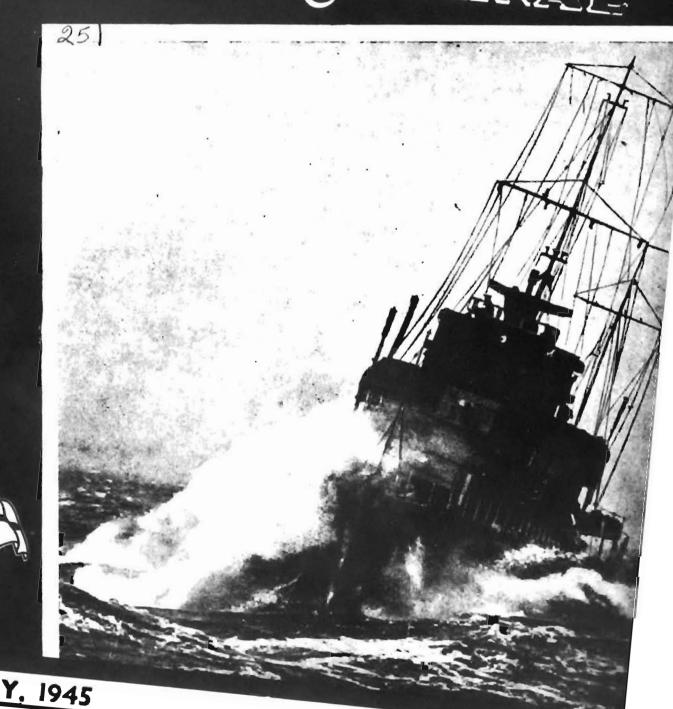
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JULY, 1945



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Vol. 8.-No. 7

JULY, 1945

Price 6d.

TRIBUTE BY ADMIRAL

A high tribute to the work of the Royal Australian Navy and the sacrifices of Australia's men and women was paid by Admiral Sir Guy Royle in a farewell broadcast on the termination of his appointment as Chief of the Naval Staff.

For a small navy, the toll exacted by the war on Australia's seaborne defences had been very great, said Admiral Royle. The R.A.N. had lost 22 ships, including three cruisers, four destroyers, two sloops, and three corvettes, while 1.448 men had lost their lives, 540 had been wounded in action, and 439 were missing. In addition, there were 279 who were known, to be prisoners of war.

Those ships and men had been part of the R.A.N.'s contribution to the defence of Australia's gigantic coastline, and to the keeping open of the sea lanes from the Mediterranean to the Coral Sea, from the Indian Ocean to the Atlantic.

Australia had great workmen who could turn out great ships, and it had keen, sturdy British stock to draw from to man those ships. In the veins of her young people flowed the blood of our seagoing succestors, the Drakes, the Howes, the Nelsons, and the Frobishers.

In this war, as in the last, Australians had shown what they could do, and he felt confident that the destiny of Australia is safe in their hands.

July, 1948

THE ROYAL NAVY'S MASCOTS

By FRANK ILLINGWORTH, in "The Nautical Magazine"

Amid the ruins of Gazala, a magnificent fighting cock lay in the arms of a Royal Australian Air Force Group-Captain. Drops of whisky from a spoon could do nothing to prevent the massive spurs from closing in death and aggressive pyes from clouding. Poor Eustace! Captured from the Italians at Benghazi, he became a Desert Command's most famous mascot.

However, the fighting cock's name will not be forgotten. Nor the names and the deeds of thousands of other mascots, for the Forces Mascot Club, Golders Green, London, is completing a list of fur and feather which accompanies our lads into battle. Post-war years will see this Roll of Honour take a unique place in the Imperial War Museum, and thereon will appear the names of a strange host of pets picked up by the Royal Navy in ports ranging from Murmansk to Melbourne. There will be Algy of Pantellaria, Seaman Buster, Bombproof Bella (the Underslung Hun) and Charles the Ape.

There can be few units without mascots. Many of them have been "mentioned in despatches." for "sustaining the morate of tired men," or for downright "heroism." And though America has decided not to follow precedent and decorate mascots, the "so prosaic" British have on several occasions since September, 1938, recognised "outstanding bravery and devotion to duty" in both the furred and feathered worlds. However, it caused quite a stir in Naval circles when the Admiralty solemnly issued a 900-word communique on a monkey's death.

Charles the Chimp joined up in Cape Town. Wearing bell-bottom trousers with Italian sergesant's stripes, he lived and slept on the bridge of H.M.S. "Empire Griffin." He was "a one," was Charlle, a democrat right through. "Off duty" hours he spent between the lower-deck and the officers' quarters. After five o'clock tea in the dignity of the captain's cabin—invariably followed with a wash in the captain's basin—he'd amble off to share with the crew as many packets of cigarettes as he could filch from the officers' quarters.

For a year, at Algiers and Alexandria, Gibraltar, Bizarta and Malta, he chattered abuse at

the Luftwaffe. His was the second ship into Naples.

It was there the "Empire Griffin" was caught in a shattering air blitz. Poor Charlie! Rushed aboard, a naval surgeon was "willing to operate." But it was too late. Off Palermo, under a blue sky, nine sailors stood to attention while Captain George Roberts officiated. A bosun's pipe wailed mournfully. Charlie, stitched in a canvas shroud, sailor-fashion, slid into the Mediterrancan; and H.M.S. "Empire Griffin" steamed away from the ripples marking a mascot's grave.

Jenny meant no less to the crew of H.M. Minesweeper "Scaham." She associated aero engines with roaring bombs and chattering A.A. guns, and her sharp ears detected the tell-tale drone as much as five minutes before her sailor companions.

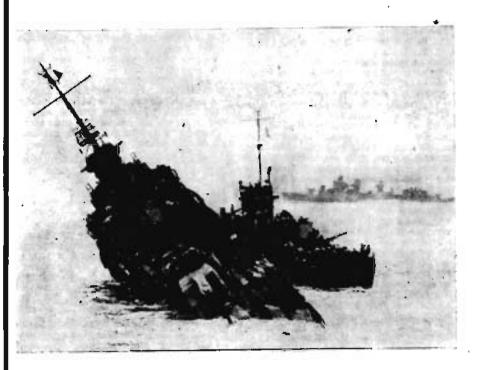
"There goes the 'alert'," the crew muttered when Jenny chattered excitedly in the rigging. And they thanked her in the form of bananas. Jenny has eaten as many as 48 at a sitting!

Buster, and Bombproof Bella are two equally famous war-time "seamen."

A minute puppy, Buster was found shivering on a Carley float in mid-Atlantic. Rescued, he became H.M.S. "Stork's" mascot. Accompanying the Libertymen ashore, if Buster loses his companions in the blackout he trots to a certain pub where he knows the ship's crew foregathers. H.M.S. "Stork" doesn't like sailing without Buster. He's the "luck of the ship." Only once since he was "put on the strength" has the sloop sailed without him. She was involved in a collision, whereas next time—with Buster aboard—she sank a U-boat, one of the four the mongrel has seen H.M.S. "Stork" attack.

For centuries British-men-o'-war have carried mascots. Indeed, it was the discovery of 1,580 animals—including a bear and a deer—aboard one warship which caused the Admiralty to ban the practice. However, the value of pets in sustaining the fighting man's morale is recognised—often, a cold nose thrust into a moist hand has given a man that little bit of extra courage—and to-day among the Royal Navy's many mascots, Suster and such as Bombproof Bella are

LANDING CRAFT RESCUES DESTROYER CREW



d landing craft hugs the side of a sinking U.S. destroyer and rescues the last of her crew. The destroyer was hit off Okinosca by a Japanese suicide plane and sank shortly afterwards. (U.S. Navy Official.)

carrying on the old traditions.

Page 4

A dachahound, during the Battle for Britain we used to see Bombproof Bella trotting towards the Dover docks there to "sign on" with the first minesweeper bound for the turbulent Straits. Bella was divebombed; Bella was machine and cannon-gunned; Bella knew the shattering roar of the 14-inch guns at Calais. Well over 220 times, Bella witnessed ferocious attacks on her ships. But Bella always came back for more.

Back at home, she'd trot back to her master. He did all he could to keep the little black "dax" at home. But in a day or so you'd see Bella stop at Castledon's dog-trough for a drink on the way back to the docks and another spell at sea.

"Pity she ain't a British dawg." the Patrol used to say, "instead of an 'Underslung 'Un'."

No mascots are so popular as those captured from the enemy; Peter for instance. One night star shells saw the destroyer H.M.S. "Montrose" race into noisy action against E-boats. Pompoms blazed. Tracers curved across the waves. Then flames enveloped an E-boat. As a whaler from the destroyer drew alongside, eleven Germans jumped into the sea, with them jumped a dog. The captured seamen went to a prison camp; but H.M.S. "Montrose" adopted Peter. and soon she carried more than one mascot, for Peter, apparently mis-named by the Boche, produced pupples!

Some 800 dogs threw in their lot with the men who sailed from Dunkirk. To Inspector Webb. of the R.S.P.C.A., Dover, fell the task of taking the dogs from their khaki-clad freinds at the dockside, for on entering Britain dogs must either be quarantined or destroyed. Sometimes there were pathetic scenes. And no wonder! For the men and their dogs had been through a lot together. One Tommy milked a cow under fire to feed a puppy he rescued from the side of its dead mother in a flaming barn. Another soldier, Henri Bachelay, was dragged to a lifeboat by his mascot when bombs sank their ship. Both Bachelay and his dog are still alive, and the latter's name will in due course take its place among famous mascots.

Another famous pet is the mascot of a Polish deatroyer, which may not be named yet. Suffice it to say that since the mongrel she carries saw action at Narvik, he has earned the stripe of a Polish able-seaman. The animal barked himself hoarse during Channel engagements with E-boats, and during the Sicily landings when his ship challenged the shore batteries engaging the Allied assault batteries.

H.M.S. "Woolston," a "V and W" class

destroyer built in 1918, is considered a "lucky ship." She engaged enemy alreraft, E-boats and submariues, sailed thousands of miles on convoy duties since being re-commissioned in 1938—all without a scratch, the sailors say, because "E-boat," the black kitten which strolled aboard one day, has "brought the ship luck."

Mascots are also proving of practical use at sea. Charlie the Chimp and Jenny aren't the only pets to prove useful as "aircraft spotters."

The men of the North Sea convoy escorts say that after a few air attacks their pet dogs sense the approach of aircraft long before their engines can be heard by the crews. And although they cannot differentiate between Allied and German wings, one commanding officer takes the precaution of training A.A. guns in the direction his mascot "points."

Among the strangest mascots was Daphne the Seal, (now, alas, deceased) of H.M.S. "Kent." From the warm Mediterranean to the Arctic Ocean this cruiser has carried the White Ensign. The Denmark Straits - between Iceland and Greenland-the North Atlantic and the Barents Sea have seen her. And it was in these northern waters that a strange barking sound came to the ears of her crew; and there, endeavouring to climb up the gangway, was a baby seal Carried abroad and medically examined, she was proved to have a fractured fin. Daphne became a great favorite. She was given all the service man's papers, including a medical sheet, and a record of drafting movements; and everyone was genuinely sorry when Daphne passed away

British warships have left high latitudes with several unusual mascots. "Mitzie." for instance. A Lapp-spitz sied-dog, it was fortunate she had her own life-jacket for otherwise she would not have been saved when her ship was torpedoed Even stranger was the reindeer with which a submarine sailed from Murmansk. But ther the Royal Navy favours strange mascots.





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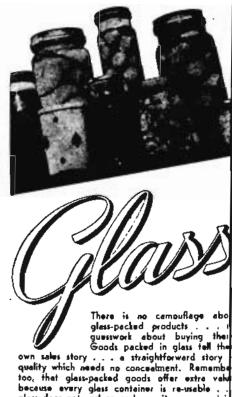
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THE MOBILE DOCKYARD

By Captain Frank H. Shaw, in "The Navy,"

To construct emergency harbours on the Normandy coast in readiness for D Day was a surprising feat; but it is doubtful if the newly publicised floating dockyards that accompany the U.S. Pacific fleets on their lengthy voyages do not outvie the Mulberries for daring in conception and value in use,

From the outset of the Pacific war the greatest problem for naval strategists has been the immense distances between Allied bases and those of the enemy. Japan made the most of auch distances when she established her defensive perimeter several thousand miles away from the mainland of Nippon proper, for, having interior communications between her outposts and her mainland ports, she could fit out the distant stepping-stones adequately to keep her naval forces amply supplied with stores and munitions. But for the Allies such facilities were not available. The nearer they got to Japan's outworks the farther their own lines of communication extended. And since such lines were seaways, the problem of efficient dockyard accommodation naturally became pressing. In aggressive warfare U.S. ships-British, too-stond to take heavy punishment, but not all ships hit were necessarily sunk. Yet many were so hard hit as to render the task of navigating them back to bases where repairs could be effected precarious. Such a course, moreover, necessitated such alightly damaged vessels being out of action far longer than was necessary merely to make repairs. The answer to the problem was to bring the refitting dockyard to the scene of action: and this has been done, to the extent of creating a floating city, capable of going almost anywhere and doing almost anything.

The word "city" is no misnomer. These mobile dockyards carry a population of some 12,000 people, all of them expert craftsmen. They are like the floating dock that was in commission in Singapore before that city's capture, only they are much bigger and even better equipped. They are entirely self-contained, able to provide their own power for even the most important repairs; are supplied with the last word in machine tools; and can practically replace an armoured ship in an incredibly short time,

The most luxurious liner ever sent affoat does not possess the ameliorations of the new conception, which owns a post office and complete postal service, shops, grand-scale bakeries, stores capable of accommodating millions of spare parts, and almost incalculable tons of steel plates, bards, ties and all the varied appurtenances of shipbuilding. The skilled personnel comprise carpenters, painters, upholsterers, electricians, doctors and nurses, as well as a working crew, consisting of picked men, amongst whom the highly efficient pavigators are not least in importance; for it has happened, and will again. that a warship has reeled out of the battle line, with all her means of communication with the outside world shot away, and in no condition to inform the rescuers how best they might make contact.

Such mobile cities are adequately protected, needless to say. Apart from their own antiaircraft defences, they sail in company with escort carriers capable of putting up a withering biast of fire against any possible air attack. Naturally, on account of their colossal dimensions, their speed through the water is comparatively slow, and this renders them extremely vulnerable to all types of attack, whether from the air, from under the sea, or from the sea's surface-provided the Japanese Navy has the temerity to venture so far from its bases.

Though details are not yet available, it may safely be surmised that the floating cities are so armed as to be able to beat off surface attack by even heavy enemy ships; but their defence against submarine onslaughts are left to the inevitable escort of fast destroyers and aloops and the like.

Jules Verne, even in his most inepimoments, never dreamed of such a fantastic p. ... duct of man's ingenuity. His giant raft on the Amazon had within its limits many of the characteristics of a town; but only in the way of maintaining the human lives of its crew; and its defences against hostile attack were fragmentary, designed to combat ill-armed savages only. But in the mobile dockyards every contingency has been foreseen and prepared for. They

ly, 1946





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hold sufficient living accommodation in excess of the personnel's needs to house the crews of the ships they are required to tend; for men. shaken in battle, cannot expect to exist aboard a shattered vessel whilst the crash and din and discomfort of complete repair are disturbing them. There are recreational facilities, too-a theatre, a cinema, a dance parlour, hairdressers' shops; all included within a vast bulk that is capable of withstanding the most furious Pacific storms—arki the Pacific can stage the worst storms known to seafaring mankind.

THE HAYT LEADUR JOHENAL

The reserve of buoyancy in such a construction is necessarily great. To take a cruiser of, say, 10,000 tons displacement into the dry dock, pump out the water and expose the keel of such a considerable ship needs a very considerable excess buoyancy. But this is allowed for in the general design. The operation of dry-docking a damaged warship is conducted almost precisely at sea as it is ashore. Inevitably, the patient floats pretty low in the water. The dock is therefore sunk deeply, to permit its visitor to be floated over the dock-sill. This probably means that the dockyard is capable of submersion to the extent of at least 30 feet more than normal. To position the entering shin is a delicate matter. Even in a shore-based dry dock the operation is difficult; a nicety of entering direction is absolutely indispensable. If the damaged cruiser gets out of control an infinite amount of damage might be done, both to herself and the cradle into which she is entering. Tugs naturally play a great part in this meticulous operation. As the patient's auxiliary machinery is more than likely out of commission owing to shell or bomb damage, the floating dockyard's capstans and winches are commissioned to haul ber into position. The keel blocks have previously been sited on the dry dock's bottom to suit the constructional needs and idiosyncrasies of the entering ship; for a vessel out of the water is subjected to strains that never affect her when she is water-borne.

Once the blocks are placed and secured the side-shores are ranged conveniently for immediate placing; the whole dry dock is then flooded to a sufficient depth to permit the unobstructed entry of the crippled warship. To allow a 30-foot clearance over the dock-sill, as has been said, requires a great degree of submersion on the part of the dockyard. But a spell of smooth weather is almost a sine qua non before the delicate operation is commenced.

With the shir hauled within the confines, the great caissons closing the entrance are shut, and the pumps-glant machinery capable of throwing thousands of gallons of water a minuteget to work. Divers go down to ascertain the extent of underwater damage, and send detailed descriptions of such damage to the surface, for transmission to the forges and machine shops, so that patches or entire replacements can be fashloned into shape without a moment's loss of time. It may be that several ships await attention and there is no room for wasted time.

The forges and tool shops spring into activity. Armour-plate rollers crunch and grind, to shape four-inch or even eight-inch steel plates into the requisite mould to fit the affected part. Such a mobile dockyard even carries smelting furnaces and moulding rooms, where the raw ingot can be melted and shaped into the desired shape and size.

Meantime, the hurt ship settles gingerly on the keel blocks at the bottom of the dock, and the side-shores are placed and wedged home so that no motion of the dock can unsettle the great hull or even throw it off the blocks. It may well happen that the divers report a faulty placing of these blocks, which means that the whole operation has to be repeated—the cruiser floated out into open sea after flooding, an adjustment, a re-entry. And all this with the possibility of a screaming typhoon raging down on the vast construction!

Once the dock is dry and drained, work proceeds precisely as in a dockyard ashore. The armour plates are slotted and shaped and bored for rivets and bolts-though welding is playing an increasingly important part in ship repairand they are fitted as nicely as a sult is fitted to its intended wearer.

Meantime, other working gange get busy with the deck and interior repairs. And so, what arrived as a mangled mass of wreckage emerges at the appointed time as an efficient fighting unit, sleek in a new coat of paint and as sound as the day of her original launching. During the period of repairs a balf-dozen enemy attacks may have been beaten off. For it may be stated as a fact that a wily and desperate enemy will spare no effort to immobilise or entirely destroy such an invaluable accessory to a fighting fleet.

If Drake, first Anglo-Saxon to explore the deeps of the Pacific, when searching for a con-



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venient beach whereon to careen and overhaul his gallant little ships, could have dreamed of

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he would have set such a nightmare down to

the machinations of the Evil One! The gap

between Drake's burning off accumulated sea-

growths from his ships' timbers with torches,

and the weiding into position of a carefully con-

structed armour plate is wide indeed, but the

one has grown from the other; and it seems only

just that the new, immense operations should be

conducted in the identical waters that Francis

Drake-a sire of both English and American

mariners of to-day-made his own!

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EMPIRE WAR TOLL 1,427,360

Total casuatties of the British Commonwealth and Empire, including the armed forces, merchant seamen, the British home guard and British civilians in five and three-quarter years of war amounted to not less than 1,427,630, of whom 532,233 were killed or died of wounds or injuries or are missing believed killed.

The figures, which cover the period from September 3, 1939, to May 31, 1945, were announced by the Prime Minister, Mr. Chiffey.

Empire service casualties for the period were 1.233,796.

Civilian casualties in the United Kingdom were 146,760. Of this figure 60,585 were killed or

miming, believed killed—26,920 men, 25,392 women, 7,736 children, and 537 unidentified. There were 86,175 injured, and detained in hospital — 40,736 men, 37,816 women, and 6,723 children.

Australian service casualties were 92,211, heavier service casualties. The Canadian figure

Britain, India, and Canada have suffered increased rapidly after D-Day because of the heavy fighting in Europe.

SERVICE LOSSES

The figures of Empire war casualities announced by Mr. Chifiey were:—

			Britain	Canada	Αμat.	N.Z.	Africa	India	Colonies	Total
Killed		,	253,042	36.018	21,415	9,844	6,417	23,295	6,741	336,772
Missing	`		57,472	2,866	6,519	2,201	1,980	12,264	14,811	96,113
Wounded			275,000	53,073	37,477	19,253	13,773	62,064	6,773	468,388
Prisoners			183,849	9,051	26,800	8,485	14,595	79,692	8,051	330,523
Totale			750,338	101,008	92,211	39,783	36,765	177,315	36,376	1,233,796

Mr. Chiffey said details of Australian casual-

NAVY: Killed, 1.525; missing, 439; prisoners of war in enemy hands, 262; prisoners of war escaped or repairlated, 31; wounded, 542; total canualities, 2.799.

ARMY: 11,992; 3,946; 18,570; 6,695; 33,815, and 75,018, respectively.

R.A.A.F.: 7,898; 2,134; 370; 872; 3,120; and 14,394, respectively.

The figures for all forces were:-

Killed, 21,415; missing, 6,519; prisoners of war in enemy hands, 19,202; prisoners of war escaped or repatriated, 7;598; wounded, 37,477; total casualties, 92,211.

There were 36,220 casualties in the war against Germany and her western allies, and 55,991 casualties in the war against Japan.

Mr. Chifley said that, in all cases, the figures for "killed" included died of wounds or injuries, but not deaths from natural causes.

Prisoners included Service internees.

The British figures included men from overseas, particularly from Newfoundland and Southern Rhodesia.

Figures for missing (except for Canada, Australia, and India), included those who had rejoined, and the figures for prisoners of war included those who have been repatriated or liberated, or had escaped.

If only those still reported missing and prisoners of war were included, the figures of total casualties were:—

Britain, 668,967; Canada, 93,742; Australia, 84,613; New Zealand, 30,519; South Africa, 22,921; India, 167,581; colonies, 33,845; total, 1,102,188.

MERCHANT NAVY

Casualties to merchant seamen by enemy action, reported from September 3, 1939, to May 31, 1945, were:—

Deaths (including deaths presumed in missing ships and deaths while interped), 30,867; missing, 4,690; wounded, 4,252; interpress, 5,506; total 45,315.

In the figures for deaths, missing, and interpees, include nationals of the Dominious, India, and the Colonies serving on British registered ships, but exclude deaths of British subjects serving on ships registered outside Britain

The figure for interness includes those who have been repatriated or have escaped. If only those who are still reported internees are included, the figure of total casualties is 40,834.

SEA CADET NOTES

FORTHCOMING EVENTS

Agreed at Officers' Meeting held at the Navy League Office, Sydney, 7th July, 1945.

Annual Inspection of Cadeta.

Rear-Admiral-in-Charge, Sydney, to be invited to inspect in October on a Saturday afternoon to suit his convenience.

Annual Boat Races.

To be held on the Lane Cove River Course in February, a Saturday afternoon to be fixed at next meeting. C.O. "Warrego" (Mr. H. Collison) to make arrangements.

Annual Swimming Competitions.

To take place in Domain Baths on a Saturday afternoon in February, date to be fixed at next meeting. C.O. "Beatty" (Mr. G. Smith) to make arrangements.

Annual Signalling Competitions.

To be held in St. George District on Saturday, 24th November. C.O. "Strius" (Mr. G. Round) to make arrangements.

Sports Gala.

At North Sydney Oval in March. Saturday afternoon to be fixed at next meeting. C.O. "Victory" (Mr. J. Williams) to make arrangements.

Australia Day and Anzac Day parades in the City will be attended by all Companies.

The Officer of the Day in the Competitions and Sports will be the C.O. of the district and depot where the events are held.

Company O.C.'s are requested to lodge entries in the boat races (all classes) with Mr. H. Collison not later than the second Saturday in January, 1946. Swimming entries to be lodged with Mr. G. H. Smith by the end of December, 1945.

Entries in the Signalling Competitions (Semaphore and Morse flags) should reach Mr. G. Round not later than the end of October, 1945.

Sports entries (foot races, jumping, novelty races, tug-o-war, etc.) to be sent to Mr. J. Williams not later than the end of January, 1946.

NOTE.—Ample time is being given to enable Companies to prepare, and to prevent local arrangements interfering with the events listed here:

Mr. Cristofani, of "Sirius" Company, has been invited to draw up a cricket competition table for the N.L. Sea Cadet units for the forthcoming season.

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"VICTORY" DEPOT. N. SYDNEY

J. A. Williams, Commanding Officer

July, 1945

Two ex Chief Officers, now in the fighting services, Messrs. Len Smith and Dave Green, recently visited their old depot and renewed many acquaintances. All officers and ratings regret to learn the news of the death of Mr. Green's father and take this opportunity to express their sympathy with the relatives.

A Younger Set and Social Welfare Committee, consisting of Mesdames Anderson and Baldwin and the Misses M. Mogan and M. Muellish, are among the ladies who are devoting considerable activity and support to "Victory" Depot.

It is pleasing to report the recovery of L.S. Bowdett after being painfully burned recently by a blow-lamp flame. P.O. Philsell is commended for his skilful rendering of first aid and Mr. Carlisle for driving Bowdett to the hospital, where he received medical treatment.

N.L.T.D. "WABREGO"

Commanding Officer, Mr. H. G. Collison. Contributed by W.O. C. Lithgow.

The Officer commanding, Chief Officer and ratings of "Warrego" extend sincere good wishes to the Officers and Cadets of "Sirius" Depot on its successful inauguration.

It is regretfully announced that one of our Cadets, supply rating Goldstone has been stricken with Infantile Paralysis. Always wearing a happy smile when at the depot he carried out in cheerful manner all duties entrusted to him. The depot unanimously expresses deep sympathy with him and his parents and hope that it won't be long before he will be back among us again.

Making the most of the favourable conditions for rowing during the winter months, every available opportunity is being taken by the Cadets to keep up their standard of boat pulling. On the 17th of June Chief Officer Ward took a party to the head of the Lane Cove River. The whaler was pulled across the weir into the fresh water and the Cadets spent an enjoyable afternoon in the Lane Cove National Park. As a result of this day's rowing, a tot of potential material was discovered and it looks as if we will have some good crews in the near future.

The Ship's company is tooking forward to more competition between Depots, particularly in rowing, sailing and other subjects, which are taught to all Cadets as part of their instruction. We hope it will not be long before regattas attain their pre-war brilliance and all companies have whalers and are able to compete.

All departments in our depot, particularly the shipwrights' division, have been very busy over the last month. Voluntary parties of Cadets do odd jobs and clean up in and around the building. P/O. Boatswain Ward is doing good work and shows much enthusiasm in his new position. He is collecting odds and ends such as Signal Flags, Signal Lamp, First Aid Kit, etc., for the ship's box. Leading Signaller Ward is training three Cadets to become visual signallers and so swell the numbers of the signal branch.

Permission for the building of the extensions to our Depot has been received, and all being well the new building should be completed be-

fore Christmas,

A 28ft, service whaler has been obtained by the Depot and after a few minor repairs have been made and a coat of paint applied it will be in good condition.

Appointments.

P.O. D. Ward to be boatswain, dated June 1.

A.B. G. Abbott to be boatswain's mate as from June 1.

N.L.T.D. "PERTH" (late "Vendetta")

Commanding Officer, P. H. Tobitt. Contributed by E. Cousins.

The recently-appointed O.C. (Mr. P. H. Tobitt), supported by the Chairman and Sub-Branch Committee and Officers Perse, Soars and Buchback, has many years of naval experience to his credit and is tackling the job of developing a first-class depot in real seamanlike fashion.

It was unfortunate that a heavy gale isshed the waters of Manly Cove and damaged the training whaler. Steps have been taken to arrange for necessary repairs to be effected, and it is hoped that the boat will be in commission before the inter-Company whaler races commence.

The Committee kept busy organising functions to raise funds for the purchase of training equipment, of which there is a lamentable abortage.

The prospects are bright for a future of prosperity and expansion at the Depot, due to the drive and keen interest manifested by its publicspirited Committee and supporters.

July, 1948.



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AIMS AND OBJECTS

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modern warfare demands.
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—B.

A dock superintendent received a wire from his employers telling him to move heaven and earth, but the ship had to be ready for sea by Friday morning.

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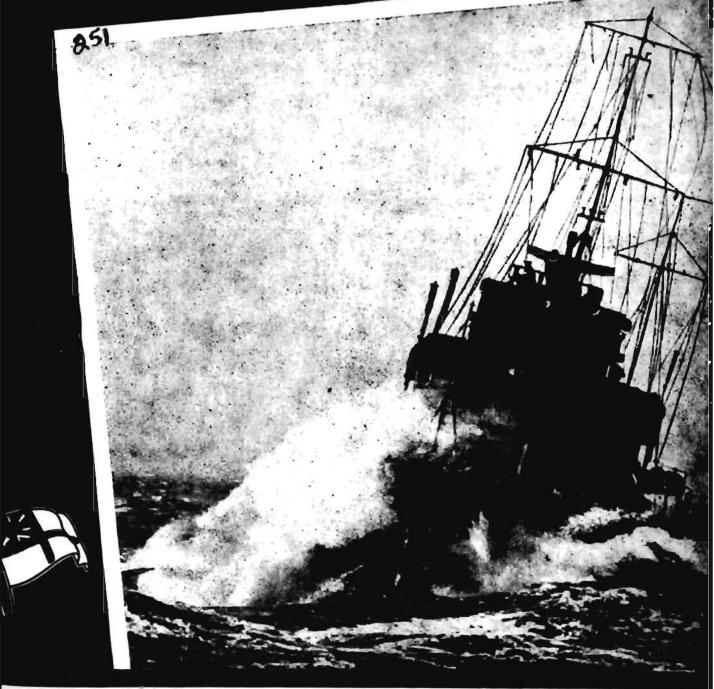
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Vol. 8-No. 8

SYDNEY, AUGUST, 1945

Price 6d.

NAVY LEAGUE SEA CADET CORPS

THE Sea Cadet Corps had its origin long ago in the years of peace; it proved its value before the Great War of 1814-18; it gave many thousands of boys much to think about and do for their own benefit and for the good of their country during the years measuring the time between the two most appalling and devastating wars in history.

In the wars the Sea Cadets Corps justified itself; thousands of its Cadets throughout the British Commonwealth of Nations freely enlisting in the fighting forces and serving their countries against the evil of murderous aggression.

The Sea Cadet Corps is essentially a Peace Movement, designed and promoted to encourage and help our youth in their spare time to take up a useful form of recreation arranged to provide nautical interests. Hundreds of our Australian boys love the water and boats, and in the Navy League Sea. Cadet Corps they are enabled, under trained control, to give full bent to their energies. Here self-expression gives birth to initiative, discipline, unselfishness, commissionally and that high quality of service to others which is the hall-mark of the best citizenship.

In the many years of peace which all people of goodwill hope lie shead of the human race, all the well-wishers of the Sea Cadet Corps expect that it will take its place with worthy sister organizations in the important work of character-building, leadership and voluntary service.

August, 1946

DIARY OF THE WAR

(With acknowledgments to the "Sydney Morning Herald")

The war in the Pacific began on December 7, 1941, when Japanese bombers, without formal declaration of war, attacked Pearl Harbour.

The base was off its guard. The attackers sank several battleships, crippled more than a dozen other warships, and wrecked the airfield. In less than two hours the sting was drawn from a great fleet,

News of the attack reached the White House just after Japanese envoys at Washington had handed in official replies to U.S. questions regarding movement of forces.

Britain entered the war immediately and her formal declaration against Japan actually preceded that of the U.S. Congress on December 8.

The same day Japanese sircraft raided Singapore and forces were landed in Siam and Malaya. On December 11, Germany and Italy declared

war on America.

The war in Europe had then been raging for two years and three months.

Japan and China had been at war since July. 1937.

Russia declared war on Japan on August 9,

1945. Japan surrendered on August 15, 1945.

Here is what happened after Japan struck at Pearl Harbour:

1941

Dec. 8, 1941: Japanese sir forces raided Singspore, and their naval and ground forces landed in Thailand and Malaya (to the north-east) to do battle for Kota Bahru airfield.

British and U.S. made "formal" declaration of war on Japan shortly after midnight. Australia and New Zealand declared war on Japan. Free French authorities declared themselves at war with Japan. These declarations followed similar ones made by Imperial and Allied Governments all over the world, from Luxemburg to Costa Rica. Greece severed relations; Yugoslavia condemned Japanese aggression and declared war; China declared war on Germany, Italy and Japan. Japanese air forces attacked Guam, Midway, Wake Islands, the Philippines. The great attack on Hong Kong by land and ses began.

Dec. 8: Japanese forces landed on island of Luzon, North Philippines, and further countries declared war on Japan. Other nations broke off relations.

Dec. 10: Kota Bahru aerodrome taken after bitter fighting. Imperial forces withdrew southward down the peninsula. At the same time. one of the most tragic blows of all was suffered by the Royal Navy, which lost Prince of Wales and Repulse off the Malayan coast, and about 600 personnel including Rear-Admiral Phillips and Capt. Leach, commanding Prince of Wales.

Dec. 13: The Japanese round Hong Kong, in strong position, called on the city to surrender, but were refused while Chinese forces were briskly harassing the Japanese from the rear on the mainland. Next day from the south came an announcement of a 10-year treaty of alliance between Japan and Thailand.

Dec. 17: Japanese land in N. Borneo, after British forces withdrawn and oilfields wrecked. In Malaya, they approach Penang; in China, their demand for surrender of Hong Kong refused by Sir Mark Young, Governor; "not prepared to receive any further communications on the subject."

Dec. 22: Major Japanese attack on Philippines launched, with landing of about 100,000 troops in Gulf of Lingayen.

Dec. 25: Hong Kong, thirsting, waterless, surrenders to Japanese.

By the end of the year, Japanese triumphs and Allied disasters seemed to increase proportionately. Raids on Singapore increased, Manila was seriously threatened, Kuantan captured. By Jan. 2 Manila and neighbouring naval base of Cavite were entered by Japanese forces. Air raids on Corregidor (Gen. MacArthur's H.Q.) began next day (Jan. 3), but the following day Japanese troops were repulsed in a battle north of Manila.

1942

Jan. 5, 1942: More Japanese landings on Malayan coast coincide with more British withdrawals southward down peninsula.

Jan. 12: Heavy raids on Singapore begin in



Admiral Nimitz, Commander-in-Chief of the American Pacific Fleet, and Admiral Sir Bruce Fraser, Commander-in-Chief of the British Fleet in the Pacific, on board the British battleship "Duke of York."

carnest; Tarakan (Dutch Borneo) falls after gallant fight against overwhelming forces.

Jan. 22: Japanese land at Rabaul (New Britain) and Kavieng (New Ireland), and meet Australian forces.

Jan. 23: Urgent appeal by Australian Government for immediate strong reinforcements from Britain, America.

Jan. 25: Japanese land at Lac (N.G.). Full mobilisation of Australian people ordered.

Feb. 15: Singapore falls (7 p.m. local time), with estimated loss of 55,000-60,000 troops.

Feb. 19: Japanese invasion of Bali followed by attack on Japanese fleet by U.S. and Dutch aircraft and Allied naval forces, with heavy Japanese losses. At Darwin, Japanese bombs fell on Australian soll during two raids which damaged Service thatallations.

Feb. 27: Battle of the Java Sea: Outnumbered Allied naval units engage Japanese Seet convoy, sustain engagement for three days, until entire Allied naval force wiped out; 5 cruisers, 6 destroyers, 1 sloop.

March 2: Australian Cabinet orders compulsory service for all civilians.

Mar. 5: Batavia declared open city and evacuated by Dutch forces; occupied by Japanese. Enemy air raids on Moresby begin, continue to end of month and after.

Mar. 7: Rangoon evacuated by British, entered by Japanese.

Mar. 8: Big Japanese jandings at Lae, Salamaua (N.G.).

Mar. 18: Japanese resume air raids on Darwin.

Mar. 17: Gen. MacArthur arrives in Australia by air, leaving Maj.-Gen. Wainwright in charge of Philippines.

Api. 18: Tokyo bombed by U.S. carrier planes under Gen. Doollittie, giving tremendous boost to Allied morale in the Pacific.

May 6: After increased bombing and five months' resistance, Corregidor falls to Japanese.

May 9: With tosses of 7 major battleships sunk, 2 probably sunk, over 20 damaged, Japances fleet breaks off historic Coral Sea Battle commenced on May 4 against U.S. naval and air forces which intercepted off Solomons.

June 4-7: Battle of Midway Island, resulting in 15 Japanese warships sunk or damaged.

Aug. 7: U.S. amphibious forces make surprise landings on Guadalcanal (Solomons) and establish and develop positions.

Aug. 25: Large-scale battle in Solomons announced, with losses including the Australian heavy cruiser Canberra, damage to six Japanese war ships.

Aug. 29: Partial evacuation of Milns Bay by Jap. warships.

Sept. 10: Australians reported outflanked by Japanese on Owen Stanleys; fighting reported within 50 miles of Moresby.

Sept. 12: Japanese checked in Papua, Australians plan and commence offensive (resumed Sept. 29 with capture of Ioribaiwa ridge and advance to Nauro unopposed).

Oct. 15: Australians carry fighting forward into the Templetons Crossing area, forcing a Japanese withdrawai next day.

Oct. 25: U.S. naval units engage Japanese feet, followed next day by enlarged engagement with strong enemy units near Santa Cruz, with eventual withdrawal from action by Japanese fleet.

Nov. 2: Australian forces capture Kokoda after severe and bitter fighting in virtually impossible country. Bombers disperse attempted Japanese landings at Buna.

Nov. 13: U.S. navy engages Japanese expedition in force, continues to give battle for three days, causes the enemy to withdraw with two battleships, eight cruisers, six destroyers, eight troop transports sunk; two battleships, one cruiser, seven destroyers damaged.

Nov. 16: Australians and Americans join up in Papua for advance on Buna.

Nov. 24: Australians reach Gons; Australian and U.S. forces press back Japanese at Buna.

1943

Mar. 2-4, 1943: Battle of the Bismarck Sea, when 22 enemy ships in convoy were sunk or left sinking by Allied bombers, which attacked repeatedly.

Subsequently announced that not one ship of the convoy remained affoat, and that the enemy lost 150 aircraft for the loss of four by the Ailied attacking force.

May 2: Japanese raid Darwin again, losing four planes for loss of 21 Spitfires (unfavourThinking Ahead

Appent, 1948

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able weather conditions for fighters).

June 16: Tojo addresses Japanese Diet, tells of increasingly serious war situation for Japan. June 18: Mr. Curtin declares Australia is no

longer in danger of invasion by forces of Japan.

July 3: Australians and U.S. forces make con-

July 3: Australians and U.S. forces mak tact near Mubo (N.G.).

July 17-18: Japanese naval force turned back west of Kolombangara Is. (Solomons) with probable losses.

July 21-22: Australian-based Liberator bombers do 2,400 miles round trip to bomb Sourabaya (Java).

Aug. 22: Segula Is., east of Kiska (Aleutians) occupied by U.S. forces.

Aug. 25: Admiral Lord Louis Mountbatten appointed Supreme Allied Commander, South-east Asia area.

Sept. 4: Huon Gulf landings in force by Allied troops, east of Lae (N.G.), with naval and air support, followed by U.S. paratroop landings behind Lae in the Markham Valley, and surrounding of 20,000 Japanese in Lae and Salamans.

Sept. 14: Salamaua (N.G.) captured by Allied forces.

Sept. 16: Australians capture Lae (N.G.); many Japanese aircraft destroyed over Wewak.

Oct. 12: Concentrated attack by Allied bombers on Rabaul (N.B.), resulting in destruction of 80 per cent. of local Japanese air strength and sinking of three destroyers, two merchantmen, 43 sea-going vessels, 70 herbour craft.

Oct. 13: Complete recapture of New Georgia island group by Allied forces in the Solomons.

Nov. 1-2: Japanese attempts to interrupt Allied landings on Bougainville Is. frustrated with losses of 1 cruiser, 4 destroyers sunk, 2 cruisers and 2 destroyers damaged.

Nov. 3: U.S. carrier borne aircraft and army planes heavily raid Rabaul harbour, sinking 3 enemy destroyers, 8 merchant ships, and damaging 6 heavy, 2 light cruisers, 85 Japanese aircraft destroyed.

Nov. 17: Australians open Sattelberg (N.G.) offensive, using tanks; U.S. aircraft bomb Buka, in the Solomons.

Nov. 20: U.S. landings on Makin and Tarawa (Gilbert Is.) and proceed to exterminate Japanese in that area.

Nov. 24: Naval battle in Solomons area with loss of 4 Japanese destroyers sunk, 1 damaged.

Dec. 2: Australians capture Huanko (Huon

Peninsula) and proceed to the capture of Warso (Dec. 8).

Dec. 26: Two-point landings by Altied troops on Cape Gloucester (New Britain) after previous softening up from the air by Allied planes.

Dec. 27: General Tojo, Japanese Premier, tells House of Peers that the Allied counter-offensive in the Pacific is "the real thing" and must be considered absolutely serious.

1844

Jan. 2-30, 1944: Thirteen Allied air raids on Rabaui (New Britain) were unjucky for the Japanese, who lost approximately 400 planes and much shipping.

Jan. 23: Australians launch attacks in the area of the Finisterre Range in New Guines, capture Maukiryo.

Feb. 8: Huon Peninsula, in New Guines, now completely in Allied hands.

Feb. 15-19: Japanese convoy almost completely annihilated by U.S. bombers north-west of New Ireland.

Feb. 16: Battle of Truk (Carolines) opened by U.S. naval task force with heavy Japanese losses in ships and aircraft during this and subsequent four days (201 aircraft, 2 light cruisers, 2 destroyers, an ammunition ship, a seaplane tender, 2 oilers, 2 gunboats, 8 cargo vessels).

Mar. 13: Announcement of Ailied landings in Marshalls and Admiralty Is, and in Solomons; British and W. African troops land on Japanese coastal flank in Arakan.

Apr. 11: Gasmata and Cape Hoskins abandoned by Japanese.

Apr. 13: Bogadjim (New Guinea) captured by Australians.

May 27: Announcement by Gen. MacArthur that Allied landings on Blak Is. (Schoutens), west of Wadke, mark "strategic end" of New Guines campaign.

June 10-13: Strong U.S. navai attacks on Guam, Tinian, Saipan Is. (Marianas), sinking 13 enemy ships, damaging 16, destroying 141 Japanese 'planes.

June 15: Hansa Bay (N.G.) occupied by Australians: U.S. troops land on Saipan (Marianas) with naval and air cover.



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Laguert, 1945

June 19: Terrific attack by U.S. carrier-borne planes on Japanese fleet between Luzon (Philippines) and Saipan, with 14 ships, including 3 sircraft carriers, sunk or damaged; Japanese fleet put to flight, 600 Japanese aircraft destroyed in this area in a matter of days.

June 29: Australians in New Guinea reach Sepik River.

July 18: Premier Tojo replaced as chief of Japanese General Staff, and he, with his Cabinet, resigns; Koiso-Yonai Cabinet formed.

Aug. 3: Japanese convoy destroyed in twoday battle off Bonin, Volcano Is., Allied sircraft attacking incessantly.

Sept. 11: Announcement of wiging-out of Japanese convoy (52 ships) at Mindanao (Philippines) by U.S. carrier planes.

Sept. 15: Gen. MacArthur's forces occupy Morotal Ia., 300 miles S.E. of Philippines. U.S. landings in Palaus begun.

Sept. 21: U.S. carrier planes bomb Manila area (MacArthur's former H.Q.) in Philippines; 40 Japanese ships and additional small craft destroyed. 35 damaged; 357 aircraft destroyed.

Oct. 10: Allied sir attacks on various islands in Palsus, Volcano and Mariana groups increased in tempo. Tremendous air attack on Formosa begun, with eventual loss of 900 Japanese aircraft, and the sinking or damaging of many ships (action lasts seven days).

Oct, 20: Allied forces land on Leyte Island, east coast.

Oct. 23: Great action between U.S. and Japanese naval forces in Philippines waters, which continued over Oct. 24 when 58 enemy vessels of three naval formations were sunk or damaged, and 170 aircraft destroyed in historic sea battles. U.S. losses were one carrier, two escort carriers, two destroyers one destroyer escort.

Nov. 2: Allied air raid on Japanese capital announced by Tokyo Radio.

Nov. 24: Tokyo bombed by U.S. heavy bombers, Salpan-based; Luzon area heavily bombed, with consequent damage to shipping and aircraft.

Dec. 11: Admiral Sir Bruce Fraser arrives in Australia, and Australian Government announces £21 million programme for facilities, supplies, and stores for British Pacific Fleet by June next.

Dec. 15: U.S. landings on Mindoro, and heavy air attacks on Luzon.

Dec. 19: China-based Super-Fortresses bomb places in southern Japan, Super-Fortresses based on Ssipan bomb Tokyo.

Dec. 26: Gen. MacArthur announces Leyte and Samar campaign is now concluded.

Dec. 27: Tokyo bombed by Super-Fortresses.

. 1945

Jan. 2-3, 1945: Further landings on Mindoro; main Japanese island of Honchu attacked by U.S. Super-Fortresses.

Jan. 9.: Further Luzon landings in largest operation of campaign to retake Philippines, with 100,000 men ashore on the first day of operations, under futile Japanese sir attacks.

Jan. 11: Luzon beachhead 25 miles long, 8 miles deep, progressing. Singapore bombed by American India-based heavy bombers. Powerful U.S. air attacks on Japanese columns moving north from Manila, with great damage to ground installations, and simultaneous U.S. carrier plane attack on four Japanese convoys off Indo-China, when 25 enemy ships sunk.

Jan. 14: Formosa, Honshu (Japan) attacked by U.S. heavy bombers.

Jan. 25: Main air base on Luzon (Philippines). Clarke Field, captured by Americans.

Feb. 4: Manila entered by U.S. troops.

Feb. 15: Powerful U.S. naval forces reported attacking Tokyo area, and warships shelling Bonins and Iwo Jims. Batsan is recaptured, and 1,500 aircraft bomb Tokyo (Feb. 16), while other aircraft immobilise Japanese shipping in Bonin Islands to prevent interference with U.S. naval forces' continued attack on Tokyo area by see and air.

Feb. 19: U.S. forces land on Iwo Jima after two months' softening-up.

Mar. 8: Admiral Nimitz announces loss by Japan of half her battleships and medium cruisers, three-quarters of her destroyers, many submarines, a great part of her naval air strength,

Mar. 20-21: Battle of the Japanese Inland Sea, 10 enemy vessels damaged by Allied naval and air forces.

April 1: American landings on Okinawa, 320 miles from Japan, in Ryukyu Islands, following prolonged British-American assault on islands. Rapid progress subsequently reported, understrong air cover,



Wearing Samurai swords, Lieutenant-General Kawaba Takashiro, head of the Japanese surrender arrangement delegation, and a member of his staff, arrive at Manila to present their credentials to Lieutenant-General Richard Sutherland, Chief of Staff to General MacArthur. [U.S. Signals Corps.]

- Apr. 6: Russia denounces neutrality pact with Japan. Kolso Cabinet resigns.
- Apr. 8: Largest remaining Japanese battleship, as well as two cruisers, three destroyers, 391 aircraft, announced lost to the enemy in desperate attempt to interfere with Ryukus operations.
- Apr. 12: Death of President Roosevelt; operations on Okinawa cost Japanese increasing numbers of attack planes as Americans press forward.
- Apr. 30: Three hundred Super-Fortresses raid Tokyo.
- May 1: Australian 9th Division lands at Tarakan (Borneo) and begins drive on airfield.
- May 7: Terakan township and airfield captured by Australians.
- May 8: Following Germany's surrender, President Truman warns Japanese: "Expect nothing but complete destruction unless you surrender unconditionally."
- May 12-13: Australian 6th Division lands east of Wewak (N.G.).
- May 24: 550 Super-Fortresses rain fire bombs on Tokyo, destroy the centre of the city.
- June 1: Osaka gets fire raid by 450 Super-Fortresses, carrying 3,200 tons of incendiary bombs.
- June 10: Japanese News Agency announces that Tokyo, Yokohama, Nagoya, Osaka, and Kobe have "ccased to exist."
- June 11: New landings by Australian 9th Division in Borneo.
- June 17: Allied fleets shell Balikpapan (Borneo), and Australians later (June 19) land at Brunei Bay.
- June 20: Fourteen Japanese cities announced "burned out" by fire raids,
- June 21: After 82 days, battle for Okinawa ends; 87,350 Japanese killed in this campaign.
- June 27: Borneo oiffields capture announced.
- July 1: Men of the Australian 7th Division land at Balikpapan, which they capture three days later.

- July 5: Mr. Curtin, Australian Prime Minister, dies.
- July 10: Vast air attacks on Japanese home islands continuing.
- July 11: Allied air mastery of Japanese skies announced as "established."
- July 15: Japanese mainland shelled by two powerful Allied naval forces, with warships operating from three miles off-shore,
- July 24-26: Allled carrier planes attack remnants of Japanese fleet in Japan's Inland Sea.
- July 27: Ultimatum to Japanese to surrender unconditionally if they wish to avoid destruction issued from Potsdam, and rejected by Japan the following day.
- July 29: Six more Japanese cities destroyed by air attacks.
- July 30: Announced that Japanese Navy has been "eliminated."
- Aug. 1-4: Warnings to Japanese cities are followed swiftly by bombing attacks.
- Aug. 2: Japanese home islands attacked by 820 U.S. Super-Fortresses.
- Aug. 6: First use of "atomic bomb" on city of Hiroshima, and an announcement that the naval war against Japan had ended.
- Aug. 9: Russia enters the war against Japan and invades Manchuria.
- Aug. 10: Japan's surrender offer.
- Aug 11: Aliles accept Japan's surrender on condition Emperor agrees to rule under Supreme Commanders of Aliled Powers.
 - Aug. 15: Japan surrenders unconditionally.

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TRAINING AND ADVANCEMENT, 1945

SYLLABUS OF TRAINING.

The training syllabus is divided into the following five stages:-

- (a) New Entries (Training for
- (b) Cadet Ordinary Seaman (Training for Cadet A.B.).
- (c) Cadet Able Seaman (Training
- (d) Cadet Leading Seamsn (Training for Cadet P.O.).
 - (e) Cadet Petty Officer

The first section of the syllabus in all the shove stages, except the first, is revision of the work covered in the previous stages. Each section will be dealt with on a separate page.

and will be divided up into the appropriate stages.

EDUCATION:— Within the framework of the syllabus, Commanding Officers should provide regular opportunities during ordinary instruction for Cadets, to maintain and extend their abilities in speech, writing, reading, spelling, and calculations. Due allowance must be made for the standard of education already attained, and those Cadets in attendance at school.

DRILL.

New Entries:

Colours, Divisions and Squad Drill.

Unit Standing Orders.

Cadet Ordinary Seaman;

Squad drill: ceremonial.

Arms Drill (as possible).

Duties of signalman, sentry and quarter-

termaster within the unit.

Care of uniform and equipment.

adet Able Seama Platoon Drill.



Arms Drill. March Discipline. Cadet Leading Seeman: Handling of the squads at drill. Ceremonial.

Oadet Petty Officer:

Development of powers of leadership and initiative and instruction in command at field training exercises. .

PHYSICAL AND RECREATIONAL TRAINING

New Entries:

P.T. Regular exercises, Games, suitable for cadets unaccustomed to physical effort. Swimming instruction as available.

Cadet Ordinary Seamen:

P.T. Regular exercises.

Games: Hold, and lay on rope, for tugof-war.

First instruction in cope climbing. Swimming and diving.

Cadet Able Seaman:

P.T. under qualified instructor, where no qualified instructor is available, cadeta should be practised in class-taking of Daily Exercises.

Progressive games. Short tug-of-wer.

Rope climbing by numbers.

Supervised practice for physical efficiency

Swimming and diving. Life-saving.

Cadet Leading Seaman:

Items marked @ as for Cadet A.B. Games requiring pulling, heaving and lift-

Rope climbing:

Toughening games and exercises. Artificial Respiration.

Cadet Petty Officer:

Items marked @ as for Cadet A B.

Games requiring atrength, endurance, speed, and alertness of mind.

Rope Climbing.

Artificial Respiration.

CITIZENSHIP

New Entries:

Introduction to Unit Organisation, Cadet's Club, Ship's Library.

Personal Hygiene: a healthy body. Security.

Cadet Ordinary Seaman:

Introduction to the responsibilities of a citizen.

Location and use of public services.

Elementary Fire Fighting.

Elementary First Aid: minor cuta, shocks, burns, fainting.

Sensible feeding.

Cadet Able Seaman:

Local Government. Rates and Taxes.

National Health Insurance and Unemployment Insurance.

Care of respirator.

Simple anatomy. Circulation of the blood. Cadet Leading Seaman:

Parliamentary system of government: use of vote.

The Nation and Empire

First Aid: Pressure Points, auffocation, fractures, transportation of injured.

V.D. Self care in foreign places.

Cadet Petty Officer:

Democratic and other systems of govern-

Housing and Town Planning.

Revision of First Aid and Public Health services.

The Empire and the World.

Gas: Treatment of gas casualties. Ship-board sanitation.

CORDAGE, WIRE, CABLE, AND ANCHORS New Entries:

Construction and types of rope: colling down, heaving a line, belaying and making fast on cleats, bitts, bollards; channg gear.

Bowline, clove hitch, balf bitches, sheetbend, and reef.

Cadet Ordinary Seaman:

Making fast, casting off; Mooring and unmooring.

Eye splice, serving, plain whipping. Rolling Hitch, Towing Hitch, Stockless and Admiralty pattern anchors. Studded and studiess chain cable.

Singling up, surging a rope. Bowline on bight.

Measurement of rope; wire, manilla, etc.

Cadet Able Seaman;

August, 1948

Short splice, back splice, cut splice. Worming, parcelling and serving, Carrick bend, double sheet bend, timber hitch, catspaw, sheepshanks. Blackwall hitch, mousing.

Fisherman's bend. Marline spike hitch. Breaking load, proof strain, working load, Construct rigging for Signal Mast or Unit's boat where possible.

Sailmakers and West Country whippings. Marking of cable and use of anchors. Other types of anchor, C.Q.R., Kedge.

Cadet Leading Seaman:

THAT STUFF

Long aplice (rope). Eye aplice (wire). Salvage strop. Grommet. Stoppers.

Winches, compressors and machinery for handling ground tackle, kedging.

Racking. Wire seizing. Parbuckle tackle. Permanent moorings.

Cadet Petty Officer:

Chain splice, rope to wire splice. Turk's Head, Wall, Crown and Mathew Walker knots, and other fancy rope work. Clearing hawse; repairing cable.

BLOCKS, TACKLES AND RIGGING

New Entries:

Parts of a block.

Cadet Ordinary Seaman:

Uses of blocks. Uses of rigging. Whips and single purchase. Simple rigging practice (as for dingby),

Cadet Able Seaman:

Multiple purchases. Rigging service bosts (cutter and whaler). B.O.T. lifeboat, yachts. Power of purchases. Bosun's chair. Rigging a staging



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WORK

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Stop that loss—have all plugs checked regularly. Keep them clean and properly gapped. When you do need new ones-

instal Edisons . . . SPLIT. DORF.



Cadet Leading Seaman:

Derricks and handling of weights. Exercise erection of sheer legs, derricks.

using variety of purchases Sheer legs, breeches buoy.

Working aloft.

Cadet Petty Officer:

Take charge of Cadet A.B. and L.S. exerciaes.

Handling stores and cargo.

BOATWORK . (as possible)

New Entries:

Types of vessels and boats.

Cadet Ordinary Seaman:

Main parts and elementary constructional features of small boats, dinghy, gig, etc.

Main types of sail-lug, gaff, jibhead. Cadet Able Seaman:

Further details of construction and parts of boats and ships.

Boat pulling instruction.

Outdoor and indoor sail boat exercises.

Care of sails.

Safety at sea in small and medium craft.

Rigs of salling craft.

Hoisting, lowering and reefing sail. Trim of boats, taking on and stowing

loads. Sailing terms.

Cadet Leading Seaman:

Boat-pulling and sailing afteat, particularly getting under way and coming alongside, or to moorings.

Hoisting and launching boats.

Handling of boats under bad conditions and nightwork (under an officer).

Towing and being towed.

Cadet Petty Officer:

After qualifying, acting as Coxwain. Advanced boatwork-launching or landing through surf-in a tideway.

Power boat practice.

GENERAL SEAMANSHIP.

Cadet Ordinary Seaman: Scrubbing Decks.

Cleaning Brasswork.

Chipping and preparing paintwork.

Exercise with life-jackets and life-buoys.

Cadet Able Seaman:

Scraping, stopping and painting. Care of brushes and materials. Cleaning and scrubbing of small boats. Marking and use of hand lead; heaving the lead.

Cadet Leading Seaman:

Caulking—paying a deck.

Repairs-Tingles; repairing sails.

Cadet Petty Officer:

Advanced work: fitting out a ship; sailmaking: canvas covers; hammocks.

Scarfing and planking. Sounding machines.

COMPASS, CHARTWORK, PILOTAGE, BULF. OF THE ROAD

Cadet Ordinary Seaman:

General principles only of compass.

General description of maps and their local

Cadet Able Seaman:

Compass card marking; compass orders; care of compass; compass courses; belm practice: steering orders.

Map exercises combined with expeditions.

Introduction to charts.

Tides around the British Isles Measurement of distance.

Introductory talk on the rule of the road.

Cadet Leading Seaman:

Exercises affoat or asbore with map references and compass directions; latitude and longitude as reference. Charts and soundings.

Uniform system of buoyage.

Spring and neap tides.

Navigation lights; fixed, cashing and oc-

Manoeuvres, Sound Signals, Fog Signals and most important lights required by the Rule of the Road. (Articles and numbers should not be taught).



Cadet Petty Officer:

Elementary pilotage and chart exercises. Rule of the road in greater detail (numbers may be introduced, but not the wording).

GENERAL

New Entries:

Aspert, 1945

Ship's time and watches.

Cadet Ordinary Seaman;

Naval customs and traditions.

Sea Shantles, Hornpipe,

Cadet Able Seaman:

Simple weather lore. Distance judging.

Nature observation.

Plimsol mark.

Ship organisation.

Duties of a look-out. Ship and aircraft recognition.

Cadet Leading Seaman;

Further instruction in ship and aircraft recognition.

Reading an aneroid barometer.

Principal cloud formations.

Principal Stars (Southern Hemisphere).

Cadet Petty Officer:

Reading a Marine Barometer.

Use and care of binoculars and telescope. Beaufort scale.

FLAGS AND SIGNALS

New Entries:

Union flag.

Ensigns (when and how worn).

Oadet Ordinary Seaman:

Morse and Semaphore alphabet (Buzzer may be used for teaching the Morse Code). Making up a flag.

Flags flown by flag officers.

Cadet Able Seaman:

Flashing and semaphore at slow rate in plain language.

Cadet Leading Seaman:

Flashing. 80% (at 4 words per minute). Plain language and groups.

Semaphore-80% (at 6 words per minute) Plain language and groups.

Flags of nations.

Cadet Petty Officer;

Regular practice in Flashing and Semaphore.

Storm and weather signals. Distress signals (day and night). Replies when halled at night.

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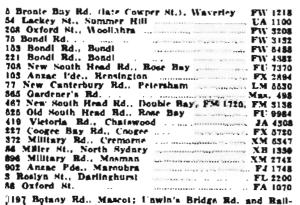
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DEFENCE NECESSARY

Wars seem to recur like fell diseases that sweep the earth periodically. Civilisation, or its counterfeit, has been in world-office for a perceptible period of time, but its component parts, the nations, have been brought under effective control. The League of Nations perhaps, was the nearest approach to an attempt to harmonise the needs of the world's people, but even the League, in part at least, was the prey of various national interests; other nations held aloof and refused to countenance a League which was not always sincere, not always free from the gerrymandering of politicians backed by powerful trade interests completely alien to the real needs of common men and women of the world.

The Geneva League was born in good faith, the child of a terrible war and incredible human suffering, but its growth was warped and stunted by human forgetfulness, human capidity, utter selfishmess and cynicism, and by the time it reached adolescence the ordinary man knew that its condition presaged its death. Another world war, more inhuman than its firece and appuallingly deadly predecessor, burst on the human sheep and wolves alike, and with what ghastly results the world is now beginning dimly to realise. What of the future? That is the question.

Members of the Navy League, in common with other sensible people hate war and would outlaw it if they had the power, yet being realists and students of history and of man, they believe that adequate national defence, failing an all-embracing world-charter with real power to control civilization, will be as necessary in the future as in past years. The death-dealing potentialities of the atom are so vast and so unpredictable, that the ordinary man can only hope that fellowmen who lead the nations will control the atom and apply it to constructive rather than destructive uses.

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TRAINING SQUADRONS AGAIN?

By FRANK C. BOWEN

One of the many suggestions pur forward for the post-war organization of the Navy which is bound to cause a great deal of argument, although it is backed by men whose opinion is too highly regarded for it to be lightly dismissed, is the re-establishment of a Training Squadron for the sea-going training of ratings and midshipmen. The scheme has only been revived once, for a few years and in a very half-hearted fashion, since the cruisers of which the old Training Squadron was composed were put on to active service in 1914.

It was soon after the introduction of the longservice system in the 'fifties that the Navy made its first effort to improve on the 'learn as you go' system which had been in vouge from time immemorial, and established the first harbour training ships. They had brigs attached to them which did invaluable work, but only made short croises in home waters.

The first improvement was in 1869 when the famous Flying Squadron was formed under Rear-Admiral Phipps Hornby and made a croise round the world, with the main purpose of training young officers and ratings in seamanship and the secondary one of showing the flag. It was a great success in both ways, except that 200 men deserted in Sydney N.S.W., and made for the goldfields. The bluejackets had made themselves so popular during their stay in Australia that not a single one of these men was appre hended and sent back.

After that experiment, however, the idea of a squadron was abandoned for a time and single ships undertook the duty, the sailing corvette "Cruiser" and the frigates "Eurydice" and "Atalanta". The two last-named were lost with a tetrible casualty list, the former in 1878 and the latter in 1880, and it was some time before any move could be made in the matter on account of public opinion.

It was in 1885 that a start was made and the Training Squadron was collected. It consisted of four obsolete cruisers—"Active," "Volage," "Calypso" and Rover"—fully rigged but all having steam as a reserve, and the "Active" flew the broad pendant of the Commodore, Second Class, who was in command. They were the last men-of-war to carry studding-sails to sea as a regular thing and that was very much more

for the purpose of training the youngsters than for any additional speed that they might give. All of them were fitted with lifting screws on a banjo frame, and steam was only employed in an emergency, so little that it was unusual for the whole squadron to burn more than about 100 rons of coal during a round cruise to the West Indies and back

The boys and ordinary seamen were trained alongside the coders who were in their last year, and about to go in for their examination in seamanship. Fresh batches were drafted to the squadron every six months. The winter cruise usually started at the end of Octrober with a run to Madeira and the Canaries, then across to the West Indies on the North-East Trades. finishing up with a homeward run across the Atlanric in April when bad weather might confidently be expected to complete the training. The summer cruise was generally round the west coast of Ireland. the west and north coasts of Scotland and Norway Regular drills were carried out in harbour and at sea. including shifting masts and sails, furling and setting sails at sea and boat and anchor work in port The whole squadron carried about 1,600 officers and men and there was the keenest competition

In the ninties H.M.S. "Champion" replaced the Rover" and in 1899 the whole quartet were paid off. The "Champion" was earmarked for recommissioning in the squadron after she had been refizied. but it was eventually re-formed with the modern cruisers "Juno," "St. George," "Hyacinth" and "Minerva". The arrangements did not last for long-Fisher could not spare the officers and his old hands with the reconstruction schemes so the squadron was dispersed and replaced dy the "Aurora" and "Isis" for the coders and "Iris," "Medea," "Medusa," "Calliope" and "Cleopatra" for ratings, but they did not go far afield. At the time there was a strong suggestion that rigged ships should not be specially built to form a new Training Squadron, and that the old routine should be completely revived, but Pisher would not have that at any price. But his scheme of dividing the cadets from the ratings was very shortlived and in 1904 a new squadron was estab-

That was the Fourth Cruiser (Particular Service) Squadron, consisting of the "Royal Arthur"— later

September, 1945.

replaced by "Euryalus"—"Hogue," "Indefatigable," "Isis" and "Sutlej," which was put on to the North American and West Indies Station for training caders and boys. This system answered well, but it was a rather unhappy mixture of armoured and protected cruisers, of very different sizes, so that by 1912 it had developed into the armoured cruisers "Leviathan" (Rear-Admiral's flag), "Betwick," "Donegal," "Esvex," "Cornwall" and "Cumberland," with the protected cruisers "Aeolus," "Melpomene" and "Sirius" as attached ships.

When the position with Germany became worse and worse it was felt that these armoured cruisers ough) to be prepared for important work, so that a, new Training Squadron, called the Tenth Cruiser Soundron, was formed and based on Queenstown, It consisted of eight obsolete cruisers of the "Edgar" class—"Crecent," "Edgar," "Endymion," "Gibraltar, "Grafton," 'Hawke," "Royal Arthur" and "Thesus" -- cruisers which have been very highly regarded in their day but which were then obsulete and all more or less worn out for war purposes, although they were quire satisfactory for the less exacting functions of a Training Squadron. At the same time, the armoured cruisers "Cornwall" and "Cumberland." and the protected cruiser "Highflyer" were used for training cadets at sea.

When the Fleer was mobilized for war in 1914 the trainers were distributed and the Tenth Cruiser Squadron went out on blockade work on the North Atlantic. That very quickly proved to be beyond their power, and after more than one disaster had been narrowly averted they were paid off and re-

placed by armed merchant cruisers which earned such a high reputation.

After the war only single sea-going ships were used for the purpose, for the number of entries was drastically cut down during the disarmament period, but in 1926 four of the older barrleships of the "Dreadnought" rype—"Benbow," "Marlborough" "Emperor of India" and "Iron Duke"—were withdrawn from the Mediterranean and formed into the Third Battle Squadron, attached to the Atlantic Fleet, devoting their time very largely to the training of the boys. There were usually 400 in the crew of 1.000 carried by each ship, doing school as well as practical work and going on to spend part of their time under sea training in destroyers. In 1931 the units of this squadron were condemned under the London Naval Treaty and, as there was insufficient cruisers in reserve to form a new squadron, the lads were drafted into sea-going ships, chiefly in the Atlantic and Mediterranean Flects.

That system naturally had the result of reducing the battle efficiency of the ships which had a large proportion of trainers and it was deprived of the sput of intership competition which will always produce results. Officers could be ill-spared for the trainers special instruction and the petty officers had plenty to do in their own work.

It has to be admitted that the youngstees trained under that system have done wonderfully during the war, but it was not altogether pleasant for them, and their training would have been very much easier in ships, not necessarily in the first line, specially allocated to the purpose







The British built four-mast barque "Lawbill" visits Sydney for the last time. Here the 1s seem open to public inspection. Before the war the sailed the se at under the flag of Finland.

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SEA POWER IN THE WAR

By CAPTAIN RUSSELL GRENFELL, R.N.

Judged in terms of newspaper headlines and columns of print, there has been little reason to attach excessive importance to the contribution that sea power has made to the overwhelming victory gained over the Germans. For five and a half years the overage British citizen has had his attention principally centred on land campaigns and bomber attacks. Only on comparatively rate occasions has he found himself reading about the happenings at sea.

The relative scarcity of sea news has been largely inevitable. The conditions of sea warfare are not conducive to good publicity. Naval information is often kept secret because, unlike army or air operations, it can be kept secret, and when published a month or two later most of the interest has gone out of it. Again, the Navy is essentially the invisible Service. The tank and the army lorry have been a common spectacle on our roads and the roar of bombers going over to attack Germany an equally common sound. But the Navy was out of sight at sea

Nevertheless, there can be little doubt that sea power played a fundamental part in determining the course of the war. But for their possession of the command of the sea, the Allies could not have won. No bomber assault could have been launched against Germany for lack of fuel and no army could have crossed the sea to take the land war back to the Continent. Everything turned on the command of the sea, the struggle for which commenced on the very first day of the war and endured withour intermission to the very last. During the socalled "phoney" period of the war, while the Army was inactive and the Air Force was dropping leaflets. the Navy was already at grips with the enemy and it and the Merchant Navy were suffering appreciable losses from submarine, aircraft and magnetic mine, the last an unexpected though not a new weapon which looked at one time like being a deadly menace.

Then came Dunkirk and the evacuation of the army minus its equipment. What saved Britain in the sombre hour were the few brief miles of the Straits of Dover and the fleet which was ready to defend them. It had often been alleged before the wat that air power had destroyed the value of that sea gap; but those allegations were shown to be false. The superior British fleet was still as much an obstacle to invasion as it had been in Napoleon's time, unless by some means it could be neutralized. Napoleon had tried invasion. Hitler experimented with

air power. If the Royal Air Force could be eliminated perhaps the German dive-bomber could deal with the Royal Navy. But in the Battle of Britain the Royal Air Force refused to be destroyed; and after that the invasion of England became no longer practical strategy. Brilliant as was the achievement of our fighter airmen, of whom Fleet Air Arm pilots formed a part, the significance of their victory lay in the fact that a superior British fleet lay behind them. Had that fleet not existed or had there been a land approach to the British lales, the Battle of Britain would never have been fought.

September, 1945.

It is really time we ceased marvelling at our own courage in not collapsing at the time of Dunkirk, for such self-congratulation is as unmerited as it is dampered in the self-congratulation is as unmerited as it is dampered. There was no reason why we should have collapsed. With a superior fleet and an undefeated Air Force we were as safe from invasion as we had been in the days of Napoleon or Louis XIV. There was nothing miraculous about the failure of Hitler to attempt the invasion of this country in the summer or autumn of 1940.

Sea power—the ability to control movement across the sea-had delivered Britain from mortal peril once again; and it was to be the key factor in the resumption of the offensive. Britain is not a self-feeding country and, to make matters worse, all her European sources of supply were now closed against her. If she were to avoid starvation, the whole of the balance of her food supply must come across the Atlantic. So must all the raw materials she would need for a vast expansion of her output of war equipment. So must all the finished articles she could obtain from American factories, and (later) the great American armies themselves. And having arrived, the command of the sea was the condition of their eventual redispatch to their operational areas, whether in the Middle East, Malta, Russia, North Africa or, when the time came, the Continent itself. .

The enemy knew all this as well as ourselves and he embarked on the greatest assault of our Atlantic sea routes in the history of naval warfare. For three years the battle raged at tull intensity. Our shipping losses were enormous and many thousands of our seamen lost their lives. But despite his utmost efforts and the use of the boldest tactics, the enemy could

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prevent supplies, munitions and reinforcements in sufficient quantities neither reaching nor leaving this country. For five years Britain was a great entrepor of warfare, whence succour and battle strength went by sea to every Allied area where they were needed. The earlist recipients were Russia, whose fate, trembling for long in the balance, may well have been determined by the munitions which reached her by Murmansk and the Persian Gutt and Egypt.

The last-named descination involved a supply line 12,000 miles long, the longest by a considerable way of any such line in any theatre of war, either their or later. We do not take sufficient credit to our selves for our achievement in this respect, for it was the greatest feat of sea transportation in history. The Eighth Army in Egypt was facing an enemy whose lines of communication extended for only about 400 miles across the Mediterranean. By rights, the enemy's build-up in Africa should have been far swifter than the British But as Alexanoria was the Mediterranean Fleet, and at Malta were our submarines, the F.A.A. and the R.A.F. to dispute the passage of Italian convoys. There could be no better object lesson in the significance of sea power. In spite of the hope disparity in the distances involved, in spice of the fact that the U-boats in the Atlanta were at the peak of their activity and were operating as far south as the Equator, the competition in Mediterranean reinforcement and supply went so markedly in favour of the British that Montgomery struck in October, 1942. with a decisive superiority in every respect. Alamein had virtually been wun at sea before a shot was fired

The victory was the herald of the remarkable series of amphibious landings which distinguished the years 1942, 1943 and 1944. The Dunkirk evacuation had been a blessing in disguise. Driven off the Continent, we were compelled against our will to contemplate the necessity for amphibious operations as the only means of getting back there. Hitherto, amphibious warfare had been under a cloud. A convention had grown up before the war that an amphibious landing against opposition, especially in these days of air power, was no longer a practical operation of war. The consequence was that in 1940 there was neither amphibious equipment, experience not confidence.

Necessity overran all objections. A large programme of up-to-date landing craft was commenced, training centres were opened, and a separate Directorate of Combined Operations set up. In two years all was ready and the great landings began. The results were astonishing. Every landing was a success; and with one exception every one was a walk-over. The contrast between pre-war prophecy and subsequent reality could not have been greater. Inseed of disaster there was triumph.

This evidence points to the pre-war view being wholly false, and history can actually give no instance of a reasonably well-organised landing backed by superior sea power being a failure. Through force of circumstances, the true value and possibilities of amphibious warface have in this war been strikingly brought out. We shall be blind indeed if we ignore the lesson.

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OUR DEBT TO MERCHANT SEAMEN

By SIR ARCHIBALD HURD in "The Navy .

As the seamen, to whom we owe so deep a debt of gratitude, know to their cost. British shipping was a depressed industry on the eye of the war. It was so depressed that in July, 1939, the Government, alarmed at the continued decline of tonnage, introduced the British Shipping (Assistance) Bill which would have provided grants and loans to enable it to pur up a better fight against subsidized rivals, and particularly the Germans, Italians, and Japanese. But then it was too late. The war broke our and the measure of relief was abandoned.

September, 1945.

Between the two World Wars the number of seagoing ships on the United Kingdom Register fell by nearly 2,000,000 tons gross; 70,000 seamen, in despair, sought other occupations, and of those who tuped against hope that the ride would turn, thousands had to walk the streets of our seaports in enforced idleness, since for many months on end, during the worst phase of the depression, vessels of about 2,000,000 tons gross were laid up mund the coast, visible signs of the sad condition to which the industry had been reduced owing to the successful manocuvres of rivals to weaken it. The subsidies which were paid by foreign governments, determined to wrest the trident from this country, were estimated at one time at £30,000,000 annually. Against such a hanneial handicap. British shipping could not

British seamen, with lively memories of all that they suffered during those dark years, are wondering how they will fare when the present World War co.nes to its end. Will they have once more to walk the streets, glancing up in their misery at the monuments which were erected to commemorate their courage. skill and devotion during the First World War, when 15,000 made the great sacrifice? Will they have to submit to receive "public assistance" in order to save their wives and children from privation? Will the Government and the nation turn a deaf ear to appeals for protection against unfair competition as they did in the 'tween war years? Those are questions which the seamen are asking to-day. They know that the Government is pledged to provide a full measure of employment or subsistnee for all workers in industry; they do not want doles, but work on board

Lord Charles Beresford (as he then was) once declared that scallywags made the best seamen. But the seamen who man British merchant ships are not the happy-go-lucky, hard-drinking, daredevil, shiftless men with whom that great sailer was familiar. As the ships have changed, the sailer giving place to the steamship, and the sreamship to the motorship, so the character of the personnel has changed. The mercant scaman of to-day is a skilled craftsman with a knowledge of machinery, the machinery on deck or in the engine room, or he is an expert in navigation

Though British seamen, untrained in the arts o. war, have been engaged in the longest and fiercest battle, waged on all the seas without intermission for a single day or night, they have, by their own choice, remained civilians, receiving the rates of pay of civilans. They asked that they should not be put into any sort of uniform or made subject to the King Regulations, like the officers and men of the Roya Navy. Their only distinguishing mark has been the simple badge "M.N.," though His Majesty The Kin. is "the Master of the Merchant Navy and Fishing Fleets." Unlike the personnel of the Royal Navy merchant seamen have remained civilians, members of the National Union of Seamen. The conditions under which they have served may not have been logical, but they have accorded with the spirit of independence which has always distinguished the me a serving in British merchant ships.

As a result of this arrangement, merchant season: are not entitled to the was gratuities which will be paid to the officers and men of the Fighting Service They rank with the workers in industries ashore. This again, may be regarded as anomalous, since they hav fought enemy guns, torpedoes, mines and bombs. In the early days of the war, many of them went to seve without any defence against attack, for the enemy hall made his dispositions of U-boats, mines, bombers, etc. long before the struggle opened; indeed, the first British ship, the Donaldson liner "Athenia," was sun. on the very day that war opened. But these seamen refusing to be intimidated, went on their voyages with intrepid courage; and, owing to the shortage of material and labour, only gradually could they be provided with weapons. When the victory in the war in Europe had been won and merchant shipping was be ing diverted to the Far East, the Minister of War Transport declared: "No industry has made greater sacrifices or greater efforts for that 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...

Thirty thousand of these seamen have found unmarked graves during the past five and a half years of unrelieved warfare. We who have lived in comparative comfort in these islands and also, apart from bombing in some areas more than in others, in comparative safety, owe a debt to the seamen of the Mercantile Marine which has not been satisfied by the pay at civilian rates which they have received.

September, 1945.

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How is that debt to be paid when peace comes? British shipping is an international industry because the seas of the world are open to ships under all flags. The ships must earn sufficient money to enable the wages of the officers and men to be paid. When the war opened, the pay of British merchant seamen was as high as that of the Dutch seamen and higher than that of any other Europeans, and their accommodation was at least as good as that under any other flag. The ships, apart from £4,000,000 paid in the depths of the depression to the tramp section, then in dire distress, were unsubsidized at a rime when, as I have stated, foreign governments were assisting their shipping by subsides amounting to £30,000,000 a year, while at the same time many of those foreign ships were gaining as in the case in parricular of the Japanese and Italians, the advantages of lower rates of pay than those enforced by agreement under the Blue and Red Ensigns.

The hope of British merchant seamen rests on an international agreement forbidding subsidies being paid in future and providing for a standardization of wages, accommodations and conditions of service on board all ships. The seamen of the United Nations have drawn up a Seamen's Charter which will assure fair play to seamen under all flags. But, if it is to become effective, the governments of the maritime nations will have to give it their support without reservations, so that all ships can compete on the trade routes under the same conditions. Such an agreement would have seemed at one time impracticable in a highly competitive industry. But if, as is generally assumed. Germany and Japan, among the worst offenders, are banished from the seas and the Americans, who also subsidized their shipping, take a businesslike view of the matter, the adoption of the Seamen's Charter is within the limits of practical economic policy.

The crux of the problem is the great surplus of ronnage which the Americans will own as the legacy of their fine shipbuilding programme. They will have completed by the end of this year about 50,000,000 tons deadweight of shipping, more ships than will be under the flags of all the other maritime countries. What is to happen to all those ships? They cannot be kept on the trade routes unless they the United States is reflected on board American merchant ships. The hope is entertained that the Ameri can Government will realise that ships are, to the

British people, living in an island, what railways are to the people of the United States, living in a vast continent. Shipping's earnings on the trade routes of the world constitute our most important exports, though invisible exports. If we are unable to make these exports we shall have to cut down our imports and American imports amongst others. The position may be summed up in a simple statement of fact. As the Americans, with a home market of 130,000,000 men, women and children, can massproduce goods and sell them theaply in the world's markets, so we, being islanders, can transport goods at lower rates than they can do. If we cease to trade successfully by sea, the people of the United States will not be able to trade successfully on land. We have always done a large proportion of the sea carriage of American goods because we could do so cheapty; when the proportion of American trade carried by British ships has been greatest, the prosperity of the American people has been greatest. That is an historical fact which there is no gainsaying.

So there is hope that, as a result of consultations. a basis of agreement will be reached with the Americans, with a wider field of employment open to them in the Pacific Ocean owing to the disappearance of farranese as well as German, if nor also Italian, ships

British seamen ask that no more monuments in granite should be erected to commemorate the services they have rendered to world freedom, but that they be assured the wages of craftsmen, comfortable conditions of life on board ship and a higher status than they have had in the past. The nation for its part, if it has a sense of honour, will not forget that but for the skill and courage of these men the Axis Powers, having our the sea communications, would have won the war. If the seas had been closed to the United Nations, nothing else would have been of any

Once more the history of this struggle has illustrated that the issue of an international war depends on the merchant ship, going about its business under the guardianship of men-of-war and aeroplanes, and carrying military power on its back. In the last analysis, it may be said, without depreciating the valour and skill of the officers and men of the Fighting Services, that the merchant seamen have made the greatest contribution to the coming triumph, which is being consummated by the soldiers and airmen of the freedom-loving peoples of the world. It is a slight recognition of such services as the seamen have renare subsidized, because the high standard of living in dered that the maritime nations should subscribe to

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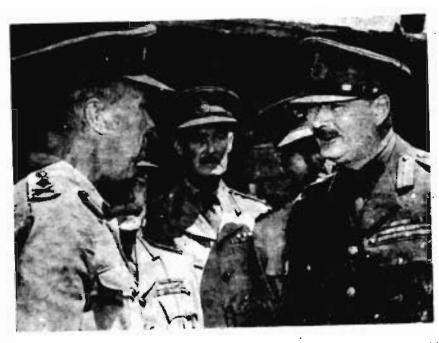
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THE GOVERNOR-GENERAL AT INGLEBURN



The Duke of Gloucester visited returned prisones: of war at Ingleburn recently. He is shown with Major-General Callaghan. G.O.C., tisglish Division (left foreground). Others in the picture (from left) are: Major-General E. C. P. Plant, G.O.C., New South Wales L. of C., and two former prisoners. Brigadier Maxwall and Brigadier Gallaghan.

SEA CADET CORPS NOTES and NEWS

ATTENTION!

September, 1945.

N.L.T.D., "Perth" is holding a Celebrity Concert in the Sydney Town Hall on 8th November, 1945. The programme will be one of the best to be staged at the Town Hall for some time, the Committee having been fortunate enough to secure the co-operation of Sydney's leading arrists. Details to be unnounced later. Any Depot wishing to co-operate in the selling of tickets may retain 25% of the total amount sold by them.

TRAINING

Sea Cadet Officers will have read the new Syllabus of training for the Cadet Corps printed in the August number of the Navy League Journal. The intention of the compilers of the new system is not only to widen the scope of Sea Cadet interests, but to make its adoption universal insofar as it applies to caders of the Navy League in England, Australia and other parts of the British Empire. Officers will at once recognise that some of the subjects listed will need specialists to expound them to the boys. Our job will be to get the specialists and persuade them to co-operate with us. Meanwhile, officers will carry on

teaching the nautical and allied subjects with which they are familiar. Now that the war is past, life and conditions generally should become more and more settled. Cadet training competitions, parades sports, examinations, camps should take their places in the general scheme for making the Cadet Coses attractive to healthy and intelligent lads.

An officer of the Royal Navy, serving on board Britain's latest bankeship, recently visited some of our depots and was keenly interested in the Caders and their work. This officer was familiar with the waryears' activities of several Navy League Sea Cacet units in lingland and was in a position to compare and to offer helpful suggestions for the betterment of the N.S.W. Cadets. Generally, he was very much impressed with League efforts here in face of various restrictions and difficulties outside our control. The especially complimented the officers and cadets at Australia Depot, and paid a tribute to "Warrego" for smartness and general efficiency and for the high standard of discipline maintained. These two companies, he said, compare most favourably with any-(Continued on Page 16)

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thing he had seen in England and elsewhere. He expressed the opinion that these two units ("Australia" and "Warrgo") provided a good example in their general conduct and training which could be profitably copied by other units of the League of Sydney.

A GOOD ship's company provides the finest example of team work that the world has to offer. It is wonething far wider and far greater than the team work manifest in games and sports. The ship's company is a team both in work and play.

A good ship's company makes a good sup. A good seaman who has been a member of a good ship's company has acquired all the essential qualities of a good citizen. Herein lies the prime value of the Sea Cader Corps."

Mr. F. Ward, the excellent Chief Officer of "Warrugo" Company has found it necessary to resign from the company. All who know Mr. Ward and his excellent work for the cadets will regret his departure, and will wish him good sailing and a safe anchorage

Sea Cadets and their whalers took part in the recent Royal Sydney Yacht Squadron's "Victory" Regatta. Mr. J. Williams. O.C. "Victory" Depot, was Officer of the Day

Mr. W. L. Hammer, S.S.D., O.C. "Australia" Depot, Henley, has again visited Orange. He made a courtesy call on the O.C., officers and cadets of "Canberra" Company, and presented Captain F. R. Parkes with his warrant of appointment as an honorary officer of the Corps, on behalf of League Headquarters. Sydney.

The most recent addition to the Corps is the NLT.D. "Endeavous," which will recruit in Wool-lahra and other Eastern Suburbs. Mr. Rappaport is an enthusiastic supporter, and the indications are that the new unit will grow and become soundly esablished.

"Sirius" N.L.T.D., St. George District, under the guidance of Mr. G. W. Round, ably assisted by

Messis. Malcolm, Cristofani, Ferguson and by members of a good Committee, goes ahead quietly. This unit, in common with its seven sisters in the League in N.S.W., requires more suitable training equipment.

N.L.T.D. "Perth," Manly, under the direction of Mr. Tobite and a Committee, is making satisfactory progress. It is hoped that Navy Leaguers will support the forthcoming concert in the Sydney Town Hall and make it the success its promoters deserve.

We are pleased to welcome Mr. Grant back to the League after his service in the R.A.A.F., and of Mr. Collison, who recently matried and now resides in Bondi, all his colleagues are glad to hear he is on deck again after his bout in hospital—the result of his war service. Fellow Sea Cadet Corps officers and cadets wish Mr. and Mrs. Collison a full measure of happiness

Local Committees are invited to send along any interesting items concerning their Cadet Corps' activities for inclusion in the Journal, as circumstances permit. The continued kindness and interest of Mrs. Forsyth in the Sea Cadets at "Australia" Depot is much appreciated by the League and its officers and cadets

Former Cadet R. Holloway of Woolwich Company was a cadet on the Burns Philo liner "Merkur" when she was the first merchant ship under the Red Ensign to enter Philippine waters and the China Seas for three years. The "Merkur" entered Lingayen Gulf shortly after the American landing and during the severe fighting against the Japanese. The vessel also visited other danger points in the Philippines, Borneo. New Guinea and various Pacific Islands under the direction of the Navy. She was commanded by Captain Blain, and her deck officers were Chief Officer Colouboun, 2nd Officer J. W. Beale, and 3rd Officer Munro. From the beginning of the war the "Merkur", in common with other Australian merchant ships, has been fully employed doing her share in beating lapan.

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Vol. 8-No. 10

SYDNEY, OCTOBER, 1945

Price 6d

THEN the Japanese attacked Pearl Harbour with such devastating results but failed to follow up that initial advantage by occupying the Hawaiian Islands, Australia was saved. Government and people were energised into high-speed action—repairing, building, production of every kind of war materials had one objective, the relentless and unswerving attack upon Japan and all that Japan stood for.

In Australia we were fortunate that the leaders of Japan lost valuable time in a multiplicity of minor actions, landings and occupations which overtaxed their transport resources even at that early period of the war. The losses inflicted by Allied aircraft and submarines on Japan's limited shipping also increased the enemy's problems and blunted his striking power. During this period Allied forces and materials were rapidly increasing, notwithstanding the war in Europe, and were being strategically accumulated for the mighty onslaughts on Japanese targets which followed. Without detracting from our own Australian efforts or those of our British comrades, the war against Japan in the Pacific was predominantly an American concern, and theirs was the major contribution to the fall of the viciously fed mushroom growth empire of the East.

The Allies gave their resources unsparingly, and each to the limit of its capacity, and the American High Commands and Government spokesmen have paid high tribute to their work and to their share in overwhelming Japan. To the officers and men of all the Allied fighting services, the Merchant Navies, and the producers of the means to make that victory, the people of Australia owe their safety, their homes, and their liberty to follow their chosen way of life. So the Government, the Opposition, and the people must see to it that all those men and women who risked death and worse for so meagre a reward, and the kith and kin of those who perished, are given every opportunity after demobilisation to full rehabilitation in civil life. Australia owes them that.

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ATOMS AND AIRFORCES

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

All weapon development is concerned withthe range is only six miles or so. The crew carrying. The object is to do always the same thing, namely, to produce the effect of hitting someone on the head with an iron bar. But in order to do this from a distance, almost inconceivable complications have been introduced until we finally reach the atomic bomb.

The atomic bomb, like the 15-inch gun. does no more to those it reaches than is done when someone hits them over the head with an iron bar. There are degrees of deadness so that the "vaporization," of which so much has been heard when the atomic bomb is used, is beside the point. A person who has been "vaporized" is no more dead than a person who has been hit hard enough on the head with an iron bar.

But there is the difference in range. The gun and the bomb give increased range. They do not do any more to enemy personnel -they may do more to his buildings-than direct assault, but they do it at a greater distance and they do it on a larger scale.

The atomic bomb put up the scale and the range at once. In order to create the effect of a single atomic bomb with ordinary explosive bombs, 2,000 aircraft of the Lancaster type would be needed. But as each of those aircraft would be carrying ten tone of bombs, their range would be less than an aircraft carrying the 500-odd lb. of atomic bomb. It would be less to the tune of 21,900ib. of petrol which is 3,130 gallons, which is, or might be if one takes very generalized figures, 10 hours' flying on the basis of about half a pound per horsepower per hour for a fourengined aircraft.

The atom bomb, therefore, has done on a bigger scale, what the rifle did on a bigger scale. It differs in scale and range and in nothing else. And if, as has been suggested, it becomes possible to attach an atomic bomb to a rocket like V-2 as the war head, then it will again step up range.

For when an atomic bomb is launched according to the technique used against Japan.

which sends the missile cannot be much farther away than that. But the V-2 has a range of 240 miles. The launching crew are so far from the target that they cannot see

It has become customary to regard as the "range" of a bombing force, the distance from the aerodromes of departure to the target. But it is equally permissable to regard the distance from the bomb aimer to the target as the range.

If the central fact that the atomic bomb when launched from an aircraft puts up the scale of the destruction enormously and the range considerably, there is some sound starting point for examining its effects on the future of air forces and especially of the Fleet Air Arm.

In the war against Japan, the atomic bomb would not have come with such devastating effect had it not been for the long patient work of the naval air forces in the Pacific. They had done much to prepare the way for the use of this new bomb. They had acquired the succession of bases which made it possible to assemble the carbon ent and prepare the attack.

Would it be possible in the future for this kind of war to be waged without this patient, difficult and costly preparatory period? Would it be possible, by using atomic bombs and long-range aircraft, to short-circuit the island hopping?

It does seem to be a possibility. It is not unreasonable to suppose that a thing so light in weight as the atomic bomb, as used against Japan, might be carried a total distance of 7,000 miles non-stop by a suitably prepared aircraft-or in other words it could be used for an attack at a radius of action of 3,500

So the destructive power furnished by this new invention could be employed by landbased aircraft working far from the target region and without any of the sea-air actions, such as were fought in the Pacific,

(Continued on page 16)

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QUEEN CITY OF THE SOUTH

By RICHARD C. STONE in The Nautical Magazine.

The famous port of the Commonwealth, Melbourne, is expecting to double its population after the war to two millions, and the Melbourne Harbour Trust is to spend about £4,000,000 on the development of the port. Also the Melbourne City Council (as part of its post-war plans) intends to erect a Centenary Memorial costing £1,300,000 which will be reserved for commercial offices and garage accommodation. Another post-war development will be Australia's first complete model suburb, planned on modern lines for the development of civic and community life, on an 800-acre site.

In May, 1835, John Batman, an adventurer born in New South Wales, but who had settled in Tasmania, had crossed the strait dividing the island from the mainland with the intention of seeking fresh pasturage for his increasing flocks. He was ascending the River Yarra in his ship's boat when he came upon a country facing the river which so impressed him by its beauty, and convenience of access that he scribbled in his notebook, "This will be the place for a village," and on his sketchman he marked the words, "Reserved for a township and other purposes."

Batman prophesied better than he knew, for to-day there stands on that very spot Melbourne, the capital of Victoria and the only one of Australia's six capitals to be built on the exact site where it was originally intended to be. In every other way the settlement which he foresaw has immeasurably exceeded the vision he had of it. For the place King George visited as Duke of York, is no village, but one of the most impressively built and noblest cities in the world, with a population exceeding a million. Melbourne is now the seventh city of the Empire, and the beauties of its 6000 acres of parks and gardens have caused it to become known as "The Queen City of the South."

Wide streets, with lofty and distinguished buildings on either side, luxuriant gardens, magnificent municipal edifices built of almost imperishable stone, and in the suburbs stately residences and charming villas approached by boulevard roads, characterise this stately city of only a century's growth. Melbourne possesses all the public buildings and commercial facilities of a first-rate European capital and seaport, while for picturesqueness and beauty of architecture—civil. ecclesiastical and domestic-the city and its suburbs rank with the finest cities of the old world. Indeed, it has often been remarked that Melbourne's architecture is worthy of a capital many times her present size.

While Batman was the first to appreciate the great possibilities of the present site of Melbourne for settlement, his visit was not the first to the neighbourhood of Port Phillip with this object in view. Lieutenant Murray had discovered the port in 1802; in the following year Governor King dispatched a following-up party under Lieutenant Robins, with orders to explore the shores, and while doing this the Yarra was discovered. Fear of the French occupation induced the first attempt at settlement, Colonel Colling being. sent with a party of convicts, marines and civil staff. From the first he seems to have been lukewarm in his attitude towards his task. He had a morbid fear of the natives. and made no attempt to select the best site. and declared that "every day's experience convinces me that it cannot, nor ever will, be resorted to by speculative men." He begged to be allowed to withdraw, and departed with all speed when permission was given in June, 1804. Thus the first attempt at settlement ended in complete failure.

Twenty years passed before another attempt was made to found a settlement in the Port Phillip district, and this was again partly induced by fears of French intervention, but was also encouraged by the excellent reports of the explorers Hume and Hovell, who had travelled overland from Lake George to the coast. In November, 1825, a small party of a score of prisoners, about the same number of soldiers, and a few women were sent to occupy Western

(Continued on next page)

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QUEEN CITY OF THE SOUTH

Port, to the south of Port Phillip. A more unsuitable site could not be imagined, for mud flats lined the shores, and after a miserable few months permission was given to withdraw. For the second time Victoria lay shandoned as useless and uninhabitable, but at the very same time John Batman was applying for permission to settle at Western Port. Governor Darling refused this, as it was against the Government's policy to encourage outlying settlements, owing to the difficulty of controlling them, and to the fact that they might become a refuge for escaped convicts.

Batman was robbed of the honour of making the first successful settlement in Victoria, for in December, 1834, the Henty Brothers-Francis and Edward-took up their unauthorized abode at Portland. But Batman was a remarkable man in many ways, characterised by courage, perseverance and initiative. Unrebuffed by the official veto, he had gone on with his plans, and in 1834 had succeeded in forming a syndicate in Tasmania in order to acquire territory on the mainland for colonisation and ranching purposes. The association was not able to put its plans into effect until early in 1835, but in May of that year Batman and a few companions arrived at Port Phillip after a 19days' voyage. He examined the surrounding country, and was delighted with it, writing in his journal, "I never saw anything equal to the land; I never was so astonished in my life."

He found the natives friendly, and purchased from them the enormous area of 600,000 acres of splendid land, in return for a few presents, such as knives, trinkets, and looking-glasses. Then he ascended the Yarra, and records, "The boat went up the large river I have spoken of, which comes from the east, and I am giad to state about six miles up found the river all good water and very deep. This will be the place for a village." After being the first white man to set eyes on the site of the future Melbourne, Batman returned to Tasmania with the news, leaving three servants to guard the new estate.

The last was perhaps necessary, for other adventurers had their eyes on Port Phillip, the leader being John Fawkner, whose father

had been one of Collins' party. In July, 1835, the schooner "Enterprise" set sail with Fawkner's party-although he was ill and unable to go-and the pioneers landed by coincidence, at the very place Bateman hal selected as his site for a village. The country with its "velvet-like grass carpet, decked with brilliant-coloured flowers, the fresh water, the fine flats and knolls round the lagoons covered with wild-fowl, filled them with joy." They erected the first rough houses in the future Melbourne, but soon afterwards the man in charge of Batman's narty appeared, and declared the newcomers were trespassing. Fortunately amicable relations prevailed, and Capain Lance, in charge of Fawkner's enterprise, crossed to the other

But in the eyes of Governor Bourke both parties were trespassing, and a result of Batman's claim being upset by the official ruling, as soon as Fawkner himself arrived he transferred his energies to the original bank, and very soon a large settlement sprang up. In August, 1835, Governor Bourke declared the whole of the settlers trespassers, and the Colonial Office at home was exceedingly annoyed. Still, the settlers could not be

ejected, and the Governor wrote saying he was unable to prevent the spread of settlement. In the spring of 1836 the land around Port Phillip was declared open to settlement, and other pioneers appeared, the settlement growing with rapidity. Two years after Batman's survey there were 100,000 sheep pastured, and within four years that number grew to a million and a half.

Bourke sent over a police magistrate, Mr. George Stewart, to report on the situation, and in May, 1836, he found 177 people and 26.500 sheep on the site of Melbourne. On his recommendation he appointed a resident magistrate. Captain Lonsdale, with full powers to govern, and he was also charged to improve by all practical means the social and moral conditions of the natives. Lonsdale retained the exact site chosen by Batman for the settlement, reporting, "I examined several places for location previously to coming to any determination, and finally fixed upon the place already chosen as the settlement, and where the greatest number of persons reside. This being the most convenient place for the performance of my

(Continued on page 12)

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BRITISH SEAMEN'S WAGES IN THE YEAR 1520

Many years ago now a friend of mine discovered, in King's Lynn, some parchment containing a record of seamen's wages for vovages to and from that port. Experts at the British Museum and the Public Record Office have placed the date of the document about 1520. The parchment is endorsed "Thys agreement made and instituted by these that ffolowe Thomas Carter, Robert Bysse, John Marche, Robt Smyth, Robt Westbroke, John Mylburn, Marchants. Thomas Marthforth, Wylim Franklyng, Maryners." The heading of the agreement runs, "These is the waiges for ships men from Lenn to all ports and from all ports that whe be mensioned most to sayle to."

There follows a list of voyages commencing "Imprimis from hen to Boston 2s," and after that the wages for voyages "from hens" are set out. "Saltfleett" is 2/6, Hull 4/-. Then "From hens to lowernes and the hed-lond 4/-" and "Scarbrow and Whydbey 5/-." The list is far too long to reproduce, but some of the spellings of names are quaint to our eyes. "Hartillpowle" for instance. I am puzzled by "Blse Nocke," for which the wage was 7'-. "Eylonde" may be Lind'sfarne Island.

Next comes a paragraph, "And it be alwhays provyded that if any man doo lode at any of these sayd ports homewards they the sayd men to have half wages, and if they come home in theyre balles they owe the shyrs sailing home provyded if they come home half lodyd or quarter lodyd as the frayt cometh too they have the third penny frayt if they come by the north and putt in to Tyinmouth haven and goo upe to Nucastyll and lode there the Master and the Marynars to have half whages as it is from Neucastyll to Lenn."

I read this to mean that if the ship makes the homeward voyage in ballast—"in theyre balles"—the "Marynars" have to pay their passage home, but if she makes the homeward passage partly loaded, then every third penny of the freight goes to the Master and "Marynars" as wages. There follows, in the script, a further list of wages to various ports and then comes some further provisions embodying payment in kind. "Yf ye come in to Orwell and lade wyth woodd ye shall gyfe out of the bolke 2C and di (half) and yf the Master wyll lay any in hym selfe he shall have 5C frayt free." I take it that the "C" is a cord and that for Orwell voyages the Master could ship for his own account 5 cords freight free and the men 24 cords each.

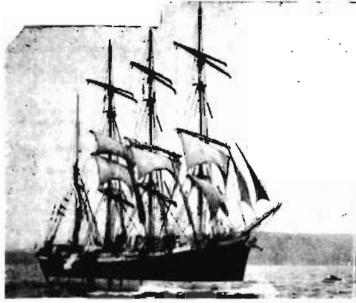
Further provisions read that voyage in ballast to "Nucastell" was paid at the rate of 6d. a week for the Master and 3d. a week for the men, the Master being allowed two "chalder" (Cauldrons) of coal and the men one "chalder" each, freight free. Similar provisions are made for freight free goods from other ports. Salt or wine from "Gasgayn" and "Bretyn" (Gascony and Brittany) for instance, and herrings ("heryng") from Norway.

There are penal clauses, too, in the agreement:—"And that no servant be soo hardy to depart from the servyce of the Master agaynst hys wyll and yf he wyll no other Master shall receyve him, into servyce in no manner wythout the leve of hym he owt to serve and yf any Master of any shype gyv more to their porterage than is aforsayd that then the sayd master shall pay 20/-." Affine of £1 for overpaying the men was pretty stiff in those days.

Other provisions are that the Master shall not pay the men until the ship arrives at her destination, and that if an owner engages any men before he has his discharge from his previous ship, the owner shall pay 100% to the Mayor of Lynn for the common use.

So four hundred years ago there was some form of regulation of engagement and a scale of wages. By to-day's reckoning payment in pence for a week's work seems very little, but money was worth a lot more then. The measures are strange, too—corn was measured by the "Tray" and the "Whendle-

(Continued on page 15)





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October, 1945

OUREN CITY OF THE SOUTH-. . . . (Continued from page 7)

civil duties. I have selected it."

In March, 1837, Sir Richard Bourke himself visited the new township which Robt. Russell, the surveyor, had commenced to plan out. Bourke settled the squabbles over the assignment of land and the future town was laid out in streets 99 feet in width, and running at right angles to each other. This far-sighted planning has resulted in Melbourne becoming, without doubt, one of the best-laid-out cities in the world. The Governor was much impressed with the future possibilities of the place, which he named after the Prime Minister, Lord Melbourne. In his report to London he recommended the appointment of a Lieutenant-Governor or Commandant. This advice was followed when, on 2nd October, 1839, Mr. Charles

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Latrobe took up his duties with the title of Superintendent of the Port Phillip District, the population then being about 3,000.

At this period the settlement was growing at an astonishing rate. On New Year's Day, 1838, the overland mail between Sydney and Melbourne was inaugurated, the first consignment consisting of two leather bags of postal matter weighing 15lbs. The trip took three weeks, letter rate by land being one and threepence as compared with threepence by sea. The mailman, John Bourke, rode armed with a pair of duelling pistols. In 1839 two important financial institutions were opened in Melbourne, the Bank of Australasia and the Union Bank. The same year saw, also, the founding of the newspaper, the "Port Phillip Patriot," while it was notable as well for the despatch of the first direct mail to Great Britain the same ship also carrying the first consignment of wool from the Port Phillip district. Newcomers continued to arrive in considerable numbers, no fewer than 44 ships dropping anchor in the bay in 1841 with 8,000 people. and by the end of the year the population of the colony had increased to 20,416 persons.

The importance of the district was recognised at home, for in 1842 an Act passed in the British Parliament authorised the inhabitants to elect six representatives to the Legislature of New South Wales. Superintendent Latrobe was an energetic and capable Governor, but the fact that he always considered himself as merely the representasulted in a feeling of antagonism that lasted

throughout his holding of the office, although his opponents could allege little against him. as he endeavoured to carry out his duties with justice and impartiality.

. felbourne was now rapidly acquiring all the amenities of a large town, and the year 1842 was marked by the incorporation of the place as a municipality. Not long afterwards several churches and a theatre were built. and permanent government offices, including a branch of the Supreme Court of New South Wales, a Custom House, and post-office were established. By letters Patent, in 1847, Melbourne was raised to the dignity of a city, its first Bishop being the Right Rev. Charles Perry. In 1854 the first free library in Australia was opened, and the same year witnessed the foundation of Melbourne's famous University.

Before this date the city had passed through what was perhaps the greatest crisis in its history, the defeat of convictism. In November, 1844, many of the inhabitants of the district were indignant to hear that a convict ship had arrived, for the Prison Commissioners wished to give the system of transportation then in vogue a trial under the best conditions possible. New South Wales being already full to overflowing. Thus Port Phillip and the surrounding country was selected, and although some large landowners were in favour of the idea, most of the citizens of Melbourne were bitterly opposed to it. For five years, however, the Government tive of the Governor of New South Wales re- continued its plans, in spite of the growing

anti-convict feeling. The settlers looked upon them as a pest, for many became bushrangers, and public meetings were held against the evil. In 1849, a shipload of convicts was reported on the way, and feeling was so intense against them, that Latrobe directed its captain to take them round to Sydney. He did the same next May with another shipload, and thus Melbourne freed itself from the convict menace, for soon afterwards the Imperial Government deemed it wise to terminate the transportation system.

The year 1850 marked another landmark in the development of Melbourne and its surrounding country, for the Act then passed separated it from New South Wales, and great public rejoicing marked the event.

(Continued on page 14)

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QUEEN CITY OF THE SOUTH-(Contd.)

Mr. Latrobe was appointed the first Governor of "Victoria," as the new colony was known, and Melbourne was created its first capital Practically immediately afterwards there occurred the most disturbing event in the 100 years of Melbourne's history-the discovery of gold. Confirmation of earlier reports took place in 1861, and within a very short time extraordinary sights were wit nessed, for speculators began to put into Victoria from all over the world, but particularly from America, Europe and Asia.

In Melbourne itself the fever resulted in the city nearly emptying itslf, for business stood still, counters being left unattended while the assistants made for the gold fields, and even the police force-or a considerable percentage of it-deserted. During 1852 the arrivals at Melbourne averaged 2,000 a week, and in 1863 no fewer than 90,000 goldseekers arrived. Melbourne's harbour swarmed with shipping, and the city could not but benefit from the rush. By 1866 the population of Victoria had increased to 400,000, five times as great as when it separated from New South Wales, and Melbourne soon began to feel the effects of the influx for after the craze many began to stream back to the city, which rose to the most populous city in Australia, which honour has, however, been once more won back by Sydney.

Happily, owing to the foresight of the original planners, this mushroom growth did not result in the spoliation of Melbourne Suburbs began to stretch along the bay, and comely villas, and more stately residences the homes of prominent business men and industrialists, were erected in the surrounding countryside. The heart of Melbourne, how ever, was and still is known as the "Square Mile City," and it was there that the finest examples of architecture were erected. Colline Street, for instance, is one of the most famous thoroughfares in Australia, and in deed in the Empire, and it is regarded with the same affection as that which Londoners extended towards Nash's Regent Street. By coincidence, the surveyor Robert Russell previously mentioned, who was responsible a pupil of Nash. Other fine streets, such as | derelict.

Bourke and Flinders, etc., commemorate the names of men who played prominent parts in the early history of the Commonwealth. Among other outstanding structures are the two Cathedrals, the Public Library, the beautiful modern Technological Museum, and Government House.

The people of Melbourne are keenly alert and business-like, and in order to maintain and increase trade, considerable sums have been spent on dredging the entrance to the port Some 4,000 vessels visit the wharves annually, from which over a third of the Commonwealth's wools is exported. There are over 11 miles of wharfage, and the port equipment is modern in every respect. The industries of the city are considerable, including milling and food-preparation, leather, wool, wood and iron-working, and the tapping of the potential hydro-electric power of Victoria should do much to encourage the expansion of these. Communications are excellent, frequent tram and 'bus services carrying city workers to their homes or to retreats.

[*Citizens of the larger and more picturesque city of Sydney will question Melbourne's title to 'Oueen City of the South."1

BRITISH SEAMEN'S WAGES

(Contd. from page 9)

skepp." Pilotage entered into the computation too. If a master for lack of knowledge had need of a "lodysman" (leadsman?) he had to pay half the "Lodysman's" wages, the owner of the ship paying the other half.

Lynn was, of course, an important port in those days and vessels of 200 tons traded as far inland as the little village of Dersingham. now several miles away from the sea between Lynn and Hunstanton. The silting up of rivers and ports on the coast had as much to do with the loss of trade as the growing size of ships, but in 1520 the trade of this country for the lay-out of the centre of the city, was came through many ports now almost

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ATOMS AND AIRFORCES

(Contd. from page 3)

intervening between the declaration of war and the most tremendous acts of war.

I say, however, the "destructive power" could be wielded in this way—without the use of navies or armies. But what then? A war is not won by an act of destruction. If an enemy country were destroyed no gain would be recorded unless and until it were occupied

In brief, we come back-as we always do in the analysis of war-like processes—to the ordinary man standing on his ordinary feet. He must be deposited on the ground won and he must be maintained there. Until he is placed there and until he establishes himself there with appropriate regular supplies of all

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the things he may want, it is a mockery to talk of "winning" a war.

So here there enters into the picture again the army and the navy; the army to supply the men who are to occupy; the navy to carry them and to supply them. How much fighting of the ship-to-ship and hand-to-hand kind would be necessary cannot be foretold; but that some would be necessary is inevitable.

It would, therefore, be premature to argue that the atomic bomb has caused armies and navies to be out of date. Nor will it cause air forces to be out of date even if-as seems probable—the means of launching atomic bombs without the use of aircraft be found. The aircraft will be wanted still for carrying and for supplying and for such air-to-air fighting as that entails.

Those who see dramatic changes in the defence arrangements of the country as each new weapon appears, perform a useful service, for they do emphasize the fact that each new weapon entails a fresh consideration of the equipment and organization of the three fighting forces.

But while the final stage of war is occupation and the supply of occupying troops, the suggestion that a war can be won by a new weapon, however destructive, must remain fundamentally unsound.

Where I do see drastic changes in the air arm at least as a result of the introduction of the atomic bomb, is in its carrying side. It must tend in the future to place much more emphasis upon carrying than in the past Not only must the Royal Air Force expand its Transport Command, but it must supple-

ment it with other specialized carrying organizations. Similarly the Fleet Air Arm will have to develop carrying as a part of the work of ship-borne aircraft.

Carrying, holding and supplying; these are the three things that must not be forgotten. They are more important things in war than destroying. Destroying, indeed, is only the means to the end of occupying and holding.

After the Normandy landing an Air Force officer humorously complained that Army officers wanted a new kind of bomb to be used by the Royal Air Force. They wanted them to use a bomb which blew everything up in a town they were to take and then, as they entered it, but everything back in place again! The fact was that the Army did find in some places that their progress was seriously impeded by our own earlier bombing. which blocked the way to them.

The point of the story is that destructiveness has two sides to it. It is had for the enemy, but it is also bad for the forces that must later take over and occupy. Destruction must be done because it is the only way that has been discovered for driving men back from territory they hold. But to assume that it is the be-all and end-all of war is a mistake.

The ideal military weapon would be one which did no destruction, but which eliminated human resistance. So far the only known way of eliminating human resistance is by destruction and destruction of an everincreasing scale. But so long as there are the subsequent stages to be considered, so long will there be a need for navies and armies and air forces.

The only thing that would alter the position would be an invention which would penalise the destructive power more sharply. Thus, if it were possible to use the power of atomic energy and yet by some means to focus it more finely, destruction might then be confined to military targets in the strictest sense. Most of the argument about the bombing of non-military targets really revolves around the limitations of the bomb. Its destructiveness is spread and cannot, like the destructiveness of an armour-piercing shell, be focused at a single point.

(Continued on next page)

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ATOMS AND AIRFORCES--(Contd.)

Supposing the possibility were to occur for focussing atomic power, there would be a gain in military effectiveness. But so far no sign has been given by weapons of this kind of progress. On the contrary, as the power of the weapon goes up, so the margin of destruction which it does is augmented.

This consideration is not concerned with the old dispute about which people in a country at war are truly engaged upon war work and are therefore legitimate targets, and which are civilians in the strictest sense. Much of the opposition to the use of bombing from the air has been based upon the view that civilians or, that is to say, all who are not wearing uniform, are not playing a part in the waging of war. Yet at the same time it is admitted that industrial strength is war strength. The two arguments do not go well together. Total war demands total national effort, and total national effort may legit mately be answered by total forms of destruction.

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SEA CADET NOTES

Mr. W. L. Hammer, S.S.D., after a recent courtesy call to N.L.T.I., "Canberra," Orange, paid a high tribute to the C.O. and his officers and company. Although short of much training equipment, they still contrived, by clever improvisation to keep the Cadets usefully employed during the hours of training and recreation.

"Canberra" is patiently waiting for the release of naval gear—boats particularly—when the unit will have new interests. Unfortunately, the equipment shortage affects the Sydney units for they, too, require more boats, oars, flags, rope and other articles. However, it is expected that the next few months will see a change in the situation, and until gear becomes available officers and cadets must just 'hang on.'

The Royal Sydney Yacht Squadron Regatta invited the Navy League Sea Cadeta to make up crews for a race on its opening day. Four League whalers raced over a half mile course. The Woolwich crew put up a fine performance to win from "Victory" Depot, North Sydney, followed by "Beatty" and "Australia."

Officers who assisted to make the rowing race the success it was, included Messrs. J. A. Williams, W. L. Hammer, H. G. Collison and the Chief Officers of "Victory," "Australia" and "Perth," together with Mr. Ward, who was mainly responsible for training the winning crew.

To the Flag Officers and Committee of the Royal Sydney Yacht Squadron Regatta Committee the Navy League expresses its thanks for the opportunity given to its cadets to race under its auspices.

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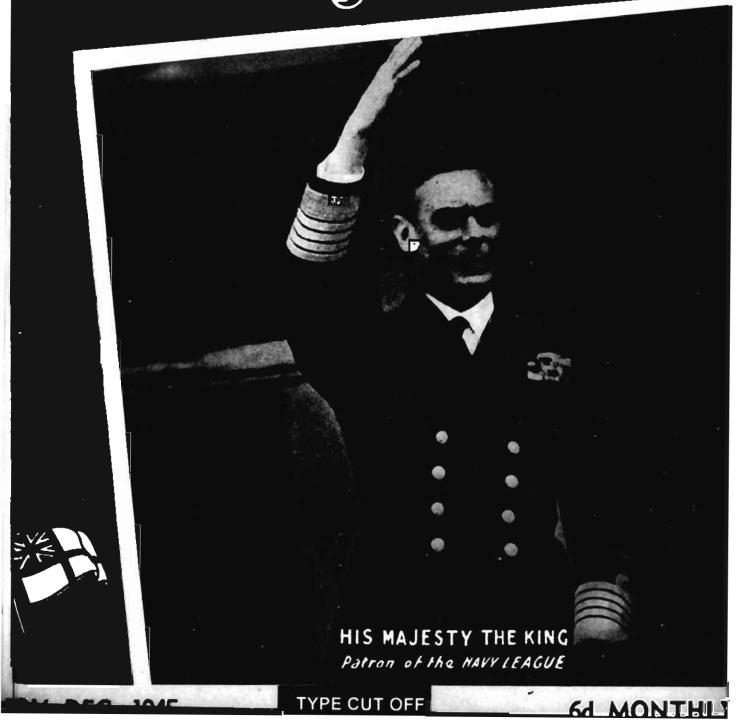
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NOV.-DEC., 1945

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DISILLUSION BREEDS UNREST

THE lesson that man must live with man and nation with nation in amity has not yet been fully and understandingly learned. The brave wise words of statesmen, the solemn charters written and by some believed to be sacred, have lost or are losing their exhilarating and stabilising influence, disillusionment follows as it followed in the wake of the First World War—1914-18. Illustrations of break-down are seen in the East Indies, in parts of mainland Asia, in discontents and bloodshed in Mediterranean lands; where freedom was promised repression has lifted its standard. Major wars and destructive victories do not touch the causes and the beginnings of mass-human discontent and so are unable to provide a remedy.

Germany and Japan have been laid low, but the world moves with millions of sundered peoples who honestly believe they have legitimate grievences. They maintain that when the fortunes of the war were uncertain, they were wooed by the opposing powers and solemnly promised that when victory came, all wrong would be righted. Britain and U.S.A. agreed that "all peop'es should be afforded the means of dwelling in safety within their own boundaries" and that they would "respect the right of all peoples to choose the form of Government under which they will live," and equally Important, "no territorial changes that do not accord with the freely expressed wishes of the people concerned."

If the powerful nations of the world get together with all their cards "face up" as an example of amity, tolerance and friendship and show the way without bloodshed to the weaker or more backward nations, that solemn declarations mean what they were intended to mean and that the Powers are honestly working to make them both possible and practicable, then there is still hope that civilisation will survive.

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REHABILITATION SCHEME

Report of a Sub-Committee of the N.S.W. Branch of the R.S.L. in "Reveille."

We believe that the success of any scheme of rehabilitation is dependent upon the vigorous and healthy functioning of the economic system. This in turn is conditioned by such factors as the trading relationship between Australia and other countries, financial policy, and the organisation of industry. We record our conviction that employment for all, according to their capacities, should be the constant object of Government policy.

The problem of rehabilitation, in its narrower aspect, resolves itself into the fitting of the right person into the right place. Any scheme, therefore, must take cognisance of such matters as:—

Nov.-Dec., 1945

- (1) The clothing and pecuniary resources and privileges of the discharged person on demobilisation.
- (2) Arrangements for ascertaining his or her wishes in regard to employment and for giving vocational guidance where desired.
- (3) The provision of training facilities in appropriate cases.
- (4) The organisation of a placement agency.
- (5) The setting up of an establishment bureau.
- It is recognised that rehabilitation, in a somewhat wider sense, may include not only placement and establishment, but also housing and settlement on the land.

We regard efficient and sympathetic administration within a flexible framework designed to meet the particular needs of the individual man and woman as the cornerstones of rehabilitation. Any recrudescence of that mentality which pictures human beings as "bodies," file numbers, or pawns in a manner's game must be vigilantly noted and sternly repressed.

Any scheme intended to apply to discharged persons should operate for the benefit of such persons exclusively. Such an arrangement would enable full regard to be had to the peculiar circumstances affecting service personnel and the obligations of the country towards them. It follows that any similar measures relating to civilians should be covered by a separate scheme.

We consider that vocational guidance and training, placement, and establishment, are intimately linked, and that the medical history of a discharged person is a vital factor in his satisfactory rehabilitation. We believe that only by the integration of all functions under the one administration can it be ensured that the problems of each individual will receive proper consideration from every aspect. We are not convinced that co-ordination has been achieved by other means, or that it is otherwise capable of attainment.

It is our firm conviction that all matters concerning the rehabilitation of discharged persons should be administered by the one department, reorganised and strengthened for the purpose.

We emphasise the need not only for unified administration, but for the physical contiguity under the same roof of officers dealing with all aspects of rehabilitation, both for the sake of easy and constant liaison between them and for the convenience of discharged persons.

Both office accommodation and staff should be adequate to avoid hurried interviews at counters when a person's future career may be at stake. Such interviews should be conducted in an unhurried atmosphere and in the privacy of separate offices.

Administration should be decentralised as much as possible by the establishment of local offices at important regional centres throughout the country. They should have wide delegated powers.

Wherever practicable, cognate matters, such as housing and land settlement for discharged persons, should be administered by officers of the departments or instrumentalities concerned under the same roof as rehabilitation matters, the convenience of discharged persons being regarded as the primary consideration.

(Continued on next page,)

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BEHABILITATION SCHEME.

THE NAVY LEAGUE JOURNAL

Local offices of the Repatriation Department and other departments and instrumentalities concerned should form local committees of citizens possessing special knowledge in the commercial business and industrial fields in the locality and work in close collaboration with them. The R.S.L., as well as other local sorganisations, should be adequately represented on all such committees.

All officials dealing with rehabilitation should themselves be discharged persons.

In order to have adequate and competent staffs available for dealing satisfactorily with rehabilitation when general demobilisation begins, the Government should commence forthwith the training of suitable personnel for this purpose.

The machinery of rehabilitation should be devised and set in motion forthwith, not only in justice to discharged persons capable of deriving immediate benefit from it, but also to provide experience for a nucleus of officials practising what will become general procedure.

When committees are set up by the Government under this scheme, representation at least equal to that of any department, organisation, or group should be given to the R.S.L.

In the task of rehabilitation the Government should, as far as possible, work in collaboration with all organisations able and willing to assist.

Information concerning rehabilitation should be supplied as a matter of course to all personnel as soon as they are apprised of impending discharge.

Where a serviceman or servicewoman desires to take advantage of the rehabilitation scheme, he or she should be retained in the services on pay until such time as arrangements for rehabilitation can be made.

On Discharge:-

(a) Mem: Two suits of clothes, 1 overcoat, 2 pairs of boots or shoes, 1 hat, 2 fashion shirts and 2 working shirts, 2 pairs of summer and winter undergarments, 4 pairs of socks, 6 handkerchiefs, 2 suits of pyjamas and 2 ties, the total not to exceed £40 and to be retrospective to January, 1942.

Women: Equivalent in women's wear, to the same value. (Should the rationing of goods be in operation, the above issue of clothing should be made without prejudice to the normal civilian issue of coupons.)

Nov.-Dec., 1945

- (b) One month's free travel, to be selected at any time at the option of the discharged person, should be granted on all the Government transport systems.
- (c) In the case of returned personnel only, a gratuity, free of income tax and based on length of service overseas, should be given, irrespective of deferred pay, in recognition of special services to the nation.

Pending placement, adequate living allownces should be paid.

A discharged person should be rehabiliated, where practicable, and desired by him, a the vicinity of his or her former domicile or place of occupation.

As regards the placement of disabled ersons, the Government should:—

- (a) Bring down legislation embodying the principles of the Disabled Persons (Employment) Act, 1944, passed by the Parliament of the United Kingdom, providing for—
 - the compilation of a register of persons entitled to the benefit of the Act;
 - (2) imposing an obligation on employers of substantial staffs, including Government departments and semi-Government bodies, to accept a quota of such persons; and
 - appropriating vacancies in certain employments to registered persons only.
- (b) Undertake an immediate survey of industry with view to implementing the provisions of the Act.

The Federal Government, in co-operation ith the States, should immediately compence the construction of Technical, Vocaonal, and Rural Colleges at key centres.

(Continued on next page.)

STORY WITHOUT WORDS







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RERABILITATION SCHEME.

Such colleges could subsequently be used for the training of school children and youths throughout the State.

As it has been admitted by the Government that many munitions plants have closed down, it is urged that fittings and equipment, such as machine tools, etc., be dismantled and forwarded where required for use in such colleges.

Where such colleges are established, huta previously used by the A.W.C. and C.C.C. should be dismantled, transferred to such centres, and rebuilt to accommodate students living away from home.

Teaching staff should be supplemented by specialists in the services, drawn from the fields of banking, commerce, and industry.

Schools should be instituted forthwith to train the teachers.

Where hut accommodation is provided under the scheme, arrangements should be made to obtain suitably trained persons from the services to conduct them, viz., competent cooks, cooks' helps, cleaners, etc.

Where advantage is taken of the boarding facilities provided under the scheme, no more than a sum of £1 each week should be deducted from the student's living allowance.

Where students are living away from home they should be allowed a free voucher to enable them to obtain a return ticket to their homes once a month.

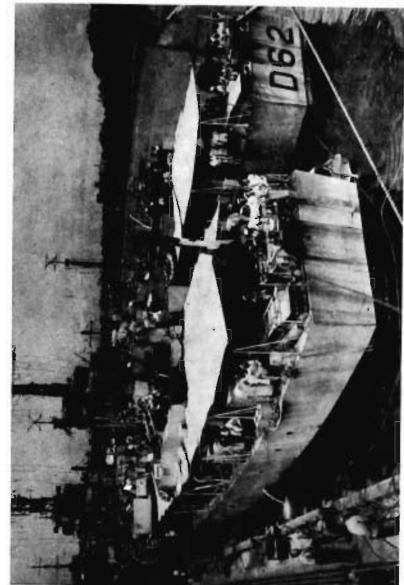
Where students are living at home, free travelling vouchers should be granted to them, available between their homes and places of training.

Returned personnel should have every opportunity and assistance to start in business.

The Government should immediately instruct the Prices Commissioner to fix the basis of a reasonable valuation for small businesses to prevent discharged persons from being exploited as a result of the increased demand for such businesses.

We regard with concern the closing of avenues of employment to discharged persons resulting from the policy, accelerated by the war, of licensing and zoning in connection with certain occupations and

(Continued on page 22.)



Nov.-Dec., 1945



YOUNG MAN, BE YOUR OWN BOSS!

By William Benton - Vice-President, University of Chicago.

THE vice-president of a great steel company was telling me of his experience before the war with the six most promising men in the senior class of a great eastern university. "Although they were all eager to work for us," he said. "we discovered that they were not so much interested in the steel business as in the security offered by a big company. They didn't mind starting at the bottom of the ladder, but they wanted someone else to hold the ladder."

This concentration on security, this Maginot Line point of view, is perhaps the worst enemy that this country faces. What did America's best young men do before they were bug-eyed about big business? They worked for other men until they had saved enough (or not quite enough) to go into business for themselves. And then, they went. They started humbly—but they started for themselves.

Naturally, many young men think that they'd rather get into "Big Business" than try to set up a little business. In the first place, big business is big with frame and prestige; in the second place, it's the thing to do and young men drift into it without thought or effort; in the third place, and more importantly to many, it's safe. In big business the chances are good that you'll never lose your job.

But big business did not build the wealth of this country. It was individual, hard-hitting and hard-working men who built it. These men started small, independent, competitive businesses. Such men and the businesses.

William Benton, vice-president of the University of Chicago since 1837, apeaks with authority on both the practice and the philosophy of business. During his its prectacular years in the advertising field he worked initimately with hundreds of executives of large and small businesses, and since then he has followed business operations and devilopments with more than graduate interest. Vice-chairman of the Board of Trustess of the Committee for Technomic Developments with British had businessmen. Both in hinnespolis in 1900, he founded the New York advertising agency of Benton and Sowies (with Chester Bowies, now OPA Administrator) when he was only 38 and headed it will his retirement in 1836. His present business interests include the chairmanship of the Encyclopedis Spitannica.

nesses they start will continue to build the country if it is to continue being built.

Immigrants often show more devotion than we natives to the rugged pioneer virtues that carved America out of the wilderness and made it rich and great. They can't get the white-collar jobs with the big companies: they have to get out and hustle. They hope hard, grin at adversity, laugh at the odds that beset them-and work like the very devil themselves. When Samuel Zemurray arrived in this country as a penniless, uneducated immigrant boy from Rumania, he didn't ask, "What chance have I got?" He saw the banana boats pulling into New Orleans and said to himself, "It's been done before." Thereupon with a banana peddler's cart he set out to do it again. In 1930 he sold the banana boats and the business he had built up to the United Fruit Company for 300,000 shares of that firm's stock. To-day he is president of United Fruit.

When the Goldblatt boys saw the great Marshall Field store in Chicago they might have asked themselves, "What chance have we got to own an institution like that?" and then have contented themselves with lifetime jobs behind the counter. But evidently they thought that if the Fields could do it the Goldblatts could. A few years after they started they bought the big Davis store from Marshall Field. They developed one of the fastest growing chain of department stores in America.

Before the war, after 12 years of depression, I found young men everywhere displaying a degree of timidity that would have lost this country to the Indians a century and a half ago. I talked to hundreds of these young men. Almost all of them agreed that men who develop businesses of their own turn out to be the nation's most successful men. "But," they whined, "how many men can do that?" There is only one answer: What would have happened to the founder of every successful business if he had asked himself that question and had permitted it to stop him cold?

(Continued on next page.)

YOUNG MAN, HE YOUR OWN BOSS!

Most young men who want to work for an established business aren't looking for what the man who started that business was looking for—opportunity for personal growth. An average young man who is thinking of going into business for himself is likely to ask such questions as: Can I make the money I'd make with Standard Oil? Will I get the social prestige I'd get at the Chase National Bank? Will I achieve the security the Pennsylvania Railroad gives a man? But if he is really smart and wise, he will ask himself a more important question: Will I be a better man working for myself or for someone else?



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Most bright young men are ambitious when they go into financial and Industrial organisations. But at the end of a few years too many of them are whipped. They have settled into the groove. What looked like a golden opportunity may turn put to be just a job. The great institution they were so anxious to get into often proves to be a white-collar assembly line.

Many of the big corporations tend to operate against the man with imagination and drive. The bigger the crowd, the harder it is to be seen in it. In a big corporation, a young man's immediate superiors aren't always interested in his ideas. They are often concerned with promoting themselves or with hanging on to what they've got. Their job is to keep their departments running the way they have always run. The unspoken slogan of many a big business is "Don't rock the boat."

Big companies are likely to suffer from the disease of bigness; they often become ultraconservative. Contact between owners and operators, and between owners and workers and the public are difficult or impossible to maintain. Flexibility and imagination are lost.

There are many exceptions: General Motors and Sears, Roebuck, are good examples of exceptions. Generally speaking, the more competitive and aggressive a big business is the more quickly it will recognise talent. But in the railroads, the banks, the utilities, an able young man generally has to wait his turn in line.

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The better a young man does in someone else's business the stronger the arguments usually are for his getting out. If he has the ability to make money, the odds are that he'll make more on his own. The man who works for himself takes risks, but for the risk he gets the employer's opportunity and the employer's cut.

The man who runs his own business must try, first and foremost, to build up the business, his business. He won't have to divert any part of his energy to trying to build up himself. Further, the man who works for himself will work harder. If an employee work? overtime it sometimes isn't appreciated; it may even be illegal. But the fellow who is starting his own business wishes he had a 30-hour day and a ten-day week. This makes him smarter and keener. He has maximum incentive to do his best.

If ever a decade seemed made to order for those rarie, to strike out on their own, it's the decade that's coming up after war. Think of the pent-up demand for civilian goods and the 100 billion dollars or more in accumulated savings in private hands.

Think of the new frontiers opened up by technology and invention, as the war crisis has spurred us to undreamed of ingenuities. Think of the foreign markets as industrialisation sweeps the world. Good free land may no longer be available, but there'll be new opportunities all over the old landscape for those who are willing to hustle around and find them.

Young man, don't let your elders tell you that the frontier is closed. To the young man who is afraid, it has always been closed.

Fortunately, the war will have provided a welcome business break for many youngsters who, when holding down good pre-war jobs, were yearning to start their own businesses. For a young man, even when he's only a little way up, has a tough time giving up the security. The boss tells him he's





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roung man, me roun own noss: making a mistake. Dad is proud of him and advises him to let well enough alone. His girl's afraid they won't get married if he gives up that regular pay check.

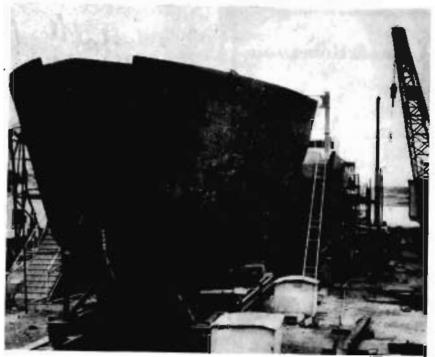
He himself doesn't know how much ability he really has, and he's afraid to try to find out. Further, he fears the stigma of failure. Of course, he should realise that a failure or two may merely temper and train a young man for the future. You remember that Woolworth's first store failed, and so d?! his second—but he tried again and won.

One of my friends failed in his own business four times before he was 25. On his fifth try, profiting by his past mistakes, he founded a business which to-day, 25 years later, makes him one of America's most successful independent enterprisers. My friend learned how by failing.

Our returning soldiers should have lost most of that depression timidity I referred to—they should be adventurous at heart. Many of them will decide, smartly, not to go into business at all; careers in medicine, government, scholarship or research offer unsurpassed, though not necessarily financial rewards. I hope, however, that none of them who choose business as a career will be kept by fear or false pride from going into business for themselves. If they have real business ability, that is their best chance.

The man who has the best right to be proud is the man who works for himself. The farmer is the man with pride. The villege blacksmith had more than arms like iron bands; he had pride.

Don't worry because your chosen calling happens to be humble. The flunky in a great corporation can't possibly take the pride in his business that the corner grocer takes in the business he built himself.



One of the four pre-fabricated flahing vensels now under construction at the Commonwealth Gövernment Shipbuilding establishment at Rhodes which are to assist China in the recovery of her flahing industry. The ships are being built at the request of UNRA.

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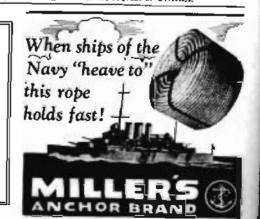
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TYPHOON

By DONALD COWIE.

A POET could make much of the fact that all the mechnical panoply of modern war is still subject to the dictatorship of the elements, as proved in Russia, in the Ardennes last winter, and in monsoon-swept Burma to-day. We are slowly mastering the weather in war—more by sheer courage than anything else—but must continue to take it into our calculations very seriously, as in the Pacific naval-air conflict of the present time, where the incidence of the typhoon must be exercising the minds of our commanders as closely as the antics of the Japanese.

The typhoon, one of the worst type of oceanic storms known to man, half-brother to the West Indian hurricane, and similarly related to the cyclone of the Bay of Bengal, begins to sweep the China Sea in July and continues to exert its worst fury until November. Being a particularly unpredictable nuisance of qature, it will crop up suddenly at other periods of the year, but its happy hunting-ground is now, or just at the period when we are hoping for big war news from the immediate Japanese theatre.

To appreciate the influence of the typhoon on our strategy, it is necessary to have experienced the effect upon shipping of the storm. It is all too easy to sit back in an armchair and say that modern ships and weather reports have beaten the elements; to remark glibly that an invasion of Japan at the time of this worst weather, in the very teeth of the typhoon, would have all the advantages of surprise, and our men with a little pepping up could manage it, anyway.

Such stay-at-homes have obviously not experienced in, say, an ocean-going tramp, the sudden falling of the barometer which gives all too short warning of the typhoon's approach. They have not heard the havigator give his "sure" calculation of wind direction and accepted his belief that the vessel is being steered into a safe path where the worst of the gale will be avoided. And they have not known, immediately after, the crash of that gale's arrival, the rapid transformation of the ship from a proud master

of the elements to a half-submerged, buffeted creature of ungovernable aerial and oceanic forces. They have not seen one wave cause more destruction of the superstructure than a suicide-bomber could do . . .

In the old days these typhoons were, more often than not, fatal to the sailing-ship which, of course, was built to respond to every infection of the atmosphere. The steamer, constructed differently, soon proved itself capable of riding these storms, if at considerable structural cost and loss of dignity. And to-day it is usually the defective ship alone, such as the old steamer sold to a foreign merchant and inefficiently handled, or the destroyer or similar warship badly damaged in action, which succumbs to the typhoon and is lost. Probably the typhoon in recent times has destroyed most of its shipping in port.

This is because the storm, cyclonic in nature, with a whipping motion like that of a monster egg-beater, causes very high seas. often rising to positive tidal-waves, that, bearing down upon the unprotected roadsteads, and the old-fashioned, crowded harbours of the China coast, hurl the occupants thereof against each other, engulf them, or cast the vessels across the jetties and walls. Such a spectacle was to be seen, only a few years ago, even in the modern harbour of Yokohama. The principal, south-east ports of Japan stand at the head of admirable natural harbours, protected against normal disturbances. But the typhoon sweeps directly against the south-east coast, and its tidal waves, bottled to the consistency of a bore by the rising sides of the great inlets. arrive in the innermost ports with irresistible effect.

On that last occasion many liners escaped destruction by making out to sea just before the tidal wave arrived, but the shipping which failed to move in time was thrown into indescribable confusion, and the great port appears afterwards as if it had been visited in a single hour by the combined air forces of the world—except that it probably looked rather worse, the departing suction of that giant tide having temporarily drained the main basins of all save wreckage.

(Continued on next page.)

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Now all this is said not to make out an unanswerable case for the typhoon. observed, the great gale can be, and is regularly survived in its worst manifestations by modern ships properly handled. Already there has been one encounter between typhoon and Admiral Nimitz's fleets, during which the cruiser Pittsburg lost her bow and twenty ships were damaged, but even this phenomenal gale did not seriously interfere with operations and such is the general experience. That is not to mitigate the endurance required by engine-room hands and men required on deck during such visitations. But it may be assumed that ordinary naval operations need not be seriously affected during these worst typhoon months.

Although the storm is one of the most difficult to predict and plot, we probably have in the Pacific to-day the finest meteorological system ever developed there. The Americans are thorough. And if suc., orts as Manila and Guam unfortunately lie at the centre of the worst areas of typhoon disturbances-the Philippines abound in great scars caused by past storms—we are probably prepared to evacuate the harbours of all important shipping at short notice.

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It is, however, another matter where air and landing operations are concerned. Ordinany aircraft flying from good aerodromes would be unable to face the typhoons without loss. Naval aircraft would have no option at all but to remain beneath the deck The flimsy machines would be swept to destruction by the typhoon if caught in mid-air; they would be quite unable to land; and could only take-off in a rearwards direction, into the sea. As remarked, the typhoon causes high seas-so high that they must be experienced to be believed; and the great whirling wind of the typhoon has often been proved capable of raising solid stone houses from the ground and scattering them in a heap of rubble.

The effect of such seas and gales upon landing operations is also quite certain. Should a fleet of ordinary transports approaching a flat shore accompanied by landing craft be caught by a typhoon they would be scattered and overwhelmed on the Armada scale. But few of them, as did the Spanish galleons, would reach the coasts of Scotland! Landing-craft, of all vessels, are the worst suited to ride storms accompanied by considerable disturbances of the surface of the sea. And, for successful amphibious operations of this kind, it is essential that

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the supply fleets should be free to ride at anchor for a period of hours if not days.

Nev.-Dec., 1945

Therefore it will certainly be a matter for surprise, to all who know the China Seaincluding the Japanese-if the major invasion of Japan is attempted this autumn. Perhaps it could be squeezed in immediately. A July invasion of Japan might get away with it from the meteorological point of view. But our commanders would need to remember, all the same, that their subsequent supplies would have to traverse the difficult zone, and that bridgeheads might remain exposed beach-heads for a considerable time.

Whereas if the operations were postponed till December, they would not necessarily be hampered by the typhoon at all. Frequent from July to November, the storm is less frequent in December, May, and June, quite rare in January, March, and April, and almost entirely absent in February.

The typhoon seems to start somewhere east of the Philippines, crosses the islands like a flail, whirls a wild course up the Gulf of Tonquin, and then deflects to ravage Formosa, the waters of the Yellow Sea, and the coasts of Japan. But it must be remembered that here, as in other parts of the globe, cyclonic disturbances are ant to be very erratic both in the speed and the direction of their movement. It has been observed, however, that the worst typhoon experienced on the south-east coast of Japan tends to blow in September, October, and November.

Those are a few of the facts that have doubtless been considered very earnestly by our leaders during the last few months. Should political considerations require an invasion of Japan at all costs in the near future, then the typhoon danger will be ignored, and might even be overcome by clever staff work. Otherwise it will be best to wait. and to be sure of the complete success that attended a similar, sensible policy in Europe.

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REMARKATATION SCHOOLS

Contd. from page 6)

certain types of business. While we regard it as not in the best interests of a discharged person that he should attempt to compete with existing businesses where he has no reasonable prospect of success, we are strongly of the opinion that the policy of the "closed door" is undesirable, both from the point of view of the public and discharged persons.

Wartime experience affords abundant evidence of lack of consideration for the public on the part of some at least of the legalised monopolists; and the building up of a fictitious monopoly value for such businesses, which on sale become a burden on the purchaser and is passed on in the maintenance of unnecessarily high prices to the customer, is plainly a negation of the most elementary principles of justice and commonsense.

We believe that the opening of the door to competition where a discharged person has a reasonable chance of establishment would be in the best interests of all concerned.

We recommend that, where a licence or permit to engage in an occupation or establish a business is refused by an authority vested with control in respect of such occupation or business, there should be provision of an appeal to an arbitrator.

If it is proper to advance up to £500 to enable a discharged person to establish himself in an individual business, we believe that it is proper to advance a similar sum to enable him to take part with other discharged persons in a co-operative undertaking, that is, an understanding to which all the members contribute (a) capital and (b) labour.

The Government to have a controlling interest in sponsored undertaking during a tutelary period of, say, five years, and permanent representation on the committee of management where it has advanced capital in addition to the subscriptions of working members, provided that members should have the right to buy out the Government at any time after the expiration of the tutelary period and assume complete control of the undertaking.

The utilisation, where practicable, of factories, plant, or equipment owned by the Government and no longer required for war purposes.

We are of the opinion that, even with the war over, a standing army should be formed, not only to provide employment for veterans desiring a military career, but because it is nationally desirable for the purpose of defence.

A survey should be undertaken forthwith to ascertain the extent to which the Government and semi-Government services of the Commonwealth and States and the Local Government services can absorb discharged persons.

Particular attention is drawn to the openings that should be available to men possessing educational qualifications of matriculation standard to enter the teaching profession. We consider it vital to the rising generation of Australians that they should have the advantage of being trained by men of wide experience who have given evidence of devotion to their country. We refer to the recommendation along these lines contained in the British White Paper on Educational Reconstruction, Cnd. 6458, published in July, 1943.

A survey should urgently be made of the absorptive capacity of the post-war civil aviation services and a "points system" devised for determining the priority of applicants.

The success of any scheme for the rehabilitation of discharged persons is obviously dependent upon the vigorous and healthy functioning of the economic system. Government policy must be directed towards the maintenance of full employment, and action must be taken to open up fresh avenues if necessary.

However, under no circumstances must discharged persons be regarded as outcasts, denied employment in ordinary channels and fobbed off with relief work provided by the Government.

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

Consider these Scriptures quietly:

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

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

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

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

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

REMEMBER

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

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

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