkha reached the turn, he looked cautiously round the corner. It was well he did so, for at that moment a challenge rang out, followed immediately by a shot, which went harmlessly into space, and retreating steps were heard hurrying up the path. The shot had answered its purpose nevertheless, for at once there were sounds of movement in the Temple above.

The Gurkhas dashed after the retreating Dacoit, followed by the rest of the party, with Stewart at their head and as each man reached the top he moved out to the left of his comrade in front. Stewart gave them a few seconds to get their wind and then led them at the double towards the Temple only a few yards away. Shots now rang out from in front, but this did not stop him, and in a few seconds he and the two nearest Sepoys charged up the steps of the

MEGGITT LTD.
Head Office:
67 YORK STREET
Box 1555E, G.P.O.,
SYDNEY
Works: Parramatta,
Melb., Adelaide

BUSSELL BROS. GROCERS

2 Brodie Bay Rd. (late Cowper St.), Waverley	FW 1910
54 Lackey St., Newmarket Hill	JA 1180
208 Oxford St., Woolloomooloo	FW 3268
38 Bondi Rd.	FW 3482
128 Bondi Rd., Bondi	FW 3484
311 Bondi Rd., Bondi	FW 3581
185 New South Head Rd., Rose Bay	FW 7318
183 Anzac Pde., Mosman	FX 2884
71 New Canterbury Rd., Petersham	LS 8856
242 Darrover's Rd.	MS 488
487 New South Head Rd., Double Bay, FM 1758	FM 2138
816 Old South Head Rd., Rose Bay	TU 8881
418 Victoria Rd., Chateau	JA 4368
311 Cammer Bay Rd., Coogee	FX 8728
271 Military Rd., Cremorne	RM 2547
82 Milne St., North Sydney	XS 1806
604 Military Rd., Mosman	FM 1743
901 Anzac Pde., Mosman	FX 1743
3 Rensley St., Darlinghurst	FL 1568
25 Oxford St.	FA 1610

1187 Botany Rd., Mascot; 1700's Bridge Rd. and Ballway St., Sydney; 148 Oxford St., Paddington; 47 Kensington Rd., Epping; 1000's Cur. Road and Trafalgar St., Ammanville.

Also at Penrith, Windsor, Campbelltown, Macquarie and Mudgee.

Temple. As he did so a dah, or heavily weighted knife, whizzed past him, cutting him on the arm as it sped. Now the remainder of Stewart's party were all on the verandah and a hand-to-hand fight was in progress, bayonets against dahs. Two of his men were down when there was a shout: "Stewart Sahib ki jai" on his left, and the Lance Naik's men joined in the fray, taking the Dacoits in flank and rear. What was left of the Dacoits vanished as they dropped off the verandah, and, invisible in the fog, saved themselves in flight.

Stewart then sent the Lance Naik and three men back to the beach as hard as they could go to prevent the boats being moved. One was already under way, the sound of paddles striking the water told him this. The question now was: had Bho Shwe The escaped? A careful examination was made of the killed and wounded, of which there were six dead and five more badly wounded. The third man examined had the tell-tale mole and three hairs on his chin, and this was good enough to identify him for the present.

The old Phongye and his Neophyte were found tied up to their string cots, and shaking with fear, but the old man was reassured when he heard Stewart's voice telling him that it was all over and he had nothing to fear. Stewart's wound was not serious, but he had lost quite a lot of blood. His arm was soon bandaged with a piece of turban cloth, and of his faithful Sepoys, one was dead and the other had a nasty cut above the knee. Of the other party, one man had lost a finger, and this was the only casualty.

In the meantime, the Lance Naik had not been idle. He found three long canoes and one small one tied up to the bank. He sent one of his men in the small one to fetch over the clothing left on the south bank. The man was no boatman, but he managed to effect a landing on the south shore not far from where the clothes had been left, and in a short time he transported them to the north shore and Stewart and his men were glad to get into their uniforms once again. It can be cold in Upper Burma in the month of December and there is always a chance of a go of ague after a chill, but in the excitement of the attack and the fight no one had noticed the cold, but now it was a different matter, and both Stewart and his men

were glad of the protection that even thin khaki afforded.

The dead Dacoits were first carried down to the boats, and then the wounded, and as none of these could walk all this took some time. The sun was well up by the time the little company reached the south bank, but the fog still held, not as thick as it had been, but enough to jewel the beards and moustaches of the Sepoys with dew and, incidentally, to soak their clothing. So, leaving three men in charge of the dead and wounded, Stewart hurried off the remainder back to the stockade, which they reached without further incident in less than an hour. As they reached the glade, the Jemadar came out to meet them with a face wreathed in smiles.

His report, told to Stewart later as the latter was eating a well-earned breakfast, was that nothing had happened, no one came near the stockade, and the Interpreter Maung La was missing. Just as he had finished speaking, Maung La appeared, and on being told to explain, gave the following story:

"Thakin, I heard the orders you gave to the Jemadar, and I was very much afraid for the Headman Theat Sin Byn. I love his daughter, Myn Pway, and I knew she would think that I had laid information against her father, so I felt very sorry for myself, and after you had gone I slipped out and ran to the Headman's house. Arriving there, I woke up Theat Sin Byn and told him that you knew all about Bho Shwe Theat and the plan to set fire to the stockade. I told him he need have no fear of the Boh, as the Thakin would certainly take steps to protect him and his family, and the best thing for him to do would be to keep quiet and do nothing. I said I would plead with Stewart Thakin for him and would do my best to save him from trouble."

"Very good," said Stewart. "You have at any rate saved probably quite a lot of bloodshed, but some of the Dacoits escaped and if it becomes known that you gave their show away it will not be pleasant for you, so walk warily and keep your eyes and ears open. You can go now and bring Theat Sin Byn to me in an hour's time. I shall want him to identify the killed and prisoners."

At midday the heliograph at the stockade flashed out the news to Minlah, where the headquarters of Stewart's Battalion lay:

"Attacked Boh Shwe Thet's camp this morning... Our casualties, one killed, three wounded, doing well. Boh Shwe Thet killed and five Dacoits ditto... five Dacoits wounded, please send escort for wounded prisoners and one reinforcement to replace Sepoy Narain Sing, No. 2345, killed."

And so ended another unrecorded incident in the Subaltern's War. But if you are ever sitting on the steps of the Silver Bell Pagoda at dusk looking east across the Irrawaddy, splitting yarns with the Phony, ask him for the story about the famous Dacoit, Boh Shwe Thet, and the ten naked devils who appeared out of the mists and sent his soul to the place where such souls go.

(Burma, at the moment, being very much in the limelight, this episode may be of interest as a "Commando" incident in the late 80's of the last century, after the Burmese War and the removal of King Thebaw. The names are fictitious, but in the main the story is according to facts.)

**ONE SHOT
NEVER WON
A WAR—
KEEP ON
BUYING
WAR SAVINGS
CERTIFICATES**

SEA CADET NOTES

N.L.T.D. "WARREGO"

Gale Street, Woolwich.

Commanding Officer: H. G. COLLISON

During the past month some of the foundation members of this company paid us a visit whilst on leave from active service. They were Lieutenant Jack Driver, W/O. Ray Collison, S/Sgt. Joe Driver, of the A.I.F., and L/S. Jim Niemler, of the R.A.N. To these gallant men we wish the very best of luck in the future.

Training activity at Woolwich is back in full swing again, particularly in boatwork, and the sailing crew has been preparing for the coming regattas with our sister depots.

As the Life Saving Examinations are now over the old pre-war training method is being re-introduced into our depot, and has so far proved successful.

Several skeleton camps have been held at the depot by working parties during the past month. The work done by these ratings is highly commendable and the removal of a large stump from the vicinity of the depot is one of their latest projects.

Mr. Davies, from Lane Cove, has promised us an oak steering wheel and a life belt with N.L.T.D. "WARREGO" painted on it. Both articles will be found most useful and be greatly appreciated by the depot.

Plans for the extension of our depot are now well under way. These extensions will include a seamen's mess and sleeping quarters. We hope to get it completed in the quickest possible time so that the ratings may enjoy their recreation in their own quarters.

Mr. Lithgow has been working very hard on forming a committee to raise funds for this building, and our hearty thanks go to him and his supporters.

On Saturday, the 27th January, a "Manual of Seamanship," Volume II, was presented to Lieutenant Ward by the ship's company to show their appreciation for the work he has done for them over the last twelve months.

N.L.T.D. "VICTORY"

North Sydney.

Commanding Officer: J. A. WILLIAMS.

On Saturday, 3rd February, a conference of officers was held in the C.O.'s office to consider the promotion competitions and games between the various companies of N.L. Sea Cadets. Those present included Messrs. J. A. Williams and Green, representing "Victory" Depot; E. Barton, C.O., "Vendetta" Depot, Manly and Second Officer Kelso; H. Collison, C.O., "Warrego" Depot, Woolwich; and G. H. Smith, C.O., "Beatty" Depot, Domain. The C.O. "Australia" Depot, Gladesville, was unable to attend and sent an apology.

The Governing Body of the Navy League and the Sea Cadet Corps in N.S.W. was represented by Captain Beale.

As a result of the conference, it is expected that inter-company competitions will be re-established without undue delay.

"Victory" officers and cadets compliment Petty Officer O'Connor, of "Vendetta," for his fine address over the air on the occasion of "Australia" Day parade in Sydney.

C.P.O. (writer) McStay, has been promoted for his good work in the Writers' Dept.

The result of our last cricket match against "Warrego" Depot appears elsewhere. It was a most enjoyable game and appreciated by all those who took part. Rowing and sailing races and field games against cadets of other units do much to promote good fellowship and are greatly favoured by the cadets of "Victory" company.

Sixteen years old cadets desiring to join the Merchant Navy must register their names at the Shipping Office.

N.L.T.D. "VENDETTA"

Commanding Officer: E. BARTON

Since my last report, "Activity" has been in full swing at our Depot, and does not look like stopping. We commenced 1948 full of enthusiasm and we are looking forward to continued prosperity.

Mr. Marsh, our First Aid Officer, together with our new Second Officer, Mr. H. Kelso, late of "Nelson," have had a very busy time in commencing Physical Culture Training.

Each cadet has been medically overhauled and full particulars of each have been taken, viz., Name, Age, Height, Weight, Chest normal and expanded. A system record has been adopted of each cadet and a further survey will be taken in three months time in order to see what improvement has taken place after having partaken of this P.T. course.

Parents will be notified should any cadet require medical attention, and also of what improvement has taken place since training commenced.

It is felt sure that time spent on this course will be very beneficial to our cadets.

In response to an invitation from the O.C., a large number of parents attended the depot recently when the decisions reached at the conference of officers held recently, relative to the welfare of the Company were discussed.

It was decided to form a committee, and the following ladies and gentlemen were elected: President, Mr. S. A. Simmons; Vice Presidents, Mrs. Reeve, Mr. Alston; Committee, Messrs. Quirk, Thyr, Dexter, Messdames Potter, Lovegrove, Carter, Cousins and McGill; Hon. Treas., Mrs. Reeve.

We are very much indebted to the following for donations. Mrs. Reeve, a beautiful first aid outfit and sundry other items; Mrs. Gonsolove, £1/1/-; Mr. Alston, 10/-; Wellwisher, 2/-; Mr. E. M. Quirk, wrestling mat; also promised is a winch from another wellwisher.

On behalf of the entire Company, the C.O. thanks you very much. Your gifts and donations are very much appreciated. Meetings will be held at regular intervals.

Our boat is being made good use of each week-end. Crews are taken out and given plenty of rowing, benefitting them very much.

On Friday, 26th January, in company with "Victory," we attended the "Australia Day" celebrations held in Martin Place. It is very pleasing as an observer to state that the Navy League carried out its part in a very creditable manner. P/O. Bob O'Connor, of "Vendetta," was the speaker on behalf of the Navy League Sea Cadet Corps and was the first member of the Youth Organisations to face the "mike."

Bob, although very small, surprised everyone, and his address was snappy and effective. He was given a great round of applause from the many hundreds of listeners present.

It has been decided that on the first parade of each month new recruits will be enrolled and if deemed satisfactory at the end of the month application for permits for uniforms and coupons will be applied for.

Mr. Langbridge, our popular Chief Officer, has undertaken the duties of looking after the clerical work, advising the writers, L/S. Ferguson and A. B. Mills, how to do the books, etc. Mr. Kelso, Second Officer, and Mr. Perse, Third Officer, will attend to the training of cadets each Saturday afternoon. Mr. Marsh will be fully occupied with his first aid class and the O.C., E. Barton, will be free to continue with improvements to the property, as it is hoped to enlarge it to double its size.

We are hopeful of holding a large camp at Newport during the Easter school holidays.

N.L.T.D. "AUSTRALIA"

10 William Street, Henley

Commanding Officer: W. L. HAMMER, S.S.D.

(Notes contributed by Chief Officer Olsen)

The Officers and Ship's Company wish to take the opportunity to welcome on board our new Commanding Officer, Mr. W. L. Hammer, S.S.D.

This officer replaces our previous C.O., who recently tendered his resignation to headquarters.

Mr. Hammer was the first officer to be selected in New South Wales to take command of the Navy League Sea Cadets, and the "Ship's Company" feel it a very great honour to have him as their Commanding Officer.

Already he has made a very deep impression with the "ship's company," where he has already achieved much popularity.

Under his command much progress is anticipated, and we all extend to him our sincere devotion and loyalty.

Our recent "shore party" to Orange proved to be an overwhelming success.

Sleeping quarters and messing conditions were excellent, and the Army went to no amount of trouble to make us comfortable.

The people of Orange provided the ratings with hospitality that would do honour to royalty.

Per medium of our journal, may we extend to all those wonderful people the deep appreciation and sincere thanks of one and all.

It is hoped that another trip can be arranged back to Orange in the near future, which is eagerly looked forward to by "all hands."

We were recently honoured by the visit of two English tars, one of whom was a member of the League in England. Both proved to be very popular indeed with the ratings.

They both intend to revisit our depot shortly and rig our wireless for training purposes.

Chaplain C. Craven-Sands, H.M.A.S. "Rushcutter," and attached to our depot, recently spent an afternoon lecturing the "ship's company" on naval routine, which proved very instructive and interesting indeed.

We were also very pleased with the visit of Capt. W. W. Beale, O.B.E., of Headquarters, who inspected the entire "ship's company" and depot.

Mrs. Forsyth was presented with the Navy League lapel badge by Capt. Beale, which is identical to that presented to Lady Keyes, wife of Admiral of the Fleet, Lord Keyes.

All ranks wish to extend a welcome to Mr. Hodge, ex member of the Military Forces, who will act in the capacity of drill instructor. He will find ample scope for this kind of work, and we wish him every success.

Appointments: Mr. Hodge to be Warrant Officer on probation as from 17/2/45.

Confirmations: Acting Petty Officers Bullen, P. and McLeod, R. to Petty Officers, 3/2/45. Acting Leading Seamen Evans, R., Irving, W. to Leading Seamen, 3/2/45. Acting Supply Rating Munce, E. to be Supply Rating, 3/2/45.

Promotions: Second Officer W. Olsen to be Chief Officer on probation as from 3/2/45. Warrant Officer A. Wheeler to be Second Officer on probation, 3/2/45. Leading Seaman Myers, N. to Acting Petty Officer Shipwright on probation, 3/2/45. Able Seamen Angel, R., Taplin, S., Ward, A. to be Acting Leading Seamen on probation, 3/2/45.

R.A.N. CREWS FOR BRITISH FLEET



Admiral Sir Bruce Fraser inspects men of the R.A.N. corvettes which have been joined as a flotilla to serve with the British Pacific Fleet. (Australian official photograph.)

CRICKET

"Victory" Depot v. "Warrego" Depot

"Warrego" 1st Innings

Collison, bowled Lovett	6
Dundas, bowled Lovett	2
Harrison, bowled Lovett	0
Meldrum, caught and bowled Wright	1
Yuile, caught and bowled Street	5
Kable, bowled Chiffins	0
Wilson, bowled Street	2
Davies, bowled Lovett, caught Bilton	1
Buckley, bowled Street	0
Cowham, caught and bowled Lovett	3
Harrison, not out	3
Byes	1

24

"Warrego" 2nd Innings

Collison, bowled Wright	15
Dundas, bowled Wright	13
Harrison, caught and bowled Lovett	2
Meldrum, stumped Bilton, bowled Morgan	1
Yuile, bowled Morgan	2
Kable, bowled Lovett	0
Wilson, caught and bowled Bagden	4
Davies, bowled Wright	0
Buckley, bowled Street	1
Cowham, bowled Street	6
Harrison, not out	0
Byes	8

52

"Victory" Depot 1st Innings

Chiffins, bowled Collison	5
Fields, bowled Collison	0
Street, bowled Collison	7
Lovett, hit wicket	6
Bilton, l.b.w.	1
Wright, bowled Collison	15
Baden, bowled Collison	4
Sinclair, caught and bowled Harrison	4
Williams, bowled Harrison	6
Shaw, bowled Collison	2
Owens, bowled Collison	2
Byes	9

61

"Victory" Depot 2nd Innings

Chiffins (Morgan, sub.)	0
Fields, caught Bilton	7
Street, caught and bowled Collison	4
Lovett, caught Collison	42
Bilton, caught and bowled Collison	2
Wright, stumped Collison, bowled Williams	10
Baden, bowled Collison	0
Sinclair, bowled Collison	11
Williams, run out	0
Shaw, bowled Harrison	7
Owens, caught Meldrum, bowled Collison	4
Byes	4

91

"Victory" Depot beat "Warrego" by 76 runs.

REMEMBER OUR ADVERTISERS!

We ask you to keep in mind the firms advertising their products in the Journal.

These are the people whose co-operation has made the production of your magazine possible, and you will do both the Journal and the Navy League a service by consulting them for your various requirements. And, in doing so please mention—

"THE NAVY LEAGUE JOURNAL"

F. W. HUGHES PTY. LTD.

Woollen Mill's

BOTANY AND ALEXANDRIA

30 Grosvenor Street
Sydney

Telephone: B 7224

Are you in the League Why not?

THE NAVY LEAGUE IS...

a **WATCHDOG** of National and Imperial security.

an **ENEMY** of apathy in all matters naval and maritime,

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

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

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

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



The Navy League

N.S.W. Branch

Patron: H.M. The King

Patron:

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

President:

T. H. SHIL, M.I.C.E., M.I.N.A.

Executive Committee:

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

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

Hon. Treasurer:

J. L. Milson. C. M. C. Shannon

Hon. Auditors:

Robertson, Crane and Gibbons

C. M. C. Shannon

W. A. Mackay

D'Arcy M. Shelley.

S. Cooper, S.S.D.

Hon. Secretary:

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

Secretary and Editor of Journal:

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

AIMS AND OBJECTS

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

Its Objects are

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

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

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

INVEST IN WAR LOANS

S. Hoffnung & Co. Ltd.

CLARENCE STREET

SYDNEY

Who wish the League Every Success

BIRT & COMPANY (PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.

P.O. BOX 544 B, G.P.O.

Also at

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

SHIPPING AND GENERAL AGENTS

Cockatoo Docks & Engineering Co. Pty Ltd.

Contractors to . . .

H.M. AUSTRALIAN NAVY

Ship-builders, Marine & Engineers

General

Inquiries invited

COCKATOO ISLAND

SYDNEY

Phone: W 1941 (10 lines)

SHOES . . .

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

Your inspection invited

A. BAGLEY & SON

"THE BOOT STORE"

211-213 BEAMISH ST., CAMPSIE — LF 3183

THE STAFF OF LIFE . . .

is a **STURDIER STAFF** if spread with

NORCO BUTTER

Be sure to ask for—



"THE BUTTER OF PERFECTION"

GLOBEX

BEEF EXTRACT

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

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

OBTAINABLE FROM ALL CHEMISTS AND STORES

1, 2, 4 and 8 oz. jars or 4 and 8 oz. containers

You can be assured of a Good Drink by visiting—

WATSON'S PARAGON HOTEL

Circular Quay

B 4223 — Telephone — B 4223

ALFRED HERBERT (Australasia) PTY. LTD.

- MACHINE TOOLS
- MACHINE SHOP ACCESSORIES
- SMALL TOOLS

**101 PYRMONT BRIDGE ROAD
PYRMONT, SYDNEY**

'Phone: MW 2734 (3 lines)

MW 1355

Melbourne Office:

144 KING STREET, MELBOURNE

'Phone: MU 4821

CAPSTAN

**The Empire's
favourite
cigarette**



**W. KOPSEN & CO.
PTY. LTD.**

General Merchants

**380 KENT STREET
SYDNEY**

METAL MANUFACTURES LTD.

Port Kembla, N.S.W.



Makers of . . .

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

SELLING AGENTS

(with Distributors in all States)

Wire, Cables, etc.

Tubes & Brass Wire

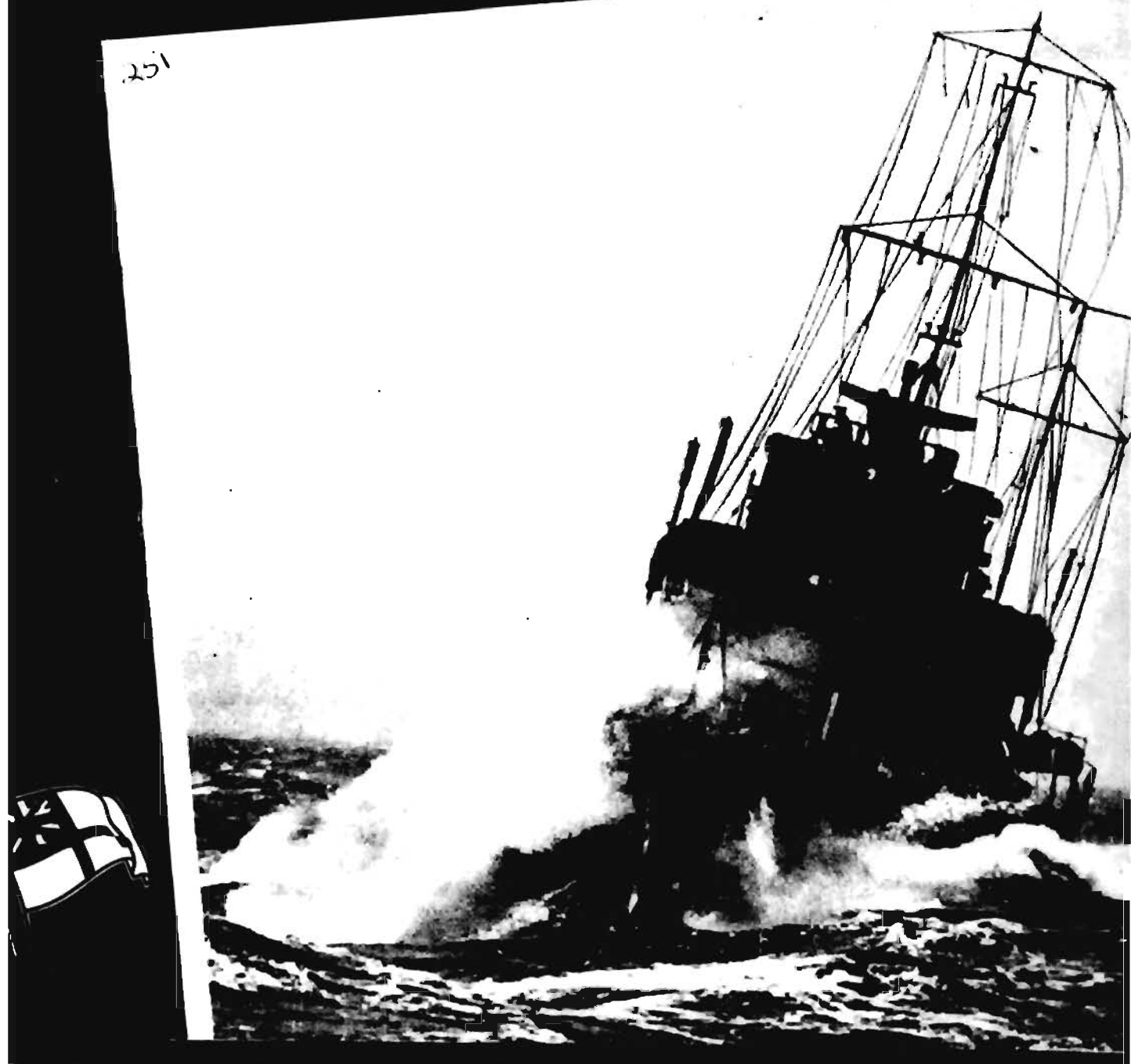
**BRITISH INSULATED
CABLES LTD.**

**KNOX SCHLAPP
& CO.**

22-24 William St., Melb.
Kembla Bldg., Sydney

Collins House, Melb.
Kembla Bldg., Sydney

THE NAVY LEAGUE JOURNAL



U.S.W.

MARCH, 1945

6d MONTHLY

**LUXURY
SPENDING**
is Willful Waste

DO NOT INVEST IN

**NATIONAL
SAVINGS BONDS
and
WAR SAVINGS
CERTIFICATES**

THE CARLTON HOTEL

56 CASTLEREAGH STREET
SYDNEY

K. A. WOOLDRIDGE,
Managing Director.

METAL MANUFACTURES LTD.

Port Kembla, N.S.W.



Makers of . . .

Non-Ferrous Wire and Braided Conduits, Tubes,
Telephone Cables, Braided Wire and Cables, etc.

SELLING AGENTS

(with Distributors in all States)

Wire, Cables, etc.

Tubes & Braided Wire

BRITISH INSULATED
CABLES LTD.

KNOX SCHLAPP
& CO.

64-66 William St., M-13
Kembla Bldg., Sydney

Collins House, M-13
Kembla Bldg., Sydney

DUCON CONDENSERS

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

Ducon Condenser Pty. Ltd.

BOURKE STREET, WATERLOO, SYDNEY

ALSO AT MELBOURNE

CAPSTAN

The Empire's
favourite
cigarette



THE NAVY LEAGUE JOURNAL

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

Vol. 8, No. 3

MARCH, 1945

Price 6d.

Message to the Navy League from

The Rt. Hon. WINSTON S. CHURCHILL, M.P.
Prime Minister and Minister for Defence

I WARMLY congratulate the Navy League on reaching its 50th Anniversary. This comes at a time when much for which the Navy League struggled has been achieved, and when the power and prestige of the Royal Navy is in the flush of victorious war. But this does not mean that the work of the Navy League is done. It will never be done. When peace comes it will be their task to keep ever present in people's minds the hard lessons which this war has taught us, and to remind them of the unbreakable links that bind our Navy into the life of Britain and the British Empire.

Message to the Navy League from

Admiral of the Fleet, Sir Andrew Cunningham,
Bt., G.C.B., D.S.O.

First Sea Lord of the Admiralty

THE Navy and the country are indebted to the Navy League for its invaluable work in constantly reminding the public of the importance of maintaining an adequate Navy in peace time and in preparing the youth of the country for service in the Navy.

The foresight of the Navy League has been vindicated by events and we can now appreciate the inestimable value of its work. Since we are in no position to guarantee continual peace, and, as far as we can foresee, the security of the Empire must continue to depend on adequate control of the seas, the work of the Navy League will be just as important after the war as in the past.

THE PRICE OF VICTORY

HOW BRITISH SHIPPING HAS PAID FOR IT

By SIR ARCHIBALD HURD, in "The Navy"

No one who studies the White Paper entitled "Statistics Relating to the War Effort of the United Kingdom" would come to the conclusion that every phase of our war effort, and of the war efforts of all the Allies who subsequently ranged themselves by our side, had depended, from the first, on ships—ships of commerce, protected on their lawful occasion by ships of war—or that in the most critical months of the struggle those ships were mainly British ships, for in that period this country stood alone. Even well wishing friends in other countries, realising that we were surrounded by the sea and that those seas were infested by enemy U-boats and were being patrolled by enemy aircraft carrying deadly bombs, had little hope that we could survive the ordeal. The Germans with, as many people thought, justification, concluded that they could reduce us to a state of starvation as a preliminary to invasion.

The White Paper opens with facts and figures about the mobilisation of the country's man power and woman power and a description of the work that these men and women have done, but no stress is laid on the fact that they could not have lived and would have had nothing on which to work if ships, manned by intrepid seamen, had not kept the seas in spite of all the enemy could do. 30,000 of them making the great sacrifice. The second section of the White Paper is concerned with "home production"—naval construction, ground munitions, aircraft, raw materials, agriculture and fisheries—all of these, except the last, needing ships for the carriage of supplies, for we could not have built men-o-war unless merchant ships had been available for bringing in to our ports ores and other things which go to the making of battleships, cruisers, aircraft, carriers, destroyers or escort vessels.

Less than two pages of the sixty-four which make up the White Paper deal with shipping and shipbuilding. Yet it was our ships and our shipbuilding facilities which saved not only this country but every freedom-loving nation from defeat. If, when the German armies had over-

run practically the whole of Europe and by air raids of unparalleled fury were trying to blast British industry to extinction, the sea communications of this island people, then maintained almost exclusively by British merchant ships guarded by British men-of-war and British aircraft, had been severed, the war would have been over; Hitler would have realised his ambition of dictating peace in London, and he would then have been able to turn his attention to the American continent, while Japan carried out her programme of aggression in and about the Pacific Ocean.

Everything depended on 6,722 ships under the Red Ensign, of which just over 2,000 smaller ones—ranging from 100 gross tons to 2,000 gross tons—were suitable only to navigate coastal waters or, under the pressure of necessity, the Narrow Seas. The Germans, who were then mobilising armies of unparalleled strength, must have thought it no difficult matter to sink these ships in a short time, thus laying the foundations of victory. Hitler had declared, "The day of Britain's might at sea is past. Aircraft and U-boats have turned surface fleets into the obsolete playthings of the wealthy democracies. They are no longer a serious weapon in decisive warfare." The German High Command accepted that dictum as final. Every British man-of-war, in spite of its defensive-offensive powers, would be sunk, and if warships built for the violence of war could thus be swept off the seas, what chance had from 5,000 to 6,000 frail merchant ships, without means of defence, of remaining afloat?

The Germans had studied the records of the First World War. They had improved their U-boats, giving them greater radius of action, more deadly torpedoes and more powerful guns, and they had created a great fleet of bombing aircraft. They sent their U-boats and bombers out on the trade routes to await the declaration of war, whereas the British Mercantile Marine, as they knew from the reports of their agents, was without the semblance of defence. Looking back on events, it is surprising that they reached

the conclusion that, in spite of all the heroic efforts of the Royal Navy, 75 per cent. weaker than in 1918, they would in no long time succeed in their objective, the cutting of the sea communications of the people of the British Isles?

In their calculations the Germans failed to take account of one factor—the courage, skill and endurance of British seamen, those serving under the Red Ensign, as well as those under the White Ensign, nor did they imagine that aircraft, flying from Britain, could intervene in the Battle of the Seas, operating within a few months far out in the Atlantic and over the Bay of Biscay, as well as over the Near Seas. What happened completely upset their plans. In the first place, they had under-estimated the time which it would take to mobilise British shipping for war, providing the vessels with armaments, training the crews in their use, and organising convoys of ships of war and aircraft. Is it to be supercritical of the White Paper to suggest that some such picture should have been presented to its readers?

The White Paper is nevertheless of great value, for it shows the price which British shipping paid between the opening of the war and the end of 1943, for the victory which is now only just over the horizon of time—the summer of 1945, at the latest, according to the estimate of the Prime Minister. The White Paper contains particulars of the number as well as the tonnage of British, Allied and neutral vessels sunk in the Battle of the Seas, fought all the time in all weathers and on all the seas:

LOSSES OF MERCHANT SHIPS FROM ALL CAUSES* (Vessels of all Tonnages)

	British		Allied		Neutral		Total	
	No.	Thousand gross tons	No.	Thousand gross tons	No.	Thousand gross tons	No.	Thousand gross tons
1939, Sept. to Dec.	158	498	17	90	148	347	323	935
1940	728	2,725	201	822	416	1,002	1,345	4,549
1941	892	3,047	344	1,299	183	347	1,419	4,693
1942	782	3,895	987	4,394	90	249	1,859	8,336
1943	361	1,678	388	1,886	63	82	812	3,648
	2,921	11,843	1,937	8,491	900	2,027	5,758	22,161

*The figures of losses relate to the period in which the losses occurred. They include losses by enemy action and marine risk.

It will be seen that in the early stages of the Battle of the Seas the main burden of the struggle fell on British shipping. Between the opening of the war and the end of 1939, 158 ships under the Red Ensign were sunk, as compared with 17 under Allied flags and 148 belonging to neutrals, while in the succeeding twelve months the respective losses were 728—201—416; the 1941 losses were 892—344—183, and then the balance of losses shifted to the Allied flags. Emphasis is laid on numbers of ships and not on tonnage. But the enemy attacked not tons but units of tons. In a shooting gallery at a country fair one aims not at so many ounces of china, but at so many delicate vases. In the Battle of the Seas the Germans set out to destroy ships and not tons. They kept their record of successes in tons, because such statistics were most likely to impress the German people and give them the impression that they were winning the Battle of the Seas. But in the British Isles the important matter was not so much the tonnage sunk as the number of ships which were sent to the bottom of the seas with their precious cargoes of food and raw materials to enable us to live and make munitions.

As the destruction continued on the seas, the work of replacing the losses went on in shipyards and engine shops. Avoiding the error of the First World War, when merchant shipbuilding was controlled by amateurs, who made an unholy mess of it until the late Lord Pirie had to

be called in to bring order out of chaos, the task of mobilising our shipbuilding facilities was entrusted to experts, with Sir James Lithgow and Sir Amos Tyre, two distinguished shipbuilders, at the head. The industry was just emerging from the longest and worst depression ever experienced when the war opened; in particular, it was short of craftsmen. In one pre-war year (1935), though facilities existed for building ships of 2,000,000 tons, the output fell to 113,000 tons. In these circumstances, what did the shipbuilding industry, in fact, achieve? This is the official summary:

"The tonnage of merchant vessels constructed in the United Kingdom in the years 1940 to 1943 averaged nearly one-fifth more than in the years 1915 to 1918. Many of these vessels were of types specially designed to meet particular operational and other war needs, such as carrying and lifting very heavy and awkward cargoes, and were not adaptable to methods of mass construction. As in the case of naval vessels, war experience called for an increasing complexity of armament and special equipment. This programme was carried out in spite of the heavy demands of essential naval shipbuilding (1,907,077 displacement tons were built in order to fit the Royal Navy for its great task), the difficulties of the black-out and the very large volume of repair work of all kinds. Repairs to merchant vessels absorbed more than half the man power available for merchant work; this was due to damage caused not only by enemy action, but also by the abnormal weather met with in the high latitudes frequented by convoys to and from North America and Russia. At one period the amount of merchant shipping in hand for repair was over 23 million gross tons."

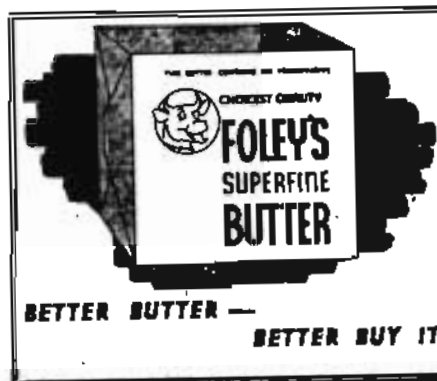
When bouquets are being flung to all and sundry after the war, it may be hoped that those associated with the shipping and shipbuilding industries will not be forgotten.

THE VALUABLE SUBORDINATE

There is no more valuable subordinate than the man to whom you can give a piece of work and then forget it, in the confident expectation that the next time it is brought to your attention it will come in the form of a report that the thing has been done. When this self-reliant

quality is joined to executive power, loyalty and commonsense, the result is a man whom you can trust.

On the other hand, there is no greater nuisance to a man heavily burdened with the direction of affairs than the weak-backed assistant who is continually trying to get his chief to do his work for him, on the feeble plea that he thought the chief would like to decide this or that himself. The man to whom an executive is most grateful, the man whom he will work hardest and value most, is the man who accepts responsibility willingly.



ROYAL AUSTRALIAN NAVAL COLLEGE



CADET MIDSHIPMEN are required for the Royal Australian Naval College, Flinders Naval Depot, Victoria.

Every Australian boy who attains the age of 13 years during this calendar year, and who is physically fit, is eligible to apply.

A qualifying examination is held in September in the following subjects:—Arithmetic (Elementary), Geometry, English, History, Geography, and ONE, but not more than one, of the following:—Arithmetic (Harder), Algebra, Latin, or French. Candidates who qualify at the Educational examination will be medically examined and interviewed by a Committee of Officers. Those selected will join the Naval College in January next for a four years' course before being appointed as Officers for sea service.

Full particulars and application forms may be obtained from any of the following:—

The Staff Officer (Reserves), 44 Bridge Street, Sydney.
The Secretary, Navy Office, Melbourne, S.C.I.
The Naval Officer in Charge, Brisbane.
The Naval Officer in Charge, Port Adelaide.
The Naval Officer in Charge, Fremantle.
The Naval Officer in Charge, Hobart.

The closing date for applications is 15th June.

Navy Office,
Department of the Navy,
MELBOURNE.

A MESSAGE FROM THE PRIME MINISTER OF SOUTH AFRICA

(PATRON IN CHIEF OF THE NAVY LEAGUE, S.A.)

"We in South Africa have come to realise how dependent we are on the men of the sea. Necessities have been brought in an unending stream by the Merchant Navy; the Royal Navy has guarded our coasts and shipping lanes from the enemy; and our own Naval Forces have hunted the foe by day and by night. We owe a great debt of gratitude to these men who have kept our country comparatively free from want. Most of us realise this but there are others who are unmindful of this debt. Therefore, I welcome this opportunity not only of expressing my profound gratitude to these sailors, but also of bringing some aspects of Navy Week to the attention of my fellow citizens.

"This year twenty-four funds which work for the welfare of seamen in this country have combined in order to raise half a million pounds which will be devoted to the care of these men wherever they may be. It is essential that this work should continue. The welfare of the men of the sea is vital to the efficiency of the war effort.

"Port Elizabeth, as well as our larger sea-port towns, has a magnificent record of achievement in providing comforts for these men once they reach our shores. Thousands of voluntary workers have unstintingly given of their time to run clubs and canteens; to make sheep-skin coats and other garments; to arrange holidays inland for the sailors and generally to make their short spells ashore memorable.

"Every day men in the Arctic seas as well as men in the tropics, have cause to remember our country with gratitude. The selfless service rendered by our naval voluntary workers is spoken of in every corner of the globe. But they cannot make bricks without straw. You, the people of South Africa, can give them the means to make the sailors' lives more tolerable and at the same time you can repay your debt to the men of the sea by giving generously to the Navy Week Appeal."

J. C. SMUTS.



BABCOCK MARINE BOILERS

AUSTRAL BRONZE COMPANY PTY. LIMITED

Established 1914

Head Office and Works:

O'Riordan Street, Alexandria, Sydney

MANUFACTURERS OF:

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

Muntz Metal and Naval Brass Condenser Plates

Sheets and Shathing

Manufacturers of (under Licence)

Stone's Manganese Brasses for Marine Craft Propellers

Branch Office:

101-103 KING STREET, MELBOURNE

ROYAL AUSTRALIAN NAVY IN ACTION

By LIEUT.-COMMANDER G. RAWSON, R.A.N., in "The Navy"

Owing to the pre-occupation with the European theatre of war, the campaign of General MacArthur in the South-West Pacific area for the recovery of the Philippines, has not bulked large in the war news. That campaign began in August, 1942, with the clearing of the Milne Bay area in the extreme east of New Guinea while the Japanese were still pushing on along the Kokoda trail towards Port Moresby. With the defeat and repulse of that push and the gradual advance in the north-west along the northern coast of New Guinea, the successful drive of General MacArthur began.

In successive steps, Buna, Gona, Salamaua, Lae, Finisshafen, Madang, Karkar Island, Aitape, Hollandia, Tanahmerah Bay, Biak Island, Noemfoor Island, Sansapor (the western tip of Dutch New Guinea) and finally the landings on Morotai, the northernmost of the Halmahera group, completely established Allied supremacy along the whole length of the New Guinea coast.

In all this brilliant series of operations, conducted methodically, piecemeal, and according to a concerted plan, Australian ships, troops and aircraft took a leading part. The landings on Morotai brought the Allied forces to within 300 miles of the Philippines and, as with the previous amphibious operations along the coast, these landings were preceded by a naval bombardment in which ships of the R.A.N. took a leading part.

Among these ships are the Australian-built Tribal destroyers, "Arunta" and "Warramunga." Large-type landing craft were also engaged, and among those from the Australian Navy were H.M.A.S. "Kanimbla" and "Manoora."

But though the R.A.N. has been principally engaged in New Guinea waters, not many people are aware that some 500 R.A.N. officers and men are serving with the Royal Navy in European waters. Ten of these R.A.N.V.R. officers have recently received accelerated promotion to the rank of Lieutenant-Commander from the Admiralty; a large number of them have received decorations and some of them are in command of H.M. ships.

A./Lieut.-Cmdr. L. V. Goldsworthy, R.A.N. V.R., who comes from Western Australia, was awarded the George Medal in May, was mentioned in despatches in August, and was decorated with the George Cross in September. Three George Crosses and seven George Medals, three of the latter with bars, have now been awarded to R.A.N.V.R. personnel, and all were granted for deeds performed while serving with the Royal Navy. Another Australian officer, Lieut. H. R. Syme, G.C., C.M. and bar, was the first naval officer of any country to obtain both decorations and a bar to one.

From its earliest days, Australia's Navy has always regarded itself as an integral part of the Royal Navy, seeking to build its own history on the rich traditions of the Mother Service.

Australia has a population of seven millions. She cannot therefore maintain a Navy large and powerful enough completely to safeguard her 12,000 miles of coastline. She realises also that the best defence of her own territory may lie not on her own coasts but in far-distant waters. This explains why from the earliest days of this war, Australian ships and men were found in the Mediterranean, the Atlantic and the Indian Ocean, and why, on D Day, R.A.N. officers and men were found in the minesweepers, in cruisers and destroyers, and in the first wave of landing craft to reach the Normandy beaches.

USHER'S

Distinguished among the World's

Finest Hotels

CASTLEREAGH STREET, SYDNEY

Phone: B 6511

SEA CADET NEWS

"VICTORY" DEPOT, NTH. SYDNEY

Commanding Officer: J. A. WILLIAMS

It is with regret we report the resignation of our Chief Officer, Mr. Green. For some time past Mr. Green's employment has made it difficult for him to devote the voluntary labour required by a busy depot like "Victory," and in the interests of cadets and company he felt he should make way for an officer in a position to give greater service. Mr. Green had been at "Victory" for six years, and all hands will miss him on future parades. A junior officer, in Mr. Wright, has also left our strength and joined the Navy. Best of good fortune to both of them.

Mr. L. D. Smith has been appointed Chief Officer, and if enthusiasm, linked with ability and popularity, and dependability, is an asset, then Mr. Smith will give good service to the League's Senior Depot.

Our thanks are due to the North Sydney Council for their interest and help at various times; and to Mr. E. Smith, marine engineer. We extend our thanks for his kindness in effecting repairs to our cutter's engine, without payment. Thank you, Mr. Smith.

Twenty-five cadets from this depot were pleased to assist the organisers of Merchant Navy Day Appeal recently. They did a job which was appreciated.

NEW COMPANIES FORMED

It is pleasing to report that two new companies have recently been added to the strength of the Navy League Sea Cadet Corps. The one at Orange bears the name of N.L.T.D. "Canberra," while the company formed in the Kogarah-St. George district has chosen the historic name of "Sirius." They are already lusty infants and the older units will have to look to their laurels or they will lose them.

ROWING EVENTS

The Navy League Sea Cadets Inter-company Whaler races (Oars) were held on March 3rd, off "Victory" Depot, North Sydney.

The Junior race was won by "Warrego" company, Woolwich, with nearly two lengths to spare from "Beatty" Depot, who put up a good performance, considering their lack of experi-

ence and training. "Beatty" showed promise of doing much better. "Victory" crew was 3rd and "Vendetta" 4th. This crew also lacked proper training. The winners, "Warrego," looked and performed like a smart team, and their boat was a picture. Members of the crew were: R. Yuill, B. Ward, A. Smith, D. Harrison, A. Cohen, with Mr. Ward, Chief Officer, Coxswain.

The Senior race was won by "Victory's" crew, by sheer grit and determination and not by copy-book oarsmanship, by half a length, from the faster finishing "Warrego" boat, with "Australia" Depot's crew a creditable 3rd, when allowance is made for their lack of practice in a whaler. "Beatty" boat was 4th. The winning team was: K. Hyde, stroke, A. Field, T. Bourdet, T. Jones, R. Bull, with Mr. L. Smith as coxswain.

There were between three and four hundred cadets and their friends to witness the races. Refreshments were served and everybody seemed to thoroughly enjoy themselves.

Special commendation goes to the C.O., "Victory" Depot (Mr. J. Williams) for the arrangements, and to the C.O. "Vendetta," for sportingly allowing the crew from "Australia" Depot, Henley, to use the boat allotted to his crew in one of the races.

N.L.T.D. "WARREGO"

Commanding Officer: Mr. H. COLLISON
Contributed by W/O. C. Lihgow

We compliment the editor for the instructional and most entertaining reading included in the previous issue.

The reports from other depots were like ours, so full of optimism that a boom period in Navy League Sea Cadet activity can confidently be expected.

There should now be a race between depots to see which can accomplish most in 1945.

Let us inform each other every month, through the medium of our "Journal," of our progress of innovations introduced, etc. By this means a useful suggestion may be handed on for the mutual benefit of the League.

We were particularly impressed with "Vendetta's" scheme of running the rule over Cadets on a certain date, then re-measuring them at a later date as a check on physical development. We believe they have something there.

INVEST ALL YOU CAN



Inserted by . . .

CUTTY SARK HOTEL

(THE FIRST AND LAST)

2 PHILLIP STREET

CIRCULAR QUAY

JIM McQUADE, Proprietor



Their Hats
are different but
in the NAVY

'NUGGET'

is the polish
preferred
by all ranks

To . . .

Messrs. Hitler,
Mussolini, Tojo,
and Coy.

From . . .

STEWARTS & LLOYDS

(Australia) Pty. Ltd.



Now producing Shells
instead of Gas Pipes



Up till the time of writing we have had at least 25 new entries since the New Year, and they're still rolling up.

Consequent upon the steady influx of raw recruits, the ship's company is suffering from a mild attack of growing pains, and a considerable amount of readjusting of divisions has been necessary.

All new entries are allotted to quarter deck to be put through the elementary stages of instruction before being advanced into other divisions.

The problem of the acute shortage of officer instructors was overcome a few months ago by using specially trained Leading Seamen. We have found them reliable, efficient and satisfactory in every way.

Special departments have been organised and we now have a competent writing staff headed by Junior Paymaster Joynea, with writers McDougall and Howe to assist him. Also our Shipwright and supply branches are well under way. Leading Storehand Kable must be complimented upon the fine job he has done in the supply branch. A Communications branch has been installed, and a couple of W/T "bussers," a miniature set of International code signal flags, have been rigged up by Leading Seaman Brian Ward.

At the March meeting of our newly formed sub-branch committee, the all-important matter of additions to our depot was discussed, and now the preliminary work is under way.

If our plans materialise (and there is no apparent reason why they should not), we are going to have a grand depot here. We shall let our League mates have fuller details when the actual building is under way.

Saturday has been set aside as the date of our Social evening, not necessarily to celebrate any possible success at the rowing or sailing; but it is the Depot birthday party, postponed on account of the preparations for the boat races.

We have to acknowledge the receipt of, and thank Mr. Davies, father of a cadet, for the donation of a beautiful teak steering-wheel and a lifebuoy with our ship's name painted thereon. When suitably installed they will serve to brighten the premises in no small measure.

FOR 66 YEARS

the

MERCANTILE MUTUAL

Insurance Coy. Ltd.

an Australian Institution has been providing security for the homes of the people, its motto being

"SERVICE TO THE PUBLIC"

Under the protection of Insurance Policies ships and the oceans, land and air transport moves, men, work, and homes and factories are built and safeguarded. Injuries are compensated and distress relieved.

Insurance is a contract of good faith.

Our funds are used to assist in the development of the Country and with our properties are held in trust for the protection of our Policy Holders.

Fire, Marine, Accident, Motor Car
and
Householders', House-Owners
(Combined) Insurance

Crops, Stocks, Fencing, Pluvius
All Classes of Agricultural Insurance

Head Office: 117 PITT STREET, SYDNEY

SELWYN KING, Managing Director.

Agencies in all Suburban and Country Centres throughout the Commonwealth where all classes of Insurances can be arranged by any of the Company's 6000 Agents trained to give

"Service to the Public"

The cricket, on February 4th, went again in North Sydney's favour. This month was a marked improvement on the previous one, although our side was considerably weakened by the absence of our two young bowlers, Leading Seaman Yealland, and Ordinary Seaman Renahan. We congratulate the victors on their performance, hoping that this is only the start of competitive keenness amongst Depots.

Mr. Ward, our Chief Officer, has again distinguished himself by having special parade passes

printed to replace our parade cards. This card is stamped every month with the official stamp of the depot in a special place allotted to it. If more than two Saturdays elapse without this stamp being shown, then the holder is not entitled to wear the uniform of the League. A description of the rating and by-laws of the League are also contained in the Card.

On Saturday, the 24th, the depot was honoured by the visit of Captain Beale, in the capacity of Senior Executive Officer of the Corps in New South Wales. Unfortunately, our Commander was unable to be present on this occasion, as his work detained him.

Mr. Ward, who is most anxious to start on our extensions, entertained Capt. Beale while he was present, and explained to him what had been done, and what is to be done in the near future at our depot. Captain Beale was very impressed with the work that had been done over the last year.

Promotions: C. P. O. Joynea to be Junior Paymaster, dated 17/2/48; A. B. Kable to be Leading Store Hand, dated 17/2/48; and L/S. D. Ward to be Petty Officer, dated 10/2/48.

Of the two whaler races held off "Victory" Depot, on March 3rd, one was won by the representatives of this Company; the other, after a hard struggle, going to "Victory."

N.L.T.D. "VENDETTA"

Commanding Officer: E. BARTON

The recently formed Committee of this Sub-branch, under the chairmanship of Mr. Simmons, and with Mr. Dexter as Hon. Secretary, promises to be a real benefit to "Vendetta" Company. Dances, and a Button Day, are being organised with the object of augmenting our funds and popularising the Sea Cadet Corps in Manly. Mrs. Reeve is pulling double. It is due to her generosity and activity that refreshments make their appearance on appropriate occasions.

The O.C. has received an offer of £5 from a well-wisher, if nine other persons will each contribute a like sum. We hope that Manly will be quick to take up the offer and make the sum of £50 a certainty for the improvement of the depot and the provision of more training gear for the Cadets.

Through Mr. E. M. Quirk, we received a wrestling mat and a winch, and it will be of great help to us when getting our whaler into the boat shed.

On Saturday, March 5th, we all went to North Sydney, and combined with other depots in boat racing.

On Saturday, 17th March, a "Youth Rally" was held on The Corso, Manly, to aid the 3rd Victory Loan. Prizes are to be given by the War Loan Committee, to the best group for marching and general conduct. P/O. Bob O'Connor was again the speaker on behalf of the Navy League.

Each Sunday, good use is made of our whaler, and recently five cadets who journey from the Western and Southern lines, camped on the premises for the week-end and thoroughly enjoyed themselves. Mr. Marsh, our First Aid officer, is kept busy each Saturday, giving now recruits a medical overhaul, and his first aid class is very keen to learn all they can of this very important subject. Mr. Kelso, our second officer, is gradually getting the cadets into physical fitness.

Mr. Langbridge has a full time job attending to the correspondence and instructing the writers how to keep correct records of all that transpires.

The O.C. is at present attending to the repairs and maintenance of the premises and hopes to have plans out shortly for alterations and extensions.

Word is still to be received from other Depots about the suggested week's camp at Newport during the school holidays, in May. Will all O.C.'s please forward particulars direct to headquarters, and then details can be finalised.

We are looking forward to our cricket match against "Beatty" at an early date, and then to try our skill against other depots.

N.L.T.D. "BEATTY"

Commanding Officer: C. H. SMITH

Mr. Matheson, a former officer of the Corps, has re-joined as Chief Officer of this unit. Mr. Walker, also a former officer of the Corps, and an expert on the care and maintenance of boats, has re-joined the League as 2nd Officer at "Beatty." Mr. O'Donnell has been appointed 3rd Officer.

With Mr. Walker in charge of boats, it should not be long before we have first-class crews to man them and to successfully compete with other N.L. depots.

In the next issue of the Journal, we hope to be able to give some indication of the work which our Younger Set has undertaken to do for the depot.

N.L.T.D. "AUSTRALIA"

10 William Street, Henley

Commanding Officer: W. L. HAMMER, S.S.D.

This Depot's boats' crew, competing at "Victory" Depot, in the inter-company rowing races, put up a very creditable performance.

Notwithstanding its lack of practice in a whaler, and the fact that stroke accidentally lost his oar during the race, the crew never gave up, and completed the course.

Church Parade was held at the C. of E., Gladsville, when Chaplain Craven Sands preached the sermon. The smart appearance of the cadets was favourably remarked upon after the service.

Ordinary parades during the month have been well up to the usual standard.

Mr. W. Olsen (Chief Officer) was granted leave of absence to proceed to Rockhampton to attend the funeral of his late mother. All officers and cadets extend to Mr. Olsen and his relatives their deepest sympathy.

2nd Officer Wheeler has been carrying on in Mr. Olsen's absence.

The continued hospitality shown by Mr. and Mrs. Forsyth is greatly appreciated by all ranks at "Australia" Depot.

THE NEW COMPANIES

The initial efforts of Mrs. L. Schnieder, most enthusiastically supported by a number of citizens of Kogarah and district, including Alderman D. Cross, Mayor of Kogarah, have been responsible for the launching of a new Navy League Sea Cadet Company and Sub-branch, which will serve the St. George District. The movement gives every indication of developing on sound lines and providing a numerically strong and healthy addition to the N.L. Sea Cadet Corps in N.S.W.

Appointments already made are: Patron, Alderman D. Cross, Mayor of Kogarah; Chairman, Alderman Wright; Deputy Chairman, Mr. L. Schnieder; Hon. Secretary, Mr. R. Richardson; Hon. Treasurer, Mr. Wood.

Mr. G. Round will be the Commanding Officer, assisted by Chief Officer H. Malcolm and Second Officer R. Cristofani. All these gentlemen have had considerable experience in the R.A.N.V.R., as officers, and they should soon have a good company of N.L. Sea Cadets under their command. The unit and depot will be known as N.L.T.D. "Sirius."

The interest and support of all the above-mentioned, together with that of Alderman P. Ferry, Mr. Hale (of the Australian Natives Association), and Mr. W. L. Hammer, C.O. "Australia" Depot, is much appreciated by the Navy League.

N.L.T.D. "CANBERRA," ORANGE

Commanding Officer: J. P. FINEGAN

This unit is already under weigh, with a personnel over fifty strong.

The C.O. is assisted by Messrs. Gilmore, Rowe and Munn, as Chief, 2nd, and 3rd Officers, respectively; while Dr. Hodgkinson and Captain Parkes are also interesting themselves in the instructional side and in the sound establishment of the Company.

To the above-named gentlemen, and to Mr. Olsen, of "Australia" Depot, the Navy League sends its thanks and expresses the hope that success, in the best sense of that much maligned word, will reward them and "Canberra" Unit of Cadets.

Items for publication in this Journal are welcomed.

Residents of Narrabeen have been inquiring as to the possibility of forming a Unit in the neighbourhood. The policy of the Governing Body of the League is to encourage expansion, subject to the availability of suitable voluntary officers and instructors, and training quarters and equipment.

It is pleasing to learn that so many Navy League members are extending hospitality to Royal Navy men, in N.S.W.

E. A. HARPER & SONS PTY. LTD.

HARBER STREET, ALEXANDRIA

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

Protected Industry — Defence Work Only

STAINLESS STEEL SINKS & DRAINING BOARDS
A SPECIALITY

Government Contractors — State and Federal

P.O. Box 33, Alexandria Phone: LA 3681 (4 lines)

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

Engineers

1 BENT STREET, SYDNEY

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

Telegrams: Toddengine, Sydney

Phones: BW 1488-9

WILHELMSSEN LINE

(Norwegian Australian Line)

REGULAR SERVICES MAINTAINED
WITH FAST MOTOR VESSELS

For further particulars, apply—

WILH. WILHELMSSEN AGENCY
PTY. LTD.

63 PITT STREET, SYDNEY

51 WILLIAM STREET, MELBOURNE

Agents:

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



Inserted by . . .

TUCKER & CO. PTY.
LTD.

Distributors of

CHATEAU TANUNDA
HOSPITAL BRANDY

RED CROSS BUREAUX

Keeping relatives in touch with the progress of sick servicemen is an important aspect of the varied work of Red Cross Bureaux—one which not only allays the anxiety of families but often helps the men back to health too. Bureaux act as a liaison between hospitals and the relatives of patients, and on several occasions have arranged for next-of-kin to travel interstate on the recommendation of Army doctors.

The bureaux handle thousands of similar enquiries and are able to help relatives who receive official notification that servicemen have been wounded or are ill, by obtaining particulars of the injury. They also deal with requests from the men themselves who are anxious for their families from other States to visit them.

To cope with the vast amount of work which these enquiries involve, as well as other activities for military and civil prisoners-of-war, dozens of voluntary workers staff Bureaux in every State of Australia. Many of these are married women who have to adjust their own household jobs to enable them to work, while others are girls whose family ties make it impossible for them to undertake full-time employment.

UNIFORMS

The naval authorities request the co-operation of Navy League Officers-in-Charge of Companies:

Unauthorised youths and men are wearing naval uniforms and in order to make their detection easier, you are requested to see that officers, Petty Officers and cadets of the Navy League under your command observe the following regulations:

- (1) Cap badges and buttons not to be identical with, nor similar to, those in use in the Royal Australian Navy and Naval Reserves.
- (2) Gold lace, if worn on the cuffs of officers' uniforms, to be plain straight stripes and not to exceed half an inch in width.
- (3) Every member other than an officer or instructor (unless the instructor is "dressed as a seaman") to wear, just below the shoulder of each sleeve your Company's distinctive colour patch. These must be securely stitched to the uniform.

POOLE & STEEL PTY. LTD.

43 STEPHEN STREET
BALMAIN
N.S.W.

GENERAL ENGINEERS
BOILERMAKERS
SHIPBUILDERS
DREDGE BUILDERS

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

Telegrams:

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

PALMERS, OF PARK STREET MEN'S & BOYS' OUTFITTERS

Tailored to measure Hats
suits and costumes Shoes
Overcoats Shirts, pyjamas
Pre-tailored suits Underwear
Sports coats Pullovers
Sports trousers Industrial wear

F. J. PALMER & SON LTD.

Park St. and 390 George St.

Are you in the League Why not?

THE NAVY LEAGUE IS...

a **WATCHDOG** of National and Imperial security,

an **ENEMY** of apathy in all matters naval and maritime,

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

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

❶ 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!



The Navy League

N.S.W. Branch

Patron: H.M. The King

Patron:

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

President:

T. H. Silk, M.I.C.E., M.I.N.A.

Executive Committee:

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

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

Hon. Treasurer:

J. L. Milson. C. M. C. Shannon

Hon. Auditors:

Robertson, Crane and Gibbons

C. M. C. Shannon

W. A. Mackay

D'Arcy M. Shelley.

S. Cooper, S.S.D.

Hon. Secretary:

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

Secretary and Editor of Journal:

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

AIMS AND OBJECTS

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

Its Objects are:

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

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

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

INVEST IN WAR LOANS

S. Hoffnung & Co. Ltd.

CLARENCE STREET

SYDNEY

Who wish the League Every Success

BIRT & COMPANY (PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.

P.O. BOX 544 B. G.P.O.

Also at

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

SHIPPING AND GENERAL AGENTS

Cockatoo Docks & Engineering Co. Pty Ltd.

Contractors to . . .

H.M. AUSTRALIAN NAVY

Ship-builders, Marine & Engineers
General

Inquiries invited

COCKATOO ISLAND
SYDNEY

Phone: W 1941 (10 lines)

SHOES . . .

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

Your inspection invited

A. BAGLEY & SON

"THE BOOT STORE"

211-213 BEAMISH ST., CAMPSIE — LF 3183

THE STAFF OF LIFE . . .

is a STURDIER STAFF if spread with
NORCO BUTTER

Be sure to ask for—



"THE BUTTER OF PERFECTION"

GLOBEX

BEEF EXTRACT

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

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

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

MACHINE TOOLS
WOODWORKING MACHINERY
SMALL TOOLS
ENGINEERS' SUNDRIES

**GOODALL & CO. PTY
LTD.**

MACHINERY MERCHANTS

301-305 KENT STREET, SYDNEY

Phone: B 7714 (5 lines)

SLAZENGERS



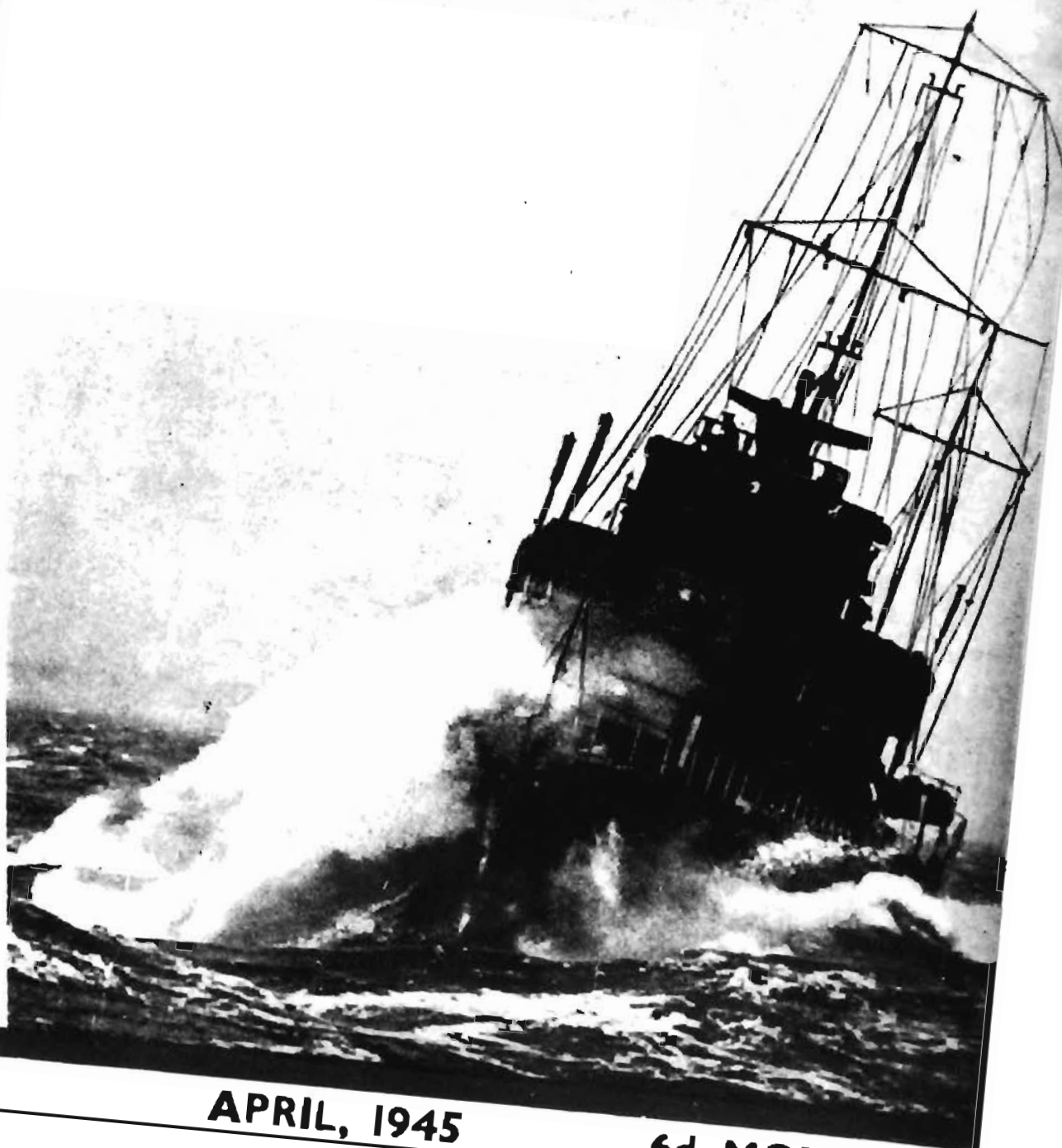
SLAZENGERS TENNIS BALLS

Used at Wimbledon Since 1902

Australia's most popular choice for Championships
and Competitions

THE NAVY LEAGUE JOURNAL

251



W.

APRIL, 1945

6d MONTHLY

**LUXURY
SPENDING**
is Wifful Waste

SAVE AND INVEST IN

**NATIONAL
SAVINGS BONDS
and
WAR SAVINGS
CERTIFICATES**

THE CARLTON HOTEL

56 CASTLEREAGH STREET
SYDNEY

K. A. WOOLDRIDGE.
Managing Director.

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



Makers of . . .

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

SELLING AGENTS
(with Distributors in all States)

Wire, Cables, etc.	Tubes & Straps Wire
BRITISH INSULATED CABLES LTD.	ENOX SCHLAPP & CO.
54-56 William St., Melb.	Collins House, Melb.
Kembla Bldg., Sydney	Kembla Bldg., Sydney

DUCON CONDENSERS

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

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

CAPSTAN

The Empire's
favourite
cigarette



THE NAVY LEAGUE JOURNAL

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

Vol. 8—No. 4

APRIL, 1945

Price 6d.

FIFTIETH ANNIVERSARY OF THE NAVY LEAGUE

His Majesty the King, Patron of the League, sent the following message to the Chairman, Admiral Sir Lionel Halsey, G.C.M.G., G.C.V.O., K.C.I.E., C.B., on the occasion of its Jubilee:

"I sincerely thank the members of the Navy League for their kind and loyal message. As Patron of the League I send my hearty congratulations on its Jubilee. It has done wonderful work since its foundation fifty years ago and I am confident that it will continue to maintain the high tradition of service that has always inspired it."

THE SEA CADET CORPS

By VICE-ADMIRAL J. E. HARPER, C.B., M.V.O.

The Sea Cadet Corps has always been, is now, and we hope for all time will be, a voluntary organization. Any form of compulsion to join would kill the spirit with which it is imbued. The movement was inaugurated by the Navy League, some fifty years ago, for the purpose of promoting the moral, social and physical training of boys; to inculcate in them habits of discipline and loyalty; to promote ideals of self-sacrifice and service; and to help those boys who wished to make service at sea their life's work to achieve their ambition.

The organization in its early years was supported solely by voluntary contributions, and, owing to the limited sums available, its growth was slow. Slow, it may have been, but slow growth usually produces strong growth. The value of the training which produced a self-reliant useful citizen, who would put his country's interest before his own, inspired supporters of the Navy League in the Empire overseas, and for some years before the outbreak of the present World War flourishing units of the Navy League Sea Cadet Corps were in being in Canada, Australia, New Zealand, South Africa and Southern Rhodesia.

"A great imperial family," wrote the late Lord Lloyd, who worked so hard in the interests of the Sea Cadets, "of which we may be proud and for whose existence we should all strive."

The Sea Cadet movement was definitely not born of war. To quote again the late Lord Lloyd: "This great organization has proved itself in peace; it has more than justified itself in war."

Large numbers of Sea Cadets from all parts of the Empire have helped to meet the requirements of the Sea Services, including Fleet Air Arm; others have joined the sister Services. Those who showed promise and who volunteered for service in the Royal Navy were given a short intensive course of instruction in an establishment set up by the Navy League for that purpose, and, provided that they had reached a certain standard of knowledge, were transferred to a naval training school. This pre-entry training, given by those public-spirited men who act in a voluntary capacity, in particular that as-

sociated with visual signalling and telegraphy, enabled the cadets to attain the qualifications laid down by the naval authorities as necessary for service in a sea-going ship far sooner than those who were entered through the usual channels. The weeks thus saved in training not only saved expense, but were a very important consideration at a time when a rapid increase in the Navy was necessitated to overcome the submarine menace, and when large numbers of signalmen were urgently required for duty in the ships in convoy.

The work performed by the Sea Cadets brought, in August, 1940, a letter of commendation from the Lord Commissioners of the Admiralty.

As the value of the pre-entry training given in Navy League establishments became more fully realized, requests were made for increased numbers for service both in the Royal Navy and the Merchant Navy. These demands increased to an extent which made it impossible for the Navy League to meet them under war conditions.

The provision and retention of suitable accommodation; uniforms and equipment for the rapidly increasing numbers and the status of the officers, necessitated financial assistance and official backing. As a result of conferences held to overcome these difficulties, the Admiralty, in February, 1942, assumed control of the training of the cadets; granted unpaid, temporary R.N.-V.R. commissions to the Sea Cadet officers, and increased the annual capitation grant. The administration of the movement was left in the hands of the Navy League, ably supported as it has always been by local committees. These local committees consist of public-spirited citizens who do not spare themselves in the work of administration and in collecting funds to help towards the provision of accommodation and equipment for their own particular unit. Even the boys themselves do their bit, by voluntarily paying a few pence a week for the privilege of supporting, and becoming partners in, an organization to which they are proud to belong.

Before the present war it was the custom for the Navy League to make arrangements for a limited number of Sea Cadets to spend part of

their summer holidays at a seaside naval training establishment, or summer camp, at which recreation was combined with useful and interesting training. This scheme has now developed into the necessity for the provision of a number of camps, in different parts of the country, by which many thousands of cadets benefit annually.

The growth of the organization showed that it was impracticable to draw a hard-and-fast line between training and administration. Much time was being wasted, and unnecessary correspondence caused, owing to the Admiralty staff and the Navy League staff being separated. It was therefore decided, by mutual agreement, to set up a Sea Cadet Corps Headquarters at which both staffs could work in close contact and harmony under a Superintendent appointed by the Admiralty. This organization came into being in July, 1944; the Committee of the Navy League still being responsible for the provision of suitable unit headquarters and welfare services for open units, because these expenses are not met out of public funds. The term "open units" refers to those units membership of which is not limited to boys from any one particular school or establishment. The Navy League has no responsibility for other units.

Governmental control, in varying degrees, has also been assumed, as a war-time measure, in the overseas Dominions without in any way detracting from the interest formerly taken by the Navy League branches throughout the Empire. It was the writer's privilege, in the years immediately preceding the present war, to visit the Sea Cadet units, maintained by the Navy League, in Australia, New Zealand, South Africa and Southern Rhodesia. The keenness and efficiency of the officers and boys were no whit less than one would expect of this "great imperial family," and the record of service, during this war, of the Sea Cadets of the Empire is one of which all concerned may well be proud.

The number which can be absorbed into the Sea Services is limited, and no advantage to the nation, or to the boys themselves, would accrue by the enrolment of unlimited numbers if only a small proportion of those who wished to go to sea could achieve their desire.

The number of units, omitting those in the Dominions overseas (100 in 1939 and 420 at the time of writing), is no indication of the number which could have been formed. The number

was formerly limited by the available funds at the disposal of the Navy League, and is now limited by possible requirements. It will be noted that the authorized increase in Great Britain and Northern Ireland has resulted in the number of units being quadrupled. Large increases in numbers have also taken place in all the overseas Dominions. In Canada alone there were ninety-one units in May, 1944—a fivefold increase on the 1939 number.

Owing to the limited number of efficient and qualified officers who, without remuneration, can give long hours of their spare time to help youths who wish to help themselves, it has been found better to maintain a limited number of strong units than a multiplicity of small ones. Further, experience has shown that, although it is preferable for a unit headquarters to be situated on, or near, the sea or some inland waterway, there is no absolute necessity for this. Many first-class units are situated inland, and with initiative, imagination and improvisation the officers are most successful in teaching the boys the elements of seamanship. Attendance at the summer camps enables the boys to put the knowledge already acquired into practice. Whether near the sea or far from any waterway matters not so far as the inculcation of habits of discipline, duty, self-respect and a love of the British Empire is concerned, and this is not the least important part of the curriculum.

The provision of unit headquarters being limited to fairly thickly populated areas may be hard on those boys who live in outlying villages who have a love of the sea in their heart and a tang of the sea in their blood; but it is surprising how many of these splendid lads cheerfully overcome the difficulty of distance and transport, and at their own expense are regular in their attendance at their nearest unit. One typical example out of many which could be quoted, of the spirit which permeates the Sea Cadet Corps will illustrate this point. A few years before this war the writer paid a visit to a Navy League Sea Cadet Corps unit in a provincial town. When preparing to leave, the commanding officer asked if it would be convenient for me to give one of the boys, who was unwell, a lift in my car to the bus depot. When the boy was in the car it transpired that his home was in a village some miles away, but not far from the route by which I was returning home. It was therefore no trouble to drop him at his home. While talking to his

mother and father in their humble country cottage, the following facts emerged. For two years, winter and summer, on two days a week that young boy, on leaving school at 4 p.m., had run home, distance of one mile, changed into his uniform while having his tea, run back one mile to the bus stop, paid 8d. return fare, walked nearly a mile to the unit headquarters after leaving the bus, undergone two hours' instruction, and then the return journey. His mother walked the mile to meet him at the bus stop and they arrived home at about 10 p.m. "He has never missed a drill night yet," said his father, "and, please, do not stop him doing it, because he loves it; it is meat and drink to him, and we are proud of him." And well might they be proud.

What of the future?

Official recognition and support, which become essential in war time, are heartily welcomed in times of peace. It has been officially announced in Parliament that it is proposed to continue official support to Service Cadet Forces after the war. But, no Government can commit its successors, and no estimate can therefore now be made as to the degree of support and financial assistance which may be expected in years to come. It is certain that the numbers required for service at sea will be considerably smaller than at present; but it is well to remember that the Sea Cadet Corps does not exist solely for the purpose of meeting naval needs. The fundamental object of the movement was to benefit the boys, and in this respect the training of character is as important if not more so, as technical training.

Bringing the future what it may, the Navy League will continue to give all the support in its power to maintain Sea Cadet Corps units throughout the Empire, and to encourage the Sea Cadets to continue to live up to the words of the motto: "For God; for King; for Empire."

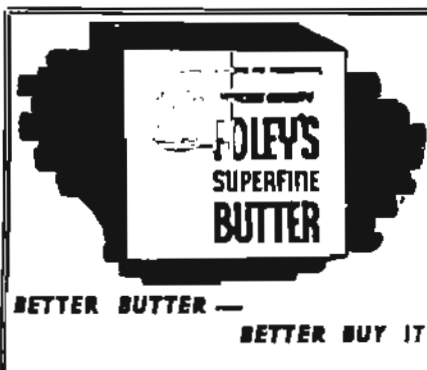


USHER'S

Distinguished among the World's
Finest Hotels

CASTLEREAGH STREET, SYDNEY

Phone: B 6511



REMEMBER OUR ADVERTISERS!

We ask you to keep in mind the firms advertising their products in the Journal.

These are the people whose co-operation has made the production of your magazine possible, and you will do both the Journal and the Navy League a service by consulting them for your various requirements. And, in doing so please mention—

THE NAVY LEAGUE JOURNAL

BRITISH NAVAL MIGHT IN PACIFIC



The 14-inch guns of H.M.S. "Howa" crash into action during practice off the New Zealand coast. The picture was taken from an escorting destroyer.

WHAT CAN THE GERMAN NAVY DO

FACING THE POSSIBILITIES

By COMMANDER KENNETH EDWARDS, R.N., in "THE NAVY."

Doenitz, Chief of the German Naval Staff, has promised us a German naval offensive. At a time when we are moving more and more of our naval strength to the Far East it is of great importance that we should make some estimate of the possibilities of what is left of the German Navy. Any such estimate must inevitably be based largely upon guesswork, but there are certain facts which stand out, and we must be very sure that we do not invite an expensive and war-lengthening setback through under-estimating the enemy's capabilities.

The joint statement on U-boat warfare made by Mr. Churchill and President Roosevelt in January made it clear that there has already been evidence of increased U-boat activity, and it seems inevitable that Doenitz—himself a U-boat man—should put great trust in these craft. It is known, moreover, that the Germans have made certain technical improvements in their U-boats and that their building yards have been rapidly constructing what amounts to a new U-boat fleet.

When the American Naval Commander-in-Chief in the Atlantic, Admiral Ingram, said that Germany had 300 U-boats in the Atlantic there is no doubt that he was either mistaken or misquoted, but, although Germany had not at that time as many as 300 U-boats at sea in the Atlantic, there is no doubt that the enemy could send as many to sea in the near future.

To have as many as 300 U-boats at sea in the Atlantic, and to be able to maintain them there—which is much more doubtful—would be to step up the U-boat offensive nearly to the level of the dark days of 1941.

Comparison with 1941

There are two factors which will mitigate against any U-boat offensive of to-day becoming as dangerous as that of four years ago. The first is strategic and the second tactical and material.

Strategically, the U-boats are in a far worse

position to maintain an offensive in the Atlantic than they were during the years when they held the whole of the French Atlantic coast, and particularly the great U-boat base of Brest. It is as well to remember, however, that the U-boat war was causing us anxiety and grievous loss before the summer of 1940—that is, before the enemy had the use of the French Atlantic ports—and that the enemy's strategic position for a U-boat offensive in the Atlantic is still better than it was during the first nine months of the war, for the Germans still hold the Norwegian coast and its harbours.

The Germans, too, have not yet been dislodged from all the French Atlantic ports. Although these are isolated, it is more than likely that they contain U-boat stores, and it would not be impossible for them to be supplied with more by air or by supply U-boats. It is probable that the German High Command has already worked out the possibilities of forcing the Allies to reply to a U-boat offensive in the Atlantic by attacking and reducing these isolated German garrisons—minor campaigns which might lead to the dissipation of some of the Allied military and air forces from the main fronts.

In the tactical and material fields there is no doubt that the Allies are far ahead of the U-boats. Methods of hunting and destroying the U-boats have progressed even farther since the great defeat of the U-boat offensive in the early summer of 1942, and there is no doubt that we now possess even stronger forces of escorts and of escort aircraft carriers. The enemy probably hopes that we have fallen victim to over-confidence and have detailed so many of these ships for service in the Far East that the U-boats which he sends out will meet weaker instead of stronger anti-submarine forces.

The "Schnorkel"

Against our anti-submarine superiority must be set the developments which Germany has made in the design and performance of the U-boats. We know of the "schnorkel," which enables a U-boat to remain submerged both on

passage and when charging her batteries, and Germany ingenuity may well have devised other improvements. The "schnorkel" is certainly likely to prolong the life of a U-boat, but its use entails the sacrifice of the surface speed of the U-boat, and thereby reduces the strategic and tactical capabilities of the submarines. These could, to some extent, be offset by the operation of a greater number of U-boats, but this only within limits. There is, however, another point.

Successive official statements on the U-boat war stressed for several months the growing reluctance of the U-boat commanders to press home their attacks. In other words, the commanding officers showed a marked lack of confidence. That was hardly to be wondered at, considering the rate of losses inflicted, and there is a possibility that one of the chief advantages of the "schnorkel" may prove to be reflected in a greater confidence among the U-boat men.

While there is no doubt that Doenitz is already committed to a U-boat offensive on an increased scale in the Atlantic, we must not forget that he has at his disposal two other weapons—the remains of Germany's surface fleet, and the small light craft for which we may use "E-boats" as the generic term.

On paper, the German surface fleet is still quite formidable, but there is a high probability that most of its more important units are out of action as a result of damage, and it seems unlikely that some of them will ever again put to sea. Such a case is the battle cruiser "Gneisenau," sister ship of the "Scharnhorst," which appears to have been at Gdynia in a semi-dismantled condition for nearly two years. Then there are, on paper, the two "pocket battleships" "Admiral Scheer" and "Lutzow," and the three heavy 8-inch-gun cruisers "Prinz Eugen," "Admiral Hipper" and "Seydlitz." There have been many reports of the damage or destruction of these ships in our heavy bombing raids, and it is very doubtful if more than one "pocket battleship" and one 8-inch-gun cruiser are fit for sea. The "Seydlitz" is something of a mystery, but she remains on the list in default of proof of her non-existence. Another mystery is the aircraft carrier "Graf Zeppelin." This ship was certainly completed and did her trials, but she never seems to have been used, even in the Baltic. Germany also has four 6-inch-gun cruisers, the "Nürnberg," "Köln," "Leipzig" and

(Continued on page 11)

GENERAL

ACCIDENT FIRE AND LIFE ASSURANCE CORPORATION LTD.

(Incorporated in Great Britain)

GENERAL BUILDINGS, 105 PITT STREET
SYDNEY

Assets Exceed £25,000,000

Established 1885

FIRE, MOTOR CAR AND HOUSEHOLD
COMPREHENSIVE POLICIES
at lower rates



Their Hats
are different but
in the NAVY

'NUGGET'

is the polish
preferred
by all ranks

MYSTERY OF THE PACIFIC

By VICE-ADMIRAL O. LEGGETT in "SEAGOER"

There are three or four islands of this name scattered over the Seven Seas, but the Christmas Island that was the scene of this extraordinary happening lies in the very centre of the Pacific Ocean, in about 2 degrees North Latitude and 157 degrees West Longitude. It is a typical South Sea Island, covered with the usual coconut palms, having a large lagoon in the centre, with an outlet to the sea through the encircling coral reefs, and is, perhaps, some thirty miles in length and twenty in breadth.

The island does not lie on any recognised trade route and might never be sighted by any ship for years at a time; and this brings me to the reason for the presence of a British warship off the entrance to its lagoon at four o'clock in the afternoon of Sunday, 19th October, 1919. At this time the Battle-Cruiser "New Zealand" was flying the flag of Admiral of the Fleet Lord Jellicoe, who, accompanied by a large staff, was on his way to visit India and each of the Dominions to advise the Governments on their respective naval organisations in the light of experience gained during the Great War. This difficult work, which was carried out with all the thoroughness characteristic of the great Admiral, explains our presence in the Pacific and our deviation from the recognised trans-Pacific route to call at Christmas Island.

Lord Jellicoe had selected as his Flagship the "New Zealand," of which I was then in command, because the people of that Dominion who had so generously given this fine Battle-Cruiser to the Empire shortly before the War, and without any restrictions as to where she was to be stationed, had expressed a strong desire to once more see their own ship, which, as one of the Battle-Cruiser Squadron had distinguished herself in each of the three major Naval Engagements of the Great War—Heligoland, the Dogger Bank and Jutland.

Although outside the scope of this story, it may be of interest to note here that we were

the first representatives of the British Navy to visit the Dominions after the War, and, moreover, that we had on board the only man who could have lost that War in one afternoon—the great Lord Jellicoe. Everywhere we went, both Lord and Lady Jellicoe, as well as the officers and men of the ship, were welcomed and entertained in a manner that clearly demonstrated the pride of the Dominions in the achievements of the Navy, and showed what a strong link of Empire the Navy forms.

Now to return to that Sunday afternoon in mid-Pacific, with the sunlight gleaming on the deep blue of the sea, the white foam on the coral reefs, and the narrow strip of palm-fringed sand which we were rapidly approaching. A signalman, focussing his glasses on the shore, reported the presence of three figures, silhouetted against the vivid line of the beach.

The Sailing Directions gave us very little information about the island, merely remarking that it belonged to Great Britain and was uninhabited. The chart revealed little more. Had the "New Zealand" taken the direct course from Samoa to Fanning Island, on her way from New Zealand to Canada, we should have passed Christmas Island over a hundred miles distant, but, as this atoll was so little out of our way and there was just a chance that if the lagoon and its entrance channel were both sufficiently deep the island could be used as some sort of temporary base, Lord Jellicoe decided to have a look at it.

When we had anchored about three-quarters of a mile off shore the signalman reported three natives on the beach of this "deserted island." Natives they certainly appeared to be, judging by their scanty costume and sun-browned skins. On landing, one of them came forward and introduced himself to Lord and Lady Jellicoe as Mr. Joe English, an American. The others, he explained, were Tahitians.

Mr. English was wearing a pair of once white duck trousers and a cap, the remainder of him being indistinguishable from the brownest native of the South Seas. He stated that he was the manager of a small company formed to work

the copra on the island. He had, as a partner, a French priest in Tahiti. Labour had been recruited from there, and communication maintained with Tahiti by means of a schooner belonging to the company. In this way the copra was carried from the British to the French island, and the party on the former were provided with regular supplies.

About eighteen months before our arrival at Christmas Island, the schooner had embarked all those at work in the coconut groves, except Mr. Joe English and his two companions, with the object of returning these labourers to Tahiti on the expiration of their two years' engagement. The little vessel should have returned with a fresh supply of labour and provisions in about three months, but for some unaccountable reason she had not done so.

Completely in the dark as to why the schooner had not returned, Mr. English feared that she must have been lost with all hands in a cyclone. Even so, however, he could not understand why his partner in Tahiti had left him for over a year and a half on the island without supplies. We wondered at the time whether this firm, consisting of a Frenchman and an American, had obtained authority to work the copra on this, for long uninhabited, British island. No such authority was ever disclosed to us.

This modern Crusoe told us of his surprise at seeing smoke on the horizon after searching the sea for fifteen months without sight of a sail. Although it is not difficult to realise the joy which he felt when, in the clear atmosphere, the hull of the "New Zealand" rose above the line of sea and sky, unless one has had a similar experience it is scarcely possible to imagine the minutes of agonising doubt before the alignment of masts and funnels told him that a big ship was coming straight towards the island, and that his deliverance from the savage state in which he had been existing for so long was at hand.

As the "New Zealand" approached he thought she was a German cruiser, having no knowledge that the War was over. It was not until we anchored and swung broadside to his view that he could distinguish the White Ensign. He proved to be a remarkable man, and appeared quite at his ease when Lady Jellicoe was handed out of the boat which grounded on the beach beside him. To the many questions we naturally asked he made ready and intelligent answers,

and how remarkable this really was may be gathered from the fact that apart from his long residence on the island with only natives for companions, these three castaways had lived alone for eighteen months, only able to exchange a few words of French. The Tahitians were, in fact, acting as his servants.

After explaining his position, he did the honours of the island, showing Lord and Lady Jellicoe the huts where he and the labourers lived, telling them how the stock of food and clothing had long been exhausted, reducing them to living on coconuts and the fish which fortunately abounded in the lagoon. Only one complaint did he make, and that was a bitter denunciation of the land crabs, that destroyed all the bananas long before they were edible, and, moreover, kept them awake at night by gnawing their toenails!

"But I see no signs of your work?" questioned Lord Jellicoe.

"Oh, no, we are working about five miles further along the coast," said this modern Crusoe. "Shall I get the auto out and run you down there, it's all smooth, hard sand?"

How incongruous it sounded. No clothes, no food, and cast away on a lonely, uninhabited Pacific island—but they had a motor car, which turned out to be an ancient Ford. It functioned however, and gallantly carried the Staff down the coast to the scene of what may or may not have been illicit operations.

Lord Jellicoe naturally consented to carry these three castaways to Fanning Island, our next port of call. From there Mr. English would be able to cable his partner, as Fanning Island is an important telegraph station, used for the relaying of all messages between the Hawaiian and Fiji Islands. In September, 1914, the Fanning Island Station was raided by the German cruiser "Nürnberg." This ship landed a party who destroyed all the instruments they could find, cut the cables to Vancouver and Fiji, and endeavoured to tow the broken ends out into deep water. This should have been a simple task, but, fortunately, they bungled the work, overlooking the most important instruments, including the entire spare set, and the cable ends were not towed into deep enough water. Mr. Greig, of the Fanning Island Company, succeeded in recovering the Fiji cable ends by diving, the

spare set of instruments was installed, and communication was restored about two months after the raid.

Mr. English brought on board his diary and a voluminous and continuous meteorological record, the keeping of which no doubt helped to employ his mind, but neither he nor the Tahitians had anything else to bring with them from the island. We sailed about seven, in the evening, and an hour later this mysterious *Crusoe*, in an immaculate white uniform, offered Lady Jellicoe his arm and escorted her to the glittering dinner table in a shelter on the upper deck, where the Admiral and his Staff always dined in hot weather. He appeared quite composed, but one can imagine his feelings at the sudden contrast—lunching at midday on fish and coconuts with the blank despair produced by a year and a half without sight of a ship or hope of rescue, and dining the same evening in pleasant company with joy and thankfulness for release from an island-prison which might well have held him captive for years.

There was much to tell him of happenings in the world from which he had been completely cut off for so long, and he must have found it as difficult to digest the news as his unaccustomed dinner.

I heard nothing of Mr. English for ten years, and then, by a very strange coincidence, the story was continued in the last place one would imagine it to be possible, a peaceful country village in Hampshire. I had been induced to speak on Lord Jellicoe's world tour in the "New Zealand" to a body of men in the local hall, and there told of the Christmas Island incident. To my surprise, the Vicar, in proposing a vote of thanks, remarked that he could corroborate my story. Only the week before he had married a farmer from New Zealand to a girl in the parish. This farmer had told him the story of a man in his employ who had been marooned on Christmas Island and ultimately rescued by a British war-ship.

Still more strange was the solving of the mystery as to why the French priest in Tahiti allowed his partner to languish without food or clothing on this lonely Pacific Isle. During a cruise to the West Indies in 1934, I met a French doctor who was resident in Tahiti in 1918. He knew Mr. English's partner and remembered well the disappearance, or non-arrival of the

schooner at Papeete. The explanation of the mystery was simple enough.

Mr. English's partner had given the captain of the schooner orders to bring everyone away from the island, intending Joe English to have a holiday in Tahiti before returning with fresh labourers to Christmas Island. As the schooner never reached Tahiti, it was not known that English had preferred to remain on the island. After the disastrous loss of the vessel all idea of continuing work there was given up.

Just a peace-time incident in which one of England's greatest Admirals played a part.

NAVY LEAGUE SEA CADET COMPANIES, N.S.W.

"Victory" Depot, North Sydney.
"Warrego" Depot, Woolwich.
"Vendetta" Depot, Manly.
"Beatty" Depot, Domain.
"Australia" Depot, Henley.
"Sirius" Depot, Oatley Bay.
"Canberra" Depot, Orange.

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

The Corps is voluntary.

Sea Cadet News will re-appear in our next issue.

PLEASE NOTE

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

Telephone . . . B 7808

(Continued from page 7)

"Emden," and it seems probable from Swedish reports in recent weeks that three of these ships at least are operative.

How does Doenitz propose to use these ships—supposing that he has a minimum fleet ready for sea consisting of one "pocket battleship," one 8-inch-gun cruiser, and three 6-inch-gun cruisers, with approximately one flotilla of destroyers?

Unless the speed of the "pocket battleship" has been increased, he is unlikely to use it in the same squadron as the other ships, for that would reduce the speed of the whole squadron.

It seems likely that, now that the "Tirpitz" and "Scharnhorst" are safely at the bottom, we can discount the possibility of a raid into the Atlantic, particularly as the remaining German strong-points on the Biscay coast could hardly succour a surface squadron. Nevertheless, we must continue to guard against the possibility of a "suicide sortie" by one or more surface ships. The obvious use of the surface ships would be, of course, as bombarding forces on the flank of the Russian armies resting on the Baltic coast, while at the same time Doenitz may well be anxious to keep his ships to operate off the Norwegian coast in the event of a major Allied landing in that country.

There is, however, another and more serious possibility from our point of view. Recent events on the Western Front have shown that the enemy is extremely sensitive to the threat to the vital Ruhr district and well appreciates that Antwerp is the key to the supply of the Allied armies posing that threat. The convoys taking the sinews of war into the estuary of the Scheldt must be very tempting to the Chief of the German Naval Staff, and one can well imagine his military colleagues bringing pressure to bear upon him to institute strong naval action in that area. For this he certainly has the E-boats, and he can supplement the activities of these dangerous little craft with a mining campaign and with the smaller types of U-boats which the Germans are known to be building—almost certainly for North Sea use.

There is a possibility, however, that he may decide to raid down the Dutch coast from the Heiligoland Blight to the Antwerp convoy route

with light cruisers and destroyers, possibly using his other two ships to create a diversion in the north by attempting a break-out on the Atlantic convoy routes.

One would hope that such raiding tactics would be very expensive to the enemy, but this is unlikely to deter him if he has no further use for his ships and, in his view, they are directly defending the Reich. They would be difficult to deal with, for the enemy could choose his weather, and they would certainly entail the disposition of far stronger British naval forces in the southern part of the North Sea, where Doenitz might hope to effect some attrition by mines, E-boats and small U-boats.

OFFICERS' MEETINGS

N.I. SEA CADET CORPS

The Quarterly Meeting of Officers shall be attended by each Company Commanding Officer or, in his absence, by one officer representing him. The Executive of the Navy League shall also be represented.

These Quarterly Meetings shall not prevent Company Commanders from holding conferences with their own Company officers in their own depots whenever the wish or the need arises.

Such Conferences are wise and needful and should encourage helpful suggestions for the improvement of the Company, the Depot, and the Cadet Corps as a whole. From these Conferences the C.O. should pass on to the Quarterly Meetings any matter requiring consideration or action.

You can be assured of a Good Drink by visiting—

WATSON'S PARAGON HOTEL

Circular Quay

B 4223 — Telephone — B 4223



The Navy League

N.S.W. Branch

Patron: H.M. The King

Patron:

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

President:

T. H. Silk, M.L.C.E., M.L.N.A.

Executive Committee:

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

Sir Thomas Gordon, Kt.

Commander S. W. Spain

Commander J. R. Patrick, R.D.

Hon. Treasurer:

J. L. Milson. C. M. C. Shannon

Hon. Auditors:

Robertson, Crane and Gibbons

C. M. C. Shannon

W. A. Mackay

D'Arcy M. Shelly.

S. Cooper, S.S.D.

Hon. Secretary:

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

Secretary and Editor of Journal:

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

A Tribute to the Royal Navy

By E. COUSINS

It is with a glow of pride that we extend our hand in warm welcome to the bronzed and stalwart officers and ratings of a R.N. Ship. These unassuming sons of the sea are not only helping to uphold the proud traditions of the R.N. which has been handed down to them through the centuries by such illustrious Admirals as Drake, Nelson, Howe, Hood, Beatty, Jellicoe and a whole host of other heroes, whose names are engraved forever on the Empire's Scroll of Fame, but are also adding new chapters to the history of the sea which is the glory of the British race.

A modern warship is a floating fortress and has numerous intricate gadgets for fire-control, etc.; but the indomitable courage still predominates in the hearts of all aboard, from the Admiral down to his youngest Bluejacket. Heroic deeds were performed by the Royal Navy in the Atlantic when the courageous officers and

men of the H.M.A.C. Jervis Bay sacrificed their lives by attacking a German pocket battleship, so that the convoy they were guarding would have a chance to escape.

Then came the engagement off the River Plate followed by the miraculous episodes which thrilled the world. Dunkirk, Calabria and Cape Matapan; the evacuation of the British Army and the Nurses from Greece which continued for six nights under the most trying conditions. A month later these outstanding exploits were repeated at Crete and once again the Navy won through.

This tribute to the Royal Navy cannot be brought to a close without a mention of the gallant little T.B.D. Cossack, which rescued a number of officers and men of the Merchant Navy from the Hell Ship "Altmark," and brought them safely back to Scotland.

So once again under the Providence of God, day by day, night after night, in calm and storm, air attacks and dive-bombers, the Royal Navy has proved to the world that it is still the Empire's sure shield.

BIRT & COMPANY (PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.

P.O. BOX 544 B. G.P.O.

Also at

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

SHIPPING AND GENERAL AGENTS

Cockatoo Docks & Engineering Co. Pty Ltd.

Contractors to . . .

H.M. AUSTRALIAN NAVY

Ship-builders, Marine & Engineers
General

Inquiries invited

COCKATOO ISLAND
SYDNEY

Phone: W 1941 (10 lines)

SHOES . . .

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

Your inspection invited

A. BAGLEY & SON

"THE BOOT STORE"

211-213 BEAMISH ST., CAMPSIE — LF 3183

THE STAFF OF LIFE . . .

is a **STURDIER STAFF** if spread with

NORCO BUTTER

Be sure to ask for—



"THE BUTTER OF PERFECTION"

GLOBEX

BEEF EXTRACT

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

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

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

MACHINE TOOLS
WOODWORKING MACHINERY
SMALL TOOLS
ENGINEERS' SUNDRIES

GOODALL & CO. PTY LTD.

MACHINERY MERCHANTS

301-305 KENT STREET, SYDNEY

Phone: B 7714 (5 lines)

POOLE & STEEL PTY. LTD.

**43 STEPHEN STREET
BALMAIN
N.S.W.**

GENERAL ENGINEERS
BOILERMAKERS
SHIPBUILDERS
DREDGE BUILDERS

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

Telegrams:

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

Telephones: WB 1031, WB 1058

INVEST ALL YOU CAN



Inserted by . . .

CUTTY SARK HOTEL

(THE FIRST AND LAST)

**2 PHILLIP STREET
CIRCULAR QUAY**

JIM McQUADE, Proprietor

E. D. McMAHON & CO.

•
Produce Merchants

•
**153 SUSSEX STREET
SYDNEY**

•
PHONE: MA 4893



To . . .

**Messrs. Hitler,
Mussolini, Tojo,
and Coy.**

From . . .

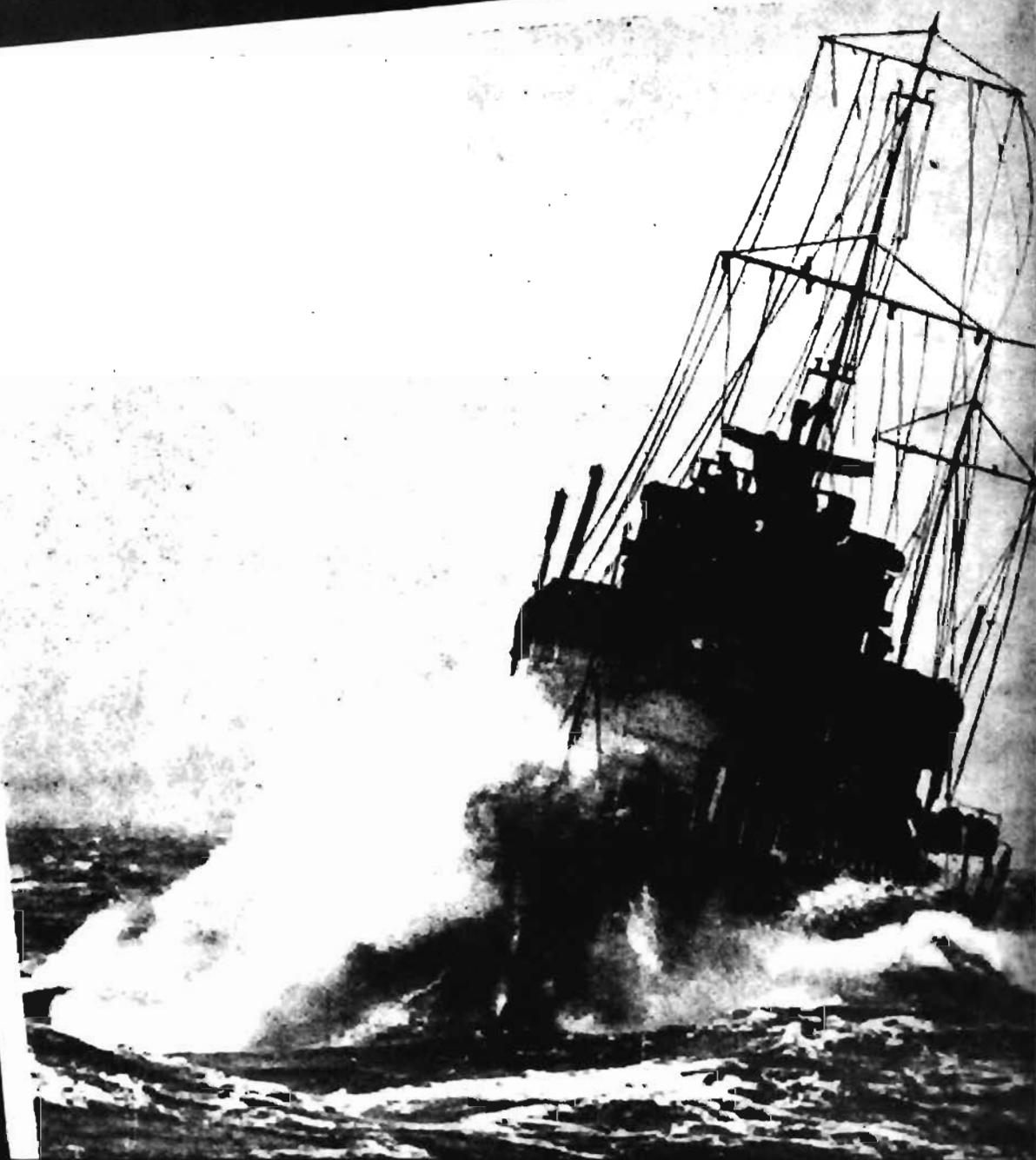
STEWARTS & LLOYDS
(Australia) Pty. Ltd.



**Now producing Shells
instead of Gas Pipes**

THE NAVY LEAGUE JOURNAL

351



N.S.W.

MAY, 1945

6d MONTHLY

Luxury Spending is Wifful Waste
 SAVE AND INVEST IN
NATIONAL SAVINGS BONDS
 and **WAR SAVINGS CERTIFICATES**

THE CARLTON HOTEL

56 CASTLEREAGH STREET
 SYDNEY

K. A. WOOLDRIDGE,
 Managing Director.

DUCON CONDENSERS

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

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

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



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

SELLING AGENTS
 (with Distributors in all States)

Wire, Cables, etc.	Tubes & Sheet Wire
BRITISH INSULATED CABLES LTD.	ENOS SCHLAF
54-56 William St., Melb.	Collins Street, Melb.
Kembla Bldg., Sydney	Kembla Bldg., Sydney

CAPSTAN

The Empire's
 favourite
 cigarette



THE NAVY LEAGUE JOURNAL

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

Vol. 8.—No. 5

MAY, 1945

Price 6d.

VICTORY and AFTER

AT the hands of the United States of America, Soviet Russia and the British Empire. Germany and her European Allies have been decisively beaten. The whole weight of the resources of America and Britain can now be brought to the overwhelming of Japan and her mushroom empire. The task will be no light one and before it is consummated there will be far-reaching expenditure of "blood and tears and treasure" unless, of course, Japanese rulers now have no illusions as to the weight of metal the Allied Nations have determined to hurl against them until they are incapable of any further organized resistance, and decide to accept any terms rather than have their homeland occupied.

After the total peace of the world has been hammered into workable shape, signed and sealed, the victors, as the trustees of humanity and of that bettered civilization to which all decent folk aspire, will be tested by their acts and judged accordingly. Let there be no doubt, the victors in this war to save their institutions must fulfil their charters and pledges so solemnly given to their peoples in the darkest hours of the war. If by the exercise of false judgment they fall in their trusteeship, the post-war condition of the world may well become more chaotic and disturbed than ever it was in the uneasy peace between the years 1918 and 1939. A grave responsibility rests on the heads of statesmen and people alike, and clear understanding, tolerance and the will to achieve the aims of sacred promises and charters must be the accepted or imposed task of mankind if it is to rise from the ashes of its own mistakes, so that all men "may live out their lives in freedom from fear and want."

THE VAST WAR EFFORT OF THE COUNTRY THAT STOOD ALONE

Production of Munitions by the United Kingdom
September, 1939, to June 1944

Naval Vessels	Number
Major naval vessels	722
Mosquito naval craft	1,386
Other naval vessels	3,636

Ground Munitions	
Field, medium and heavy artillery equipments	13,512
Heavy anti-aircraft equipments	6,294
Light anti-aircraft equipments	15,324
Machine-guns and sub-machine-guns	3,729,921
Rifles	2,001,949
Tanks	25,116
Wheeled vehicles for the Services	919,111

Aircraft	
Total aircraft	102,609
Heavy bombers	10,018
Medium and light bombers	17,702
Fighters	38,025

Casualties to All Ranks of the Armed Forces
of the United Kingdom
(To September 3, 1944)

Killed	176,081
Missing	38,275
Wounded	193,788
Prisoners of War	154,968

Total 563,112

Casualties to British Commonwealth and Empire
Forces

(To September 3, 1944)

Killed	242,995
Missing	80,603
Wounded	311,500
Prisoners of War	290,865

Total 925,963

Casualties to Merchant Seamen

(To August 31, 1944)

Killed	29,629
Interned	4,173

Total 33,802

Casualties to Civilians (Including Civil Defence)
By Enemy Action in the United Kingdom

(To August 31, 1944)

Killed (Children 7,250, Women 23,757)	57,298
Injured	78,818

Total 136,116



Inserted by

GRACE BROS.
BROADWAY



STEEL

Britain, pioneer in steel, greatly increases her capacity during the war years

Steel—steel for tanks, ships, guns, trucks, locomotives, buildings; steel for such a variety of purposes and in such quantities that every British mill produces to capacity night and day. Beneath the smoke-pall which hangs low over the great steel towns of Britain, great growth has taken place during the heat of war. Mills have increased their output, working day and night, and substantial plant increases have taken place as well. From them come in never-ceasing and prodigious quantities the different types of steel for modern armaments—armour-plate for tanks and warships, high-grade steel for guns, high-speed steel, steel castings, steel billets for shells, steel tools to cut, drill, forge and shape, steel rod, plate and rails.

Steel output is indeed the measure of a nation's capacity to make war, as also it is to satisfy the needs of peace-time industry.

The work of piling up armaments for the great Allied offensive in Europe began with the makers of steel. To them, the moving forward of the armies of liberation is the testing time of their skill and craftsmanship—but it is not the end of their labours. The demands of modern battle mean that the flow of arms must be as great during as before the battle. Millions of tons of steel are needed: for shipping, for sixty thousand guns a year, for more than a quarter of a million tanks and fighting vehicles. Twenty-seven thousand engineering firms throughout Britain must be kept continuously supplied with forged steel.

The steel industry has responded magnificently to every demand made upon it, and the glow of the furnaces marks its ceaseless endeavour. The growth of British strength at sea, on land, and in the air is adequate testimony to its productive capacity. The superiority of British weapons is a tribute to the high quality of the steels—a quality which has been maintained through all the difficulties of production in a country standing right in the front line.

It is an industry which is both old-established and well organised. It was nearly ninety years ago that an Englishman, Henry Bessemer, made those experiments which resulted in the famous

Bessemer process of steel-making. The development of this process virtually marks the beginning of the Steel Age, for it now became possible to make steel in huge quantities at about a fifth of the cost of crucible steel, which had been the principal source before Bessemer's discovery. Crucible steel was also developed by an Englishman, Benjamin Huntsman, who perfected his process in 1740. This type of steel still maintains its supremacy for high quality, although it is gradually being replaced by electric steel. The world's first high-frequency electric furnace for making fine tool steels on a commercial basis was introduced by a British maker in 1927. The Bessemer process enabled steel-makers to reckon in terms of tons where previously they had calculated in pounds. The Steel Age was ushered in by the erection of giant steel plants, and to-day the towering blast furnace,



NON-STOP TO

TOKYO

SPEEDED BY . . .

STEWARTS
and LLOYDS

(Australia) Pty. Ltd.

with its mechanical lifting and filling gear silhouetted against the sky, is the most characteristic sight in the great smelting districts. The largest blast furnaces in Britain are capable of producing 500 to 1,000 tons of pig-iron—the raw material of steel—in a day. Some are as much as 100 feet in height, and operate continuously for years, or until the lining of heat-resisting brick is burnt out.

A further British contribution, probably the most important event in the whole history of the steel industry, was the Thomas-Gilchrist process. Named after its discoverers, a Welsh metallurgist, Sydney Thomas, and a steelworks chemist, Percy Gilchrist, it solved the most pressing problem confronting the industry. The main ore-bearing veins in all parts of the world contained chiefly phosphoric ores, suitable for cast-iron but unusable for steel-making by the Bessemer process because of inability to remove the phosphorus in the phosphoric pig made from the ore. It was in 1877 that a solution was found, the resulting steel being known as "basic" steel. Today 75 per cent. of the steel made is "basic" steel, and the output of steel has increased enormously all over the world.

But steel-making, whilst a chemical process and controlled by the chemist and the metallurgist, is still a matter for the exercise of individual craftsmanship. The practical skill of the man on the job, developed through traditional knowledge, still produces steel which defies exact analysis. Even some mechanical processes require a judgment which can only be called a "feel" for steel. The bar sorter can estimate the carbon content of steel by the eye, as the furnace-man can tell you the heat of his furnace. These men are often the possessors of a practical skill and knowledge handed down through generations, father to son. The British steelworkers know his steel, and if certain special and rare qualities are wanted, the British craftsman will produce them.

The coming of peace will not be the end of the industry's labour, but the beginning of a probably greater and more difficult task. It will have to translate blue-prints for reconstruction into the new, planned Britain, and probably help other nations to rebuild their shattered countries. Steel is a basic material, an essential to the life of any country, and Britain has its responsibilities in the progress of the whole industry.

USHER'S

Distinguished among the World's
Finest Hotels

CASTLEREAGH STREET, SYDNEY

Phone: B 6511



BETTER BUTTER —
BETTER BUY IT

AUSTRAL BRONZE COMPANY PTY. LIMITED

Established 1914

Head Office and Works:
O'Riordan Street, Alexandria, Sydney

MANUFACTURERS OF:

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

Muntz Metal and Naval Brass Condenser Plates
Sheets and Sheathing

Manufacturers of (under Licence)
Stone's Manganese Bronzes for Marine Craft Propellers

Branch Office:

101-103 KING STREET, MELBOURNE



Mitchell bombers of the 5th U.S. Air Force attack a Japanese escort vessel off the South China coast. One plane has a motor on fire, but continues its run over the target. (Far East Air Forces photograph.)

CAMPAIGNS IN THE FAR EAST

By MAJOR-GENERAL H. ROWAN-ROBINSON, C.B., C.M.G., D.S.O., IN "THE NAVY."

The Burma Road is now free again, not indeed from Rangoon but overland from India. The first convoy, consisting of 100 lorries, is reported to have arrived at Kunming after a journey of 1,044 miles, and to have been greeted there uproariously by a crowd of 500,000 Chinese, overjoyed to see supplies once more en route for Chungking and to perceive such evidence of Allied success against the common enemy. The road has no great carrying capacity, but, operated in one district only and supplemented by air supply over "The Hump" on the same scale as hitherto, it will suffice for all the material that can be at present provided. The vicissitudes it has undergone: its difficult construction, its closure under political pressure by the Japanese, its reopening prior to the war and then its closure again on the British withdrawal from Burma—all render its liberation of high significance in the East if only as a matter of prestige.

In Central Burma, after a number of quick advances, there has been of late a slowing-down of Allied progress southwards. This is largely due to the need for building up supplies.

In the struggle in the Pacific, bases continue of course to be of paramount importance. At first, the Allies with their two great bodies—one under Admiral Nimitz, the other under General MacArthur—had only Australia, whose connection with America had mercifully not been cut, as a springboard from which to launch their mighty counter-stroke. So based, the leaders took separate courses—the admiral through the Central and the general through the Southern Pacific. Nimitz, of whose force the Australian Fleet formed part, struck first at the Solomons, where he seized Guadalcanal (August, 1942), and later, extended his control over the remainder of the group. He then moved north-east and captured in succession such islands as he needed in the Gilberts (30th November, 1943), the Marshalls (20th December, 1943), and the Palau (15th September, 1944), the last within 500 miles of the Philippines. From the Marshalls he thrust north-west and seized Saipan (8th July, 1944), 1,360 miles from Tokyo, in

order to afford Super-Fortresses a base from which to bomb the factories of Japan.

In the Southern and South-Western Pacific, MacArthur, with a force consisting, until the end of 1943, chiefly of Australians, threw back the enemy approaching Port Moresby and occupied successively a number of points along the north coast of New Guinea from Buna (13th December, 1942) in the east to Sansapor (30th July, 1944) in the west. He also seized airfields on the principal islands off that coast—New Britain, New Ireland, the Admiralties, and Blak, finally striking north-west to Morotai, just north of the Halmaheras, where he was within 350 miles of the Philippines.

The two commanders were now well placed for a joint attack on the Philippines. It may therefore be of interest at this point to compare the principles on which they acted in their respective forward sweeps, when having to advance—the one through a vast ocean studded with islands in enemy occupation, the other through a jungle-clad island 1,300 miles in length.

MacArthur, once his force had reached the north coast of New Guinea, made tremendous use of the Allied navies. His plan was, briefly, to make a succession of jumps, choosing each fresh objective for its value in extending his naval and aerial ascendancy. On the new target, and on all airfields from which enemy aircraft could interfere with his operation, he inflicted a thorough preliminary "softening." On each D Day he supported the expeditionary force with fighter aircraft if the stroke was within their range. If not, he employed seaborne planes and, immediately after landing, attacked enemy airfields near the beaches in order to be able to bring up his fighters as soon as possible for the support of further advances. Complete conquest was not essential to his plans. He bypassed many enemy-occupied areas, leaving the garrisons, cut off, he hoped, by land and sea, to die of inanition.

Nimitz, in his very different theatre, acted similarly in securing his successive stepping-stones. He first achieved aerial and naval domination in the vicinity of his objective. He then concentrated all available combined force for

the attack of the particular objective. And he by-passed unneeded islands. After leaving the Solomons, however, the increase of the distance from Australia compelled him to transfer his base to the Hawaiian Islands. Even so, on his westward drive, distances grew until he was, both at the Palau and Saipan, more than 3,000 miles from Pearl Harbour. He had therefore to institute, for the maintenance of his armada, "Fleet trains," which, apart from tankers and

other supply vessels, contained repair ships equal to dealing with damaged warships of all kinds. He took his base with him.

Co-operation throughout the two sweeps was carefully calculated and most effective. For instance, before MacArthur seized the Admiralty Islands (29th February, 1944), Nimitz struck at Truk (16th February, 1944), which might have interfered by sea and air with MacArthur's operation, and rendered that great Japanese base completely impotent. Finally, with a timing meticulously accurate, the right prong arrived at the Palau, the left at Morotai on 15th September, ready for their joint stroke against the Philippines. Over thousands of miles of sea and land, against fanatical and well-equipped opponents, the pattern and the purpose of the first phase of the great counterstroke had worked out correctly.

The next phase belongs to recent history. On 20th October, on the beaches of Leyte, 100,000 men are said to have landed along a stretch of thirty miles in half an hour. Thereafter, ever, so fierce was the enemy's resistance that it took them until Christmas Day to complete conquest, by which time the Japanese had killed, largely by drowning during attempted reinforcement, 113,000 men against their own 2,600. The American grouping had pointed to a descent on Mindanao; and, through by-passing the great southern island and striking at the centre of the group, the Allies achieved, at one and the same time, a precious strategic surprise and a central position that lent tremendous possibilities to their initiative. Later they struck north to occupy Mindoro and then, confusing the enemy fleet and army still more, landed in Lingayen Gulf, whence, marching and fighting, they reached Manila in the short space of twenty-six days.

MacArthur had come back to his own. Old scores had been wiped out. A first-rate base had been won for the next phase—the assault on enemy-occupied China. Moreover, the Japanese garrison could be shut off economically behind one or other of the narrow necks to the south of the island.

In the Far Eastern theatre, a change-over of responsibility was laid down for completion by 9th January and should by now be in full swing.

FOR 66 YEARS

the

MERCANTILE MUTUAL

Insurance Coy. Ltd.

*an Australian Institution has been
providing security for the homes of
the people, its motto being*

"SERVICE TO THE PUBLIC"

Under the protection of Insurance Policies ships sail the oceans, land and air transport moves, men work, and homes and factories are built and safeguarded. Injuries are compensated and distress relieved.

Insurance is a contract of good faith.

Our funds are used to assist in the development of the Country and with our properties are held in trust for the protection of our Policy Holders.

Pire, Marine, Accident, Motor Car
and
Householders', House-Owners
(Combined) Insurance

Crops, Stocks, Fencing, Pluvius
All Classes of Agricultural Insurance

Head Office: 117 FITT STREET, SYDNEY

SELWYN KING, Managing Director.

Agencies in all Suburban and Country Centres throughout the Commonwealth where all classes of Insurance can be arranged by any of the Company's 4000 Agents intended to give

"Service to the Public"

The Australians are charged with carrying on the war in the Southern Pacific. They have to capture or destroy the enemy garrisons in the various islands—the Solomons, New Guinea, New Britain, New Ireland, etc., which, in normal times, would form the natural outposts of their country. It was thought, as already stated, that these men—remnants of the Japanese Eighth, Seventeenth and Eighteenth Armies, which had once totalled 250,000 and were now believed to be down to 80,000 men—would, cut off as they seemed to be from outside help, die of disease and starvation. They continue, however, to exist and have actually retaken a few places. Skilled market gardeners, they have had seeds (veritable manna) dropped on them from the skies and, from them, they have grown large quantities of vegetables. They have received heavier supplies by barge and submarine. Thus the task of destroying the garrisons—fanatical die-hards, well entrenched in the jungles—is likely to prove more arduous than was at first expected. The new arrangement, however, though imposing a tough and exhausting duty on the Australians, is fundamentally sound, for the latter are well placed for its fulfilment, and it enables the Allied leaders in the Philippines to proceed with their campaign without having continually to look over their shoulders.

The recent decision to redistribute the Eastern Fleet, sending the bulk of it into the Pacific to act operationally under Admiral Nimitz, makes of the Indian Ocean a relatively unimportant theatre. It seems to imply that, contrary to general expectation, no "tribious" operation for the conquest of Burma will be launched from India and Ceylon against the southern coast. There are, doubtless, excellent reasons for the decision; but such a descent, followed by a north-and-south "crushing" operation and, later, by a move to Camranh Bay, would seem, *prima facie*, to be an ideal strategy to pursue for ensuring co-operation of the victorious army of Burma with the Americans in the Pacific and, incidentally, for severing connection between Malaya and enemy-occupied China.

**LEND TO
DEFEND—
Buy WAR SAVINGS
CERTIFICATES**

THE FIRST LINE OF DEFENCE FOR THE FAMILY

It is undoubtedly a Life Assurance Policy, and the policy contracts issued by The Colonial Mutual Life Assurance are designed to provide the strongest possible defence for the family.

They may be obtained by payment of instalments, weekly, monthly, quarterly, half-yearly or yearly.

Write for a booklet to . . .

The
**COLONIAL MUTUAL LIFE
ASSURANCE SOCIETY
Limited**

316 Collins Street ——— Melbourne, C.I



Their Hats
are different but
in the NAVY
'NUGGET'

is the polish
preferred
by all ranks

ON THE SEA

As well as on the land and in the air

B. H. P. STEEL

ably fills an essential place in the industrial place in the defence of Australia.

Marketed at the world's lowest prices by

**THE BROKEN HILL PROPRIETARY
CO. LTD.**

Head Office, 422 Little Collins Street, Melbourne.

Steel Works, Newcastle, N.S.W.

Iron Ore deposits, Iron Knob, S.A.

F. W. HUGHES PTY. LTD.

Woolen Mills

BOTANY AND ALEXANDRIA

**30 Grosvenor Street
Sydney**

Telephone: B 7224

SEA CADET NEWS

One hundred and twenty officers and ratings from this Company paraded at Auburn on Anzac Sunday, together with 30 officers and cadets from "Australia" Depot. There was excellent co-operation and the parade was a complete success, many spectators remarking in the most favourable terms on the discipline and smartness of the boys.

Owing to a late invitation for N.L. Cadets to participate in the city parade on Anzac Day, it was only possible for about fifty Cadets from the League to be present.

Mr. Heddle has been promoted to the rank of Acting Chief Officer of this Company and should prove a worthy successor to some of the young fellows who are now in the Services.

The report of the boat race appears on another page.

N.L.T.D. WARREGO

The recent holidays saw much activity and work at our depot, when two Warrant Officers and sixteen Cadets spent the long week-end in camp. The company was divided into four duty watches, each under the supervision of a Petty Officer, to see that the depot was kept shipshape. Much of the success in the running of the camp was due to the activity of Warrant Paymaster Joynes, whose supervision of the cooking and serving of meals was highly commended. On Easter Sunday a squad from the camp attended All Saints' Church at Hunter's Hill.

We wish to acknowledge the fact that a generous citizen who prefers to remain anonymous, has advanced the necessary amount required for the purpose of extending our premises, free of interest. To this well wisher we offer many thanks for his generosity.

To repay this sum it has been decided to ask the parents to subscribe a shilling a week, until the required amount is raised.

Commanding Officer Mr. Collison is to conduct an examination for those ratings desirous of becoming Petty Officers, at a camp in May.

Mr. Ward is now concentrating on training N.C.O.'s. at a special class of instruction held on Friday evenings at the rooms of the Women's Emergency Signalling Corps, and we owe our

When ships of the
Navy "heave to"
this rope
holds fast!

**MILLER'S
ANCHOR BRAND**

thanks and appreciation to Mrs. McKenzie, the Commandant of the Corps, for her kindness in allowing us the use of her units' accommodation.

About 40 ratings assembled at our depot for the ceremonial parade at Hunter's Hill on Anzac Sunday. The company attended the Woolwich Church of England church service in the morning, and after lunch the whole parade assembled and marched to the Hunter's Hill Town Hall. The armed colour party under W.O. Joynes did a good job and created a good impression, a Guard being mounted on the honour roll while the various participating bodies placed wreaths upon it. Warrant Officer Lithgow placed a wreath on the board on behalf of the depot and took the salute while the Last Post was played.

Leaving the hall after the ceremony, the company marched to the Anzac monument where the Commander placed another wreath, a member of the boys' brigade sounding the Last Post.

The Drummer and Bugler from the 150th Sydney Boys' Brigade attended our parade and helped to make it a success. Thank you!

Mr. Ward has been given permission by the committee to purchase two boats similar to that belonging to Henley for the use of the smaller Cadets to train in.

Voluntary Sunday working parties are still frequently held at the depot and much constructional and repair work has been accomplished, although much remains before the premises will approach the stage of completeness which we have in mind.

Donations.—We acknowledge with many thanks the compass which has been presented to the depot by Mr. Gale, of Woolwich, the £5 from Miss Grimley, and the two wreaths for the Memorial for Anzac Sunday, sent by Mrs. Miller, of Woolwich.

The Senior and Junior crews of this company so ably coached by Chief Officer Ward, were both victorious at the last inter-company rowing races held off "Victory" Depot in May.

ST. GEORGE DISTRICT NAVY LEAGUE

"Sirius" Depot

N.L.T.D. "Sirius" has been temporarily established at Connell's Point and is now well under weigh with a personnel of about fifty.

The establishment of the temporary depot at Connell's Point was made possible by the generous gesture of Mr. J. Murdoch, who has made available on his property a building which is suitable for the Cadets' requirements. Mr. Murdoch's gesture is greatly appreciated by all ranks at "Sirius" Depot.

The Inaugural Parade of the Company was held on Saturday, 12th May, in Connell's Point Reserve. The weather was perfect and the ceremony was well attended by local residents and visitors.

The attendance of Officers and Ratings from N.L.T.D. "Australia," together with a number of Officers and Ratings from "Victory" and "Beatty" Depots made the Inaugural Parade both impressive and interesting. It gave the Cadets of the new Depot "Sirius" the required support on this first and important parade and sincere thanks is extended to the Officers and Ratings of the Depots mentioned. They did a really good job.

After the Companies had been drawn up and inspected by Mr. W. L. Hammer and the Mayor of Kogarah (Alderman D. Cross), Alderman R. Wright, who was Chairman of proceedings, read apologies received from those people unable to attend. He then called upon the Mayor to make an address and carry out the opening of the new Depot.

The Mayor expressed his pleasure at being present, and after a short but interesting address he declared, on behalf of the N.S.W. Branch of the Navy League, N.L.T.D. "Sirius" open, and the establishment of a Navy League Sea Cadet Company in the St. George District.

At this stage, the Ensign was hoisted and the National Anthem sung by all present.

Other speakers at the ceremony were Mr. W. L. Hammer, who represented the Central Executive of the Navy League, Mr. G. Round, M.O. "Sirius" Depot and Mr. Hale, of the Australian Natives' Association.

After the speeches, all the Companies took part in a March Past, Mr. W. L. Hammer taking the salute on behalf of the Central Executive of the Navy League.

At the conclusion of the ceremony, light refreshments supplied by the parents of the Cadets of "Sirius," were served by the Welfare Com-

mittee to all present, thus ending a very successful afternoon.

The Dance held by the Welfare Committee on 9th May was a great success, both socially and financially, and it is proposed to hold another in the near future. The Welfare Committee is very grateful for the help it received by the way of donations and goods for the Dance from various wellwishers.

The Sub-branch is very much indebted to the following for donations:—

Mr. W. M. Currey, V.C., M.L.A., £1/1/-; Alderman D. Cross, £1/1/-; Mrs. R. Cristofani, £1/1/-; Mr. R. Cristofani, £1/1/-; Mr. L. Schneider, £1/1/-; Mr. R. Richardson, £1/1/-; Dr. A. C. Thomas, £2/2/-; Australian Natives' Association, £2/2/-; Rockdale Sub-branch R.S.S. & A.J.L.A. £2/2/-; Dr. L. H. A. Phillips, £2/2/-; Mr. H. Trudgeon, Semaphore and Morse flags.

Election of Office-bearers of the Welfare Committee resulted in the following:—President, Mrs. L. Schneider; Hon. Secretary, Mrs. R. Cristofani; Hon. Treasurer, Mrs. J. Wood.

N.L.T.D. "BEATTY," DOMAIN

The Younger Set are doing a great job of work for this depot, and all Officers and Ratings take this opportunity to express to them their unqualified praise.

Chief Officer Matheson and 2nd Officer Walker have the welfare of the Cadets at heart and their excellent work in organizing classes and fitting leads to become efficient in depot and in boat-work is reflected in the unit's enthusiasm and willingness. Third Officer O'Donnell is no less keen than his seniors and his work is much valued.

A new boatshed will be built as soon as finances permit. Meanwhile the best use possible is being made of existing accommodation and facilities.

Promotion: Coxswain McCauley to L.S.

N.L.T.D. "AUSTRALIA"

(Contributed.)

The Commanding Officer, Mr. W. Hammer and his Chief Officer, Mr. W. Olsen, representing Headquarters, visited N.L.T.D. "Canberra," the

unit of the Navy League Sea Cadet Corps at Orange.

The Orange unit has on its strength some 120 members, and is continuing to grow to such an extent that a waiting list is now necessary.

Officers and Ratings alike are at present wearing No. 10 rig, pending the tailoring of their No. 1 uniforms, and it is very difficult to really express just how well the Ship's Company in their khaki rig look.

They are a credit to those officers who have trained them.

Without hesitation we pass on a warning that units of the Navy League on the foreshores of Sydney Harbour will have to look to their laurels, as this depot has hoisted full sail and is well on the high seas with inter-company competitions as its objective.

Commander Hammer was a guest at the first dance held in Orange to help swell the funds of N.L.T.D. "Canberra," on Saturday, the 28th April, 1945, the function proving to be an overwhelming success and greatly benefited the depot financially.

The following day Commanding Officer Hammer accompanied by Officers inspected the entire ship's company, after which the salute was taken at a march past of the officers and ratings present. Commander Hammer addressed the ship's company at the conclusion of the parade and presented the officers with their warrants, commending Mr. J. P. Finegan, O.C., and those associated with him, at the great success achieved.

An inspection was also carried out of Lake Canobolas as to its suitability for sailing and rowing purposes, and proved satisfactory.

It is hoped that in the near future, plans may be made for this area and the lake to be used by units of the New South Wales Branch of the Navy League Sea Cadet Corps for the purpose of providing camping facilities.

To the Officers and Ship's Company N.L.T.D. "Canberra," best wishes are tendered from the Officers and Ratings of "Australia" Depot.

Excellent progress is being maintained at "Australia" Depot and 2nd Officer Wheeler aided by Warrant Officer Hodge carried out duties of administration very ably in the absence of the C.O. and Chief Officer.

Suitable cap tallies bearing the depot's name are being distributed to Ship's Company.

A party of three Officers and 28 Ratings from this depot attended a parade in conjunction with N.L.T.D. "Victory" on Anzac Day at Auburn.

Quite an excellent parade was witnessed and we wish to extend to the Commanding Officer of "Victory" our sincere appreciation for extending to our depot the invitation to attend.

It is hoped that this inter-depot co-operation will increase in the Navy League Sea Cadet Corps.

Confirmations: Acting Chief Officer Olsen, W., to be Chief Officer as from 5/5/45. Acting Second Officer Wheeler, H., to be Second Officer as from 5/5/45. Acting Warrant Officer Hodge, J., to be Warrant Officer as from 5/5/45. Acting Leading Seamen Taplin, S., Ward, A., to be Leading Seamen as from 5/5/45. Leading Seaman Flak to be Petty Officer on probation as from 21/4/45.

Appointment: Able Seaman Jones to be Writer on probation as from 21/4/45.

Officer Commanding R.M. Transport Battalion, No. 4 Shed, Woolloomooloo.

Officer in Charge, R.N. Officers' Quarters, Petty's Hotel, Sydney.

Norwood Hotel, Sydney.

Officer in Charge, R.N. Officers' Quarters, Commanding Officer, R.N. Establishments at B. & K. Camp, Gillespie Avenue, Botany Road.

Quarters Officer, W.R.N.S. Quarters, "Tusculum," Potts Point.

Quarters Officer, W.R.N.S. Quarters, Bondi.

Director, Naval Branch of British Centre, 165 Phillip Street, Sydney.

Manager, R.N. Wet Canteen, No. 2 Shed, Circular Quay, Sydney.

Manager, R.N. Wet Canteen, 83 Goulburn Street, Sydney.

N.A.A.F.I. Canteen, No. 10 Shed, Woolloomooloo.

Port Welfare Service Officer (R.N.), Room 1002, Barrack House, Barrack Street, Sydney.

Asst. Port Welfare Service Officer (R.N.),

You can be assured of a Good Drink by visiting—

WATSON'S PARAGON HOTEL

Circular Quay

B 4223 Telephone B 4223



BABCOCK MARINE BOILERS

WILCOX LIMITED

Carrier Building, Woolloomooloo.

Secretary, British Centre, Naval Officers' Club, 120 Macquarie Street, Sydney.

Honorary Secretary, British Centre, Hyde Park, Sydney.

Honorary Secretary, British Centre, 321 Pitt Street, Sydney.

Honorary Secretary, Junior Officers' Club, 160 George Street, Sydney.

PAUSE BETWEEN BATTLES

How Men and Women of the Forces Spend Their Leave

To all fighting men there comes a time when a thorough break and a day or two out of the line become a necessity. That's why, behind the front line in many battle areas, there are Rest Camps where battle-weary men from the forward areas may spend a few hours of rest and relaxation. This applies also to the men who are not yet actually fighting—the thousands still in Britain, for instance, who are ceaselessly waiting and preparing for action. They, too, need a brief period of rest and relaxation now and again. It gives them new heart for their work, new vitality. So all the men and women in Britain's Armed Forces are granted, whenever circumstances permit, four separate weeks of leave in the year and an occasional "Forty-eight" in addition—i.e., forty-eight hours to spend as they like, away from the restrictions of Army life.

How do they spend these precious hours? For most of them the answer is very simple, just as the things they like to do are simple things. Few of them crave the spectacular. They choose the small, unimportant pastimes that they took pleasure in before they joined the Forces, when the world was still at peace. They enjoy those small luxuries of freedom that they have been remembering all the time they have been away—the things that mean home. For many of the men still in the Home Country it is just a case of going back to their wives and kiddies. Being at home again is the most precious thing in the world—and it's not just the man in the Forces who feels this. "When Daddy comes on leave" and "My husband's next leave"—these are the highlights of life for countless wives and children in war time. The looking forward to a day or two off with her soldier husband is the one thing that sustains many a wife who is voluntarily working long hours in Britain's great war factories. So, to the majority of the Forces, "leave," whether short or long, means simply being with those they care for again, enjoying the comforts of home and all that it means to them—the soft bed, the hot bath, a cup of tea (or even their breakfast) brought to them in bed. Above all, the feeling that they are on holiday, that there is no need to hurry or to do

things they do not choose to do.

For the longer periods of leave, of course, the Forces need gaiety—dances, cinemas, theatres, concerts. In Britain, everything possible has been done by the people in the entertainment world to provide such amusement in spite of war conditions. At many of them the members of the Forces receive preferential treatment, pay reduced prices. The same applies in the base areas abroad. The photographs on these pages show some of the ways a man or a girl can amuse himself or herself during leave at home.

So, when the break is over, the men and women of the Forces go back refreshed to their work. Because of their brief return to a free life, they carry in their hearts a renewed realisation of how much home and the simple peacetime pleasures mean to them. They return to the war more determined than ever to fight to a finish, to destroy the brutal regimes of law and oppression for ever, and bring again peace and freedom to the peoples nations throughout the world.

A Road to Peace

Lord God of Truth, here most men lie

To serve some special end:

O make them nobler, fit to live

Fully, brief years You lend,

Kill the cancerous growth of self

In which whole nations breed:

Transmute to love the roots of hate

Till man is man in deed—

With all his fellows' needs his own.

His gifts for them at call:

No warping doubt, no war time dread—

And work and play for All.

ROWING

Crews of Navy League Sea Cadets representing junior and senior sections from "Warrego" Depot, Woolwich, and "Beatty" Depot, Domain, with their whalers, met at "Victory" Depot, North Sydney, recently and competed with the local cadets in two half-mile races.

The first race was confined to Juniors and resulted in an easy win for the Woolwich lads. "Victory" was second and "Beatty" third.

The second event, for Seniors, also provided Woolwich Cadets with a well-deserved win. Crews from this company have a wonderful record of wins since the company was formed more than twenty years ago. "Beatty" Crew was second and showed vast improvement on past performances. "Victory" was third and its effort lacked the team work and dogged determination displayed when, over the same course in March last, it won after a most gruelling contest against the Woolwich lads, who on that occasion had to be content with second place, with "Australia" Depot third and "Beatty" fourth.

The winning crews were ably consoled by Mr. Ward, Chief Officer, "Warrego" Company, and he deserved great credit for the ability, fitness and smart appearance of his lads and for the faultless condition of his Company's whaler.

Mr. J. A. Williams, the indefatigable Commanding Officer of "Victory" Depot, did much to make the meeting a success. Mr. Collinson, O.C. "Warrego," assisted as starter. Captain Beale officiated as Judge. Mr. G. H. Smith, O.C. "Beatty" Depot, Mr. C. Walker and other officers and friends were also present.

For Our Visitors

If you wish to extend an invitation to Naval personnel to attend any particular function, perhaps you would send small notices giving full details, to the addresses shown below, marked "For Information Board," and these will be placed on the Notice Boards:—

S.R.A., R.N. Hospital, Herne Bay.

Commodore, R.N. Barracks, Hargrave Park, Liverpool, N.S.W.

Commanding Officer, R.N. Air Station, Bankstown.

Commanding Officer, R.N. Air Station, Nowra.

Commanding Officer, R.N. Air Station, Schofields.

Commanding Officer, R.N. Air Station, Nabswick, Jervis Bay.

Officer in Charge, R.N. Quarters, "Cairo," Macleay St., Potts Point.

Commanding Officer, R.N. Sub. Depot, No. 3 Shed, Woolloomooloo.

Commanding Officer, R.N. Harbour Craft, Bennelong Point.

Commanding Officer, R.N. A/S. School, H.M.A.S. "Rushcutter."

Commanding Officer, A.A. Range, Cape Banks. Officer in Charge, Fleet Mail Office, 62 York St., Sydney.

SERVICE TO SERVICEMEN BY RED CROSS

During the past year, Red Cross service included the provision of more than 750 radios, 300 refrigerators, 20,000 pieces of furniture, 100,000 books, 250,000 magazines, 33,000,000 cigarettes, 15 tons of sweets and 25,000 gallons of cordials for hospitals and medical units both in Australia and overseas. Handcraft materials exceeding £20,000 in value were provided to relieve tedium for patients in medical establishments. The Society is now operating 39 convalescent homes in Australia.

During the year the Canadian Red Cross Society packed 20,000 standard food parcels per week for the Australian Society. Of these, 8,500 were for immediate and reserve supplies for the 6,500 Australian prisoners-of-war in Europe, while the remaining 1,500 represented a contribution towards the general pool maintained at Geneva for Empire and Allied prisoners of war. The cost of these parcels for the year was £382,000. The Society's expenditure for all purposes was at the rate of £5,800 per day, and all funds were derived from public donations.

Are you in the League Why not?

THE NAVY LEAGUE IS...

o **WATCHDOG** of Notional and Imperial security,

an **ENEMY** of apathy in all matters naval and maritime,

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

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

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

THE LEAGUE NEEDS NEW MEMBERS

WHY NOT JOIN ——— NOW!





The Navy League

N.S.W. Branch

Patron: H.M. The King

Patron:

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

President:

T. H. SHK, M.I.C.E., M.I.N.A.

Executive Committee:

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

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

Hon. Treasurer:

J. L. Milson. C. M. C. Shannon

Hon. Auditors:

Robertson, Crane and Gibbons

C. M. C. Shannon

W. A. Mackay

D'Arcy M. Shelley.

S. Cooper, S.S.D.

Hon. Secretary:

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

Secretary and Editor of Journal:

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

AIMS AND OBJECTS

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

Its Objects are:

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

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

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

BIRT & COMPANY (PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.

P.O. BOX 544 B. G.P.O.

•

also at

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

SHIPPING AND GENERAL AGENTS

Cockatoo Docks & Engineering Co. Pty Ltd.

Contractors to . . .

H.M. AUSTRALIAN NAVY

Ship-builders, Marine & Engineers
General

Inquiries invited

COCKATOO ISLAND
SYDNEY

Phone: W 1941 (10 lines)

SHOES . . .

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

Your inspection invited

A. BAGLEY & SON

"THE BOOT STORE"

211-213 BEAMISH ST., CAMPSIE — LF 3183

THE STAFF OF LIFE . . .

is a **STURDIER STAFF** if spread with

NORCO BUTTER

Be sure to ask for—



"THE BUTTER OF PERFECTION"

GLOBEX BEEF EXTRACT

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

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

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

THOMAS ROBINSON & SON PTY LTD.

•
FLOURMILL AND WOODWORKING
ENGINEERS

•
160 SUSSEX STREET
SYDNEY

Telephones: MA 2812, MA 4971

POOLE & STEEL PTY. LTD.

43 STEPHEN STREET
BALMAIN
N.S.W.

GENERAL ENGINEERS
BOILERMAKERS
SHIPBUILDERS
DREDGE BUILDERS

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

Telegrams:

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

Telephones: WB 1031, WB 1058

INVEST ALL YOU CAN



Inserted by . . .

CUTTY SARK HOTEL

(THE FIRST AND LAST)

2 PHILLIP STREET
CIRCULAR QUAY

JIM McQUADE, Proprietor

BUSSELL BROS.

GROCCERS

8 Broken Bay Rd. (into Cowper St.), Waverley	FW 1218
44 Lackey St., Summer Hill	UA 1188
298 Oxford St., Woollahra	FW 3388
18 Bondi Rd.	FW 3432
153 Bondi Rd., Bondi	FW 8488
221 Bondi Rd., Bondi	FW 4382
788 New South Head Rd., Rose Bay	FU 7370
183 Anne St., Remington	FX 2804
77 New Canterbury Rd., Petersham	LM 8830
308 Oxley St., Macquarie	Mac. 488
487 New South Head Rd., Double Bay, PM 1720	FM 3138
828 Old South Head Rd., Rose Bay	FU 8884
418 Victoria Rd., Chateau	JA 4388
227 Osgood Bay Rd., Osgood	FX 4720
272 Military Rd., Cremorne	XM 8347
88 Miller St., North Sydney	XB 1238
888 Military Rd., Manly	XM 2742
888 Anne St., Manly	FJ 1740
3 Esplanade St., Darlinghurst	FL 2280
88 Oxford St.	PA 1070
1187 Botany Rd., Mallett; Urry's Bridge Rd. and Rail- way St., Sydney; 848 Oxford St., Paddington; 47 Kingsmill Rd., Erskineville; Car. South and Trafalgar Sts., Annandale.	

Also at Fourth, Windsor, Campbelltown, Blacktown and
Mudgee.



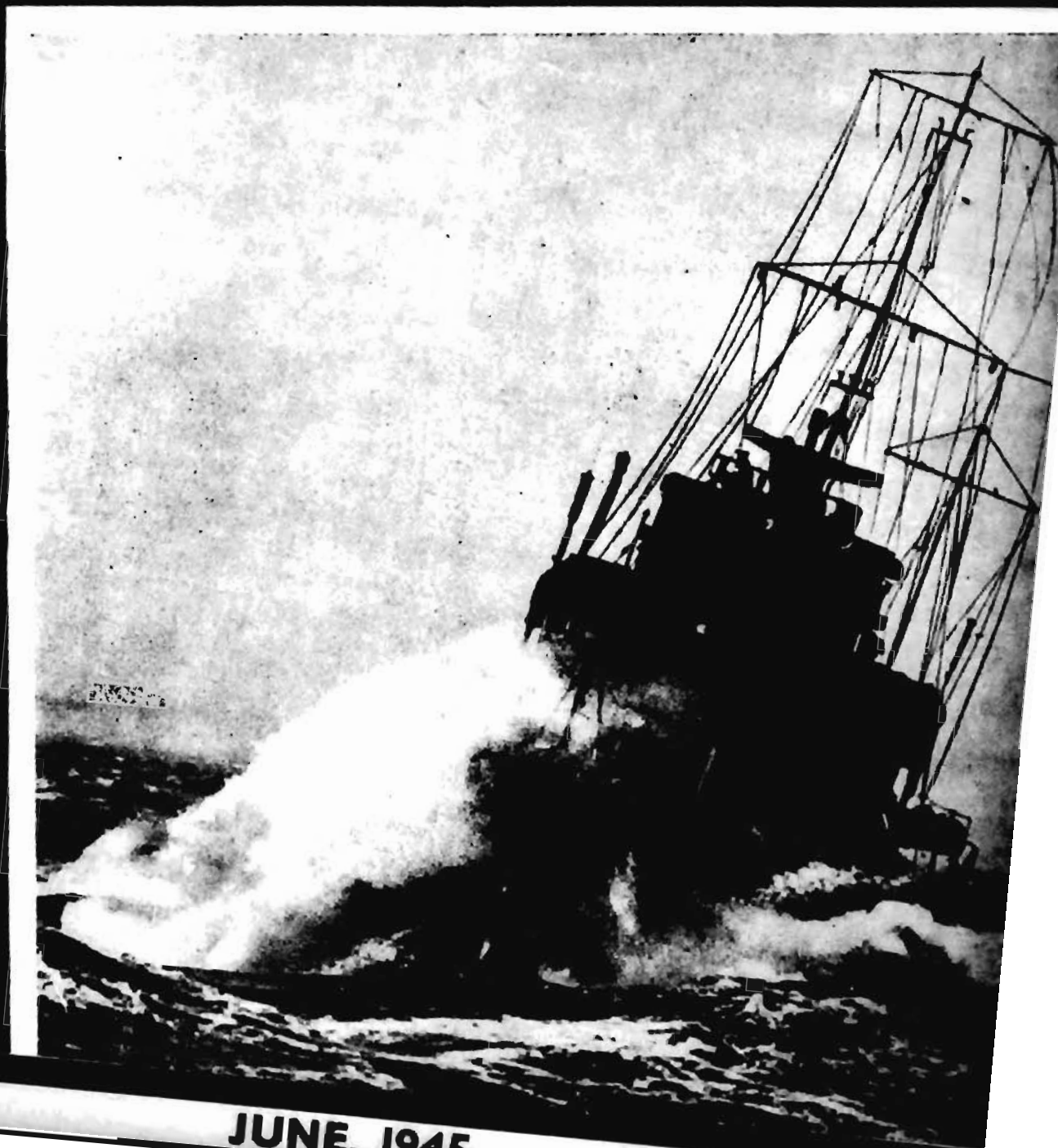
ANGUS & ROBERTSON

BOOKSELLERS & PUBLISHERS

19 CASTLEREAGH STREET
SYDNEY

'Phone: MA 6511

THE NAVY LEAGUE JOURNAL



S.W.

JUNE, 1945

6th MONTH

**LUXURY
SPENDING**
is Wifful Waste

SAVE BY INVESTING

**NATIONAL
SAVINGS BONDS
AND
WAR SAVINGS
CERTIFICATES**

THE CARLTON HOTEL

**56 CASTLEREAGH STREET
SYDNEY**

K. A. WOOLDRIDGE,
Managing Director.

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



Makers of . . .

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

SELLING AGENTS
(with Distributors in all States)

Wire, Cable, etc. Tubes & Brass Wire

**BRITISH INSULATED
CABLES LTD.** **KNOX SCHLAPP
& CO.**

54-55 William St., Melb. Colindale House, 2nd Fl.,
Kembla Bldg., Sydney. Kembla Bldg., Sydney

DUCON CONDENSERS

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

Ducon Condenser Pty. Ltd.

BOURKE STREET, WATERLOO, SYDNEY

ALSO AT MELBOURNE

CAPSTAN

**The Empire's
favourite
cigarette**



THE NAVY LEAGUE JOURNAL

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

Vol. 8.—No. 6

JUNE, 1945

Price 6d.

MR. CHURCHILL'S PROSE

By PHILIP GUEDALLA in 'Britain To-day'

It is pleasant to have a Prime Minister with a prose style. In fact, perhaps it is not quite so rare in British politics as we sometimes imagine, in spite of John Morley's discouraged dictum that "the accomplished writer" is the most damning form of introduction for any speaker to a public meeting. For two, at least, of Mr. Churchill's predecessors made a real contribution to English letters, and nearly all the rest wrote books. But the books they wrote were mostly pamphleteering, reminiscence, or collected speeches, with the brilliant exceptions of Lord Rosebery, whose florid prose advanced English biography, and Lord Beaconsfield, who wrote (for better or for worse) Disraeli's novels. But none of them except the last-named ever made a real living by the pen. Lord Rosebery was far too lordly and too intermittent for a professional career of letters; and though Mr. Gladstone adorned the graver periodicals with his stately alternation between theology and the results of his slightly home-made archaeology upon Homeric themes, it may be doubted if his literary earnings formed an important contribution towards the maintenance of Hawarden Castle. But Mr. Churchill has earned a living with his pen for more than forty years.

His first exercises in the exciting field of war correspondence ensured that the author of "The Story of the Malakand Field Force" (1898) would never lack employment so long as Queen Victoria's armies were in the field. When Kitchener advanced from Egypt into the Sudan, "The River War" (1899) gave readers a full and admirably organized survey of the reconquest of the Nile Valley, a region of which the author's strategy has since become the unsleeping guardian. War in South Africa elicited two volumes of war correspondence, of which "London to Ladysmith via Pretoria" (1900) included an exciting narrative of Mr. Churchill's brief submergence as a prisoner of war. Then politics absorbed him; and his pen was laid aside in favour of the allied art of oratory. For Mr. Churchill's writing has rarely travelled very far from the spoken word. Dictation has often been his method; and as his first love (like his father's) was the rolling periods of Gibbon, they rolled more easily if he was speaking them.

Now he was speaking a great deal, as his mark in public life was made as an insurgent Tory and later as a Liberal recruit. But there was one solid and accomplished exception to this busy

politician's life of spoken words. For he was working steadily at the biography of "Lord Randolph Churchill" (1906); and the result was an astonishing performance by an author who had just turned thirty and was his subject's son. His devotion to his father was admirably controlled in a well-managed narrative that shares its subject's enmities and yet contrives to leave his tragedy unspilt by partisanship. Few fathers have had a better son; and no son has written an adored parent's life half so well.

After this achievement Mr. Churchill's Muse immersed herself in current politics, until the war of 1914-18 moved him to arrange his personal experiences upon the larger canvas of its course in the six substantial volumes of "The World Crisis" (1923-31). The arid grace of Balfour, whose indolence was quite incapable of such an effort of sustained composition, dismissed it airily as "Winston's brilliant Autobiography, disguised as a history of the universe." But it was a great deal more than that; and it contains Mr. Churchill's style in its mature development. Rhetoric is always present, when a situation seems to call for it; and a student from the moon could diagnose it instantly as the work of a strategist of high eloquence. To that extent the book, in both its matter and its manner, is a true mirror of Winston Churchill.

But slighter touches may be added to the portrait from his minor writings. Whilst his military grasp is always present in his major achievement, the four volumes of "Marlborough: His Life and Times" (1933-8), a sustained exercise in historical narrative extended for the purpose of disposing finally (if there be finality in history) of every criticism directed against his great ancestor, Mr. Churchill reveals more of himself in reminiscence. In the casual gleanings of "Thoughts and Adventures" (1932), the informal memories of "My Early Life" (1930), and the occasional portraits of "Great Contemporaries" (1937), now republished with three fresh sketches. More than one of them is an addition to our knowledge of the figures with whom the author was brought into contact. But a larger audience will value them for the light they throw upon the author. It is thoroughly unjust to write of them, as a contemporary critic wrote on their first appearance two years before the war, that "Mr. Churchill gleams back at us from twenty-five looking glasses, formidable, affectionate and lovable." That was not the author's

purpose, and it is by no means the unintentional effect of his sketches. But it is quite impossible to write reminiscences of others without appearing on the scene oneself. I made that humiliating discovery more than twenty years ago, when trying to write something about a school contemporary lost in the last war. For a high proportion of my memories of him turned out to be memories of things that I had said or done when he was there. That, unfortunately, is how the normal mind is apt to work: we cannot all be Boswells. But Mr. Churchill is not unduly present in these memories of his former leaders and colleagues, though a biographer in hot pursuit of him once found valuable evidence distributed about this volume.

They are less significant as specimens of Mr. Churchill's style. For that is essentially a full-dress affair; and these are casual essays. His informal manner is more fully represented in "My Early Life," where he moves genially through his memories of life before he entered politics. But his real notion of how English should be written appears in the more majestic passages of "The World Crisis" or "Marlborough," since he views history as something in the nature of a full-dress debate in the House of Commons, where he intervenes with the full weight of the Front Bench. It may well be doubted whether Mr. Churchill could have achieved the amazing oratorical successes, which revived all English spirits in the stricken summer of 1940, unless he had behind him the long experience of a trained writer. It was a manner, as well as a man, that spoke, when he announced that "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." For the world found out that summer how much it could owe to a single nation and how much a nation can owe to a prose style.



REBUILDING THE MERCHANT FLEET

AN OUTLAY OF ABOUT £500,000,000

By SIR ARCHIBALD HURD in "The Navy"

British merchant ships of about 12,000,000 tons gross, passenger and cargo liners, oil tankers and coastal vessels, have been sunk since the war began. The Battle of the Seas is not yet over, so there may be further losses. It flares up from time to time, when the Germans develop some new means of attack and there is necessarily a time-lag before effective counter-measures can be put in operation. So the officers and men, as they continue to pass over the seas with cargoes of essential supplies for the armies or for the people of the British Isles, have to be on the alert, by night as well as by day, prepared to deal with torpedo, gun, bomb or mine.

What is sometimes called the Merchant Navy, though it differs in most respects from the Royal Navy since it consists of many fleets of privately owned ships manned by civilians, must still remain on a war footing until the U-boat and the bomber have been finally mastered. The ships will go on sailing, for the most part, in convoy under the protection of men-of-war and aircraft, the merchant ships themselves, which were never intended for the violence of war, being provided with defensive, as well as offensive, armament.

But, though the Battle of the Seas continues, shipowners are already considering the problem of replacing their losses, so far as supplies of labour and material permit. How many ships should they build? What will they cost? How can they be paid for? Those are questions that must be answered if the owners are to rebuild their fleets.

Only those who study Lloyd's Register of Shipping realize the changes in the balance of commercial sea power which occurred between 1914 and 1939. During those years, British shipping was engaged in a losing struggle against heavy odds (subsidies and other forms of unfair competition), with the result that, whereas 41.6 per cent. of all the merchant ships afloat were sailing under the British flag in 1914, that proportion had fallen to 26.1 per cent. in 1939. The changes which occurred in those years are shown in Table I.

Table I

THE CHANGE IN THE BALANCE OF COMMERCIAL SEA POWER

Countries	1938 (Gross Tonnage)	Plus or Minus (1914)
Great Britain and Ireland	17,891,134	-5.3
Dominions	3,110,791	-90.7
Denmark	1,174,944	-52.5
France	2,933,933	-52.6
Germany	4,482,662	-12.7
Greece	1,780,666	-116.9
Holland	2,969,578	-101.8
Italy	3,424,804	-139.4
Japan	5,629,845	-229.5
Norway	4,833,813	-147.0
Spain	802,251	+2.1
Sweden	1,577,120	-55.3
U.S.A. (Sea)	8,908,892	-339.6
U.S.A. (Lakes)	2,451,641	-8.5
Other countries	6,436,358	-85.1
World total	66,509,432	-50.9

During the years which intervened between the real peace of the early years of the century—that is, down to 1914—and the uneasy peace which succeeded the First World War (1918 to 1939), ships were built by every maritime country, except Britain, without regard to the amount of trade to be carried. Resort was had to every conceivable device to encourage unnecessary shipbuilding and, once the ships were built, to keep them on the trade routes.

When the First World War ended, one lesson was apparent. Victory had been won by sea power—ships of commerce sailing under the protection of ships of war, for at that time the aeroplane was of little account. So a race began in all the shipyards of the world, except those of the British Isles, though international trade was depressed after the short-lived post-war boom came to an end. In practically all foreign shipyards except those of the United States,

which had inherited a vast programme of ships built and building as a result of its fine war emergency drive, keels continued to be laid.

The Governments of the Axis Powers were most lavish in providing money to encourage the building of ships and their maintenance on the trade routes, even though they sailed with little cargo or few passengers.

Germany had surrendered all the sea-going ships under the Peace Treaty. The Reich Government, protesting that it was too poor to pay reparations for the incalculable injury which it had done, was so rich that it could afford to finance the building of a new fleet, and by 1939 Germany had almost as much tonnage as it had in 1914—new ships of high speed and in every way more efficient than the obsolescent or obsolete tonnage which it had surrendered. Italy, under the influence of Mussolini, pursued a similar policy, large sums being spent in building ships and keeping them at sea. But the most determined course was pursued by Japan, which, even during the First World War, had continued her preparations for dominating Far Eastern waters.

When this century opened, Japan hardly counted as a sea power. Her navy was small. She possessed only about half a million tons gross of merchant shipping; by 1913 that figure had been trebled; by the end of the First World War, during which the other Allies had been preoccupied in defeating the common enemy, suffering heavy losses of tonnage, Japan's merchant shipping had rapidly increased, and by 1919 it was of 2,435,000 tons gross; when she made her treacherous attack on Pearl Harbour and subsequently overran British, French and Dutch territories, she possessed no less than 5,630,000 tons. This shipping was immediately employed in the various amphibious military operations on which she had embarked.

With 5,630,000 tons gross of merchant shipping and a navy in the first rank, Japan assumed that she could not be defeated in carrying out her aggressive designs. This expansion had cost the Japanese people many millions of yens, but they were told that it was an investment which would bring rich rewards. In 'The History of

Continued on Page 6

USHER'S

Distinguished among the World's
Finest Hotels

CASTLEREAGH STREET, SYDNEY

Phone: 8 6511



FOLEY'S
SUPERFINE
BUTTER

BETTER BUTTER — BETTER BUY IT

AUSTRAL BRONZE COMPANY PTY. LIMITED

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

MANUFACTURERS OF:
Copper Rods and Bars; Busbars for Electrical Work;
Manganese Bronze Rods; Bars and Ingots; Extruded
Brass, Architectural Bronze, Muntz's Metal and Copper
in Round, Square, Hexagon and Special Sections;
Copper Plates and Rolled Copper Anodes, Aluminium
Bronze Rods and Bars, Copper, Brass, Gilding Metal,
Phosphor Bronze and Nickel Silver in Sheets and Strip.
Muntz Metal and Naval Brass Condenser Plates
Sheets and Sheathing
Manufacturers of (under Licence)
Stone's Manganese Bronzes for Marine Craft Propellers
Branch Office:
101-103 KING STREET, MELBOURNE

FLAGSHIP OF BRITISH PACIFIC FLEET ENTERS GUAM HARBOUR



The great British battleship, *King George V*, flagship of Vice-Admiral Sir Bernard Rawlings, entering the harbour of Guam. While at Guam she was visited by Admiral Nimitz, Commander-in-Chief of the Pacific Ocean Area.

(Official U.S. Navy picture.)

World Shipping" (Fayle) it is stated that "the highly subsidized Japanese lines made profits so large that they could have distributed a handsome dividend even without the subsidy, which thus became a sheer gift from the nation to the shipowners."

The shipping, as well as the ship-building industry, was nursed by the Japanese Government, as has since become evident, for the purposes of war. Other maritime countries, Greece, with low operating costs, Holland, in order to maintain her communications with her Far Eastern possessions, Norway, which developed a prosperous business in carrying oil, and other countries also built many ships in these years, some with the financial backing of the taxpayers and some without such support.

Thus British shipping was handicapped on all the trade routes. The Chamber of Shipping repeatedly called the attention of successive Governments to the unequal struggle which British shipowners were maintaining with the result that, though there were fewer British vessels afloat, hundreds of them had to be laid up, which meant that thousands of officers and men could not go to sea. No official action was taken. But British shipowners would not abandon the principles of free access to an open freight market. They declared:—

The British shipping industry, in the interests of this country and of the Empire, should adhere to the policy of Freedom of the Seas, on a footing of equality for all ships, under all flags, in all ports, in all international and in all inter-Empire trades, and in so doing it will best serve the interests not only of British trade and shipping, but of the trade and shipping of the world.

When the war by means of subsidies and other forms of flag discrimination was at its height, the Chamber of Shipping recorded that "the appalling conditions" to which the shipping industry had been reduced were mainly attributable to the direct and indirect action of governments in bringing ships into existence for political, and not commercial, reasons, and in persisting in the running of such ships at heavy loss, at the cost of the taxpayers, whilst such governments had at the same time been imposing ever-increasing limitations and restrictions on the volume of the cargoes passing through their ports. "State-aided ships, like 'dumped goods,'

E. A. HARPER & SONS PTY. LTD.

HARBER STREET, ALEXANDRIA

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

Protected Industry — Defence Work Only

STAINLESS STEEL SINKS & DRAINING BOARDS
A SPECIALITY

Government Contractors — State and Federal

P.O. Box 13, Alexandria Phone: LA 3661 (4 lines)



Their Hats
are different but
in the NAVY

'NUGGET'

is the polish
preferred
by all ranks

have no place in trade—they are a standing menace to the freight market and hamper the operation of all ships operating on an economic basis."

The Imperial Economic Conference discussed the matter and passed a resolution which, it was hoped, would lead to effective action by the Governments of the British Commonwealth of Nations.

"In view of the vital importance to the British Empire of safeguarding its overseas carrying trade against all forms of discrimination by foreign countries, whether open or disguised, the representatives of the Governments of the Empire declare:

"1. That it is their established practice to make no discrimination between the flags of shipping using their ports, and that they have no intention of departing from this practice as regards countries which treat ocean-going shipping under the British flag on a footing of equality with their own national shipping.

"2. That, in the event of danger arising in future to the overseas shipping of the Empire through an attempt by a foreign country to discriminate against the British flag, the Governments of the Empire will consult together as to the best means of meeting the situation."

Nothing was done to meet the challenge to the British shipping industry either by the Government of the United Kingdom or any one of the Dominions. But in July, 1939, when the war-clouds were overshadowing the world, the British Government submitted a Bill to the House of Commons providing for loans and grants to enable the British industry at least to maintain the unequal struggle against all the various forms of unfair competition to which it had been exposed for so many years. The Bill was still under discussion when Germany sank the Donaldson liner "Athenia" on 3rd September, 1939, the day the war began, and the Bill was perforce abandoned.

Thus it happened that the war opened when the shipping industry was in dire distress and with financial resources greatly reduced. Whereas more than half the world's shipping had been under the British flag at the beginning of the century, that proportion had fallen to just over one-quarter.

For the second time in the memory of the older shipowners the industry has had to bear the brunt of a world war, with the result that ships of 12,000,000 tons gross have been sunk and 30,000 officers and men have made the great sacrifice that the cause of world freedom might triumph. Victory is now in sight. As the Minister of War Transport (Lord Leathers) had stated, "No industry has made greater sacrifices or greater efforts to ensure this result than the British shipping industry and certainly no body of men has suffered greater casualties in proportion to their numbers than the officers and men of the Merchant Navy."

The merchant fleets of this country must be restored because we are islanders, dependent on sea transport for practically all the raw materials on which we work and for two-thirds of our food. Freights constitute our largest exports, invisible exports. Moreover, the shipping industry provides work, ashore or afloat, for about one million workers and the Government is pledged to maintain full employment. The shipyards and engine shops can build the ships—at a price. A tramp ship which cost £65,000 in 1913 cannot be built now for less than £230,000.

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

and the cost is still increasing. The rise in shipyard prices of passenger and cargo liners, oil tankers and coastal ships has been at least as great, and in the case of liners much higher. Therein lies the problem of replacing the ships which have been sunk during the past five and a half years. It is true that many ships have been built by the Government and are being sold to shipowners, but they are ships of standardized types and for the most part pre-war design, whereas it is necessary that well-balanced fleets of the highest efficiency should be constructed to meet the demands of all the routes and all the trades.

The sum which the British shipping industry must find in order to make good the ravages of war may be put at about £500,000,000. There is not as much money as that available because the Government decided that no "war profits"—the profits of scarcity—should be made. It was the first time in the history of shipping that such a self-denying ordinance had been imposed on the industry, but the shipowners agreed to it because it was politically advisable not to fight the issue.

The industry cannot meet the cost of rebuilding the merchant fleet; some sections are better off than others, but, taking the whole industry, there is a gap between the amount received by way of insurance plus depreciation funds, and the sums which must be paid for the replacement vessels. How that gap is to be bridged is the immediate problem.

PLEASE NOTE

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

Telephone B 7808

WILHELMSSEN LINE

(Norwegian Australian Line)

REGULAR SERVICES MAINTAINED
WITH FAST MOTOR VESSELS

For further particulars, apply—

WILH. WILHELMSSEN AGENCY
PTY. LTD.

63 PITT STREET, SYDNEY
51 WILLIAM STREET, MELBOURNE

Agents:

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

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

Engineers

1 BENT STREET, SYDNEY

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

Telegrams: Toddengine, Sydney

Phones: BW 1488-9



SLAZENGERS TENNIS BALLS

Used at Wimbledon Since 1902

Australia's most popular choice for Championships
and Competitions

INSIDE THE SUB.

By ONE WHO WAS THERE

It is very quiet inside the submarine. The faint hum of the motors and auxiliary machinery makes as much noise comparative to the silence as a tube train in a tunnel. The crew stand ready at their diving stations and all eyes in the control room which are not doing something more important are on the Captain as he peers through the periscope. The distant tangle of masts sighted by the officer of the watch are resolving themselves into something more definite. This is the real thing, that for which we have practised so much during the preceding months. We forget, at this moment, the monotony and strain of exercises seemingly without end, the dull routine of doing the same thing over and over again until the possibility of mistake becomes almost non-existent.

The Captain is talking, half to himself: "Two merchant packets and four—no, five—weavers!" We look at each other. Five escorts is going some. Jerry is getting fond of his few remaining

ships. "Down periscope, steer two five five." "Steer two five five, sir," replies the helmsman. The Captain, having considered the enemy course and speed, has decided the position from which he will start to attack. The boat shakes slightly as the motors increase speed. After five minutes we slow down once more before raising the periscope. If we did not reduce, the "feather" made by the periscope would be of a size likely to be sighted by enemy look-outs.

"Start the attack!" The navigator and signalman set their stop-watches. The intense concentration throughout the boat can almost be felt. The Captain is speaking again: "Bearing red five five, I am twenty degrees on his starboard bow, range ten thousand." The navigator plots this information on the chart and gives the Captain enemy's course.

Torps does strange things with his calculator and tells the Captain the result. Proceedings are almost dull.

serving ON ALL FRONTS and Backs



Wherever hard-wearing qualities and genuine comfort are paramount you'll find NILE Singlets. Made to stand up to wear and washing.

NILE ATHLETIC SINGLETS

MADE BY THE MAKERS OF NILE COLORFAST HANDKERCHIEFS

Manufactured by Pioneer Softgoods Industries Pty. Ltd., 134 Broadway, Sydney

The Captain is the only man on board who knows what is going on. On his shoulders rests the entire responsibility; there is no one even to suggest his course of action. His decision will hit or miss the target. In no other ship is the commanding officer so completely on his own. He now decides that there is nothing further to be gained by closing the convoy and orders "Stand by to fire six torpedoes!"

The torpedo officer reports "Tubes ready" and my mouth feels dry in anticipation. Submarining does not admit much of the red-hot fury of close engagement. The whole attack is surgically clean without blood, cordite smoke, shattered bodies or noise. A torpedo attack is very impersonal and our thoughts are not usually those of hatred against the target's crew. Success gives one a feeling of aesthetic pleasure somewhat akin to winning a game of chess.

For all this, however, the torpedo gunner's mate, sitting on his seat by the firing panel in the tube space, tightens his fingers round the firing lever as he thinks of his wrecked home in "Pompey." "Fire one!" A faint hiss of compressed air, the boat recoils slightly as the torpedo leaves the tube. "Fire two!"

The salvo is away; the rating listening reports "Torpedoes running, sir, and on a constant bearing." Torps heaves a sigh of relief. That clears him.

We all wait for the result as nine thousand pounds' worth of taxpayers' money speeds towards the (we hope) unsuspecting foe. "How long before we hear anything, pilot?" asks the Captain. That officer scribbles on a pad. "A minute thirty seconds, sir."

The large second hand on the control room clock creeps round the dial. One minute thirty—thirty-five—forty—forty-five. We can't have missed. Then it happens. One dull reverberation is followed closely by another. The boat shudders from stem to stern, but everyone grins. We've done it. If confirmation were wanted, we can now distinctly hear the enemy vessel breaking up; but now, instead of having our lump of sugar after the medicine, the position is reversed. The distant ticking of the escort's screws is becoming louder. "Shut off from depth charging."

We are now at the depth to which we go dur-

ing the counter-attack. Three-quarters of the crew have never been depth-charged before and the next few hours may be unpleasant. The screw noises have now become loud indeed and the furious escort is passing directly overhead. We all think the same thoughts—of those charges perhaps even now dropping through the water towards us. There is not a soul on board who does not feel timorous, just as I don't believe there is anyone who doesn't feel empty inside when he hears the whistle of a bomb at night.

It comes—crash! crash! crash!—as if some Hercules had beaten our pressure hull with a giant sledge-hammer. Too near to be comfortable. A few lights go out. The coking on the deckhead falls to the deck like flakes of snow. We look towards the Captain. "Don't look now, but..." He makes the weak joke and grins. His confidence spreads through the boat like a fresh breeze. The next pattern is not quite so close, as our avoiding action takes effect.

Eventually, after a few more desultory attacks, the enemy leaves us, presumably to pick up survivors. Optimism now knows no bounds.

The signalman has started to saw the first bar on our Jolly Roger which he secretly made before we left on patrol.

In the wardroom we thumb through Talbot-Booths to find the type and tonnage of our victim. The Captain is in high good humour. He says he could see the crew of the ship leaning over the side smoking. He couldn't quite see what brand of cigarettes. We all feel fine.

REMEMBER OUR ADVERTISERS!

We ask you to keep in mind the firms advertising their products in the Journal.

These are the people whose co-operation has made the production of your magazine possible, and you will do both the Journal and the Navy League a service by sending them for your various requirements. And, in doing so please mention—

THE NAVY LEAGUE JOURNAL

DID YOU KNOW?

There are 11,000,000 men and women in the services in the United States of America.

War casualties among British civilians, including civil defence workers, until German bombing ended were: killed 57,298 (including 7,250 children and 23,757 women), injured 78,818.

World supplies of meat in 1945 are expected to be 6,200,000,000 lb. (15 per cent.) short of the needs of Allied military forces and civilians in the United Kingdom, Canada, the United States of America, and liberated areas.

In Australia last year 18,300 tons of mutton was dehydrated and 116,800 tons of beef and mutton canned. All dehydrated meat and 80 per cent. of canned meat were supplied to the services.

Of 43 different types of aircraft flown by Royal Australian Air Force personnel, seven have been manufactured in Australia. One additional type has just come off the production lines.

Sixty-one members of the Royal Australian Navy have received awards for services in H.M.A.S.s "Australia," "Shropshire" and "Arunta" in the landing on Leyte in the Philippines, and the defeat of the Jap. fleet in the Battle of Surigao Strait.

Among them was Acting Chief Petty Officer B. C. McCarthy, of the "Arunta," the first man in the Royal Australian Navy to be awarded a Bar to his Distinguished Service Medal.

His father won the Victoria Cross in the siege of Ladysmith during the Boer War.

McCarthy was also mentioned in despatches for service in the battleship "Malaya" at Jutland in the last war, and won the Distinguished Service Medal in H.M.A.S. "Napier" at Crete.

Of the 1,905,000 persons employed in Australia, excluding farm workers and service personnel, 1,274,000 are men and 631,000 women.

New Zealand's war costs now exceed £500,000,000. To 31st March, 1945, lend-lease aid furnished £84,000,000, while New Zealand's reciprocal aid totalled over £58,000,000.

Of Australia's 120,000,000 sheep, 85 per cent. are hardy, drought-resisting merinos. Graziers market 10,000,000 fat lambs a year.

The Commonwealth Marine Salvage Board salvaged 600,000 tons of shipping and 500,000 tons of valuable war equipment between 1942 and the end of January, 1945.

When war began 477,000 men were in the armed forces in Britain. By June, 1944, the figure was 4,500,000.

Malaria affects up to 300,000,000 of the world's population every year. The annual death-roll from this fever averages 3,000,000.

About 1,300 United States industrial plants and other facilities, costing £5,000,000,000 will become surplus property after the war, it is officially estimated.

Canada's total hydraulic development is 10,283,213 horsepower. One-fifth of this total has been installed in the last five years.

Last year Australia produced 1,035,000 tons of meat, compared with 963,000 tons in 1938-39.

PALMERS, OF PARK STREET MEN'S & BOYS' OUTFITTERS

Tailored to measure suits and costumes	Hats
Overcoats	Shoes
Pre-tailored suits	Shirts, pyjamas
Sports coats	Underwear
Sports trousers	Pullovers
	Industrial wear

F. J. PALMER & SON LTD.

Park St. and 390 George St.

BIRT & COMPANY (PTY.) LIMITED

4 BRIDGE STREET, SYDNEY, N.S.W.

P.O. BOX 544 & G.P.O. *

Also at

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

SHIPPING AND GENERAL AGENTS

SHOES . . .

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

Your inspection invited

A. BAGLEY & SON

"THE BOOT STORE"

211-213 BEAMISH ST., CAMPSIE — LF 3183

THE STAFF OF LIFE . . .

is a **STURDIER STAFF** if spread with

NORCO BUTTER

Be sure to ask for—



"THE BUTTER OF PERFECTION"

Cockatoo Docks & Engineering Co. Pty Ltd.

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

Inquiries invited
COCKATOO ISLAND
SYDNEY

Phone: W 1941 (10 lines)

GLOBEX BEEF EXTRACT

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

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

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

MACHINE TOOLS
WOODWORKING MACHINERY
SMALL TOOLS
ENGINEERS' SUNDRIES

GOODALL & CO. PTY LTD.

MACHINERY MERCHANTS

301-305 KENT STREET, SYDNEY

Phone: B 7714 (5 lines)

**POOLE & STEEL
PTY. LTD.**

**43 STEPHEN STREET
BALMAIN
N.S.W.**

GENERAL ENGINEERS
BOILERMAKERS
SHIPBUILDERS
DREDGE BUILDERS

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

Telegrams:

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

INVEST IN WAR LOANS

•
**S. HOFFNUNG & CO.
LTD.**

CLARENCE STREET
SYDNEY

•
Who wish the League Every Success

J. BAYLEY & SONS PTY. LTD.

•
TANNERS

•
LORD STREET

BOTANY

•
Buy War Savings Certificates



NON-STOP TO

TOKYO

SPEEDED BY . . .

**STEWARTS
and LLOYDS**

(Australia) Pty. Ltd.