SOUTHAMPTON HONOURED U.S. SOLDIERS by the presentation on March 14, 1946, of a scroll to the 16th Major Port (Transportation Corps) U.S. Army, granting them the privilege of marching through the town with fixed bayonets, drums beating and colours flying. Detachments of the Corps, which embarked nearly 3,000,000 U.S. Servicemen for Europe, are seen marching through the Bargate, where the Mayor, Alderman M. Vincent, J.P. (left) took the salute.

Edited by Sir John Hammerton
Our Mightiest Carrier Slides Down to the Sea

M.M.S. EAGLE WAS LAUNCHED AT BELFAST by Her Royal Highness the Princess Elizabeth on March 19, 1946. For the Princess it was her first official visit, since she crossed from Greenwich to Alderney, outside the main land, she crossed from Greenock to Belfast, outside the mainland. Princess Elizabeth's personal standard (r) at the mastshead of the Superb, the first time it had flown at sea. The hull of the mighty aircraft carrier—already to be built at Harland and Wolff's yard during the War—slides down the slipway (l). Her Royal Highness had named her M.M.S. Eagle, in traditional style (y).
How the Charter of the United Nations does not provide for a permanent World Police Army. Article 41 of the charter imposes on the members of the United Nations only the duty "to contribute to the maintenance of international peace and security and to make available to the Security Council, on its call, armed forces." And Article 47 says that "the Military Staff Committee shall assist the Security Council in all questions relating to military requirements and command the forces placed at the disposal of the Council."

But the charter also provides that special agreements between the permanent members of the Security Council can be concluded with a view to establishing a permanent armed force, fixing its numbers, armament, and equipment. The charter contains the important proviso that, in order to enable the United Nations to take urgent military measures, the member states shall hold immediately available national air force contingents for combined international enforcement action. The discussions in London of the Military Staff Committee have gone beyond the original letter of the charter. The Governments of the five great powers have agreed that it would be far better to have a permanent World Police Force—consisting not only of air contingents but also of land forces and naval units—than an improvised force called up only in the case of immediate emergency.

British and American plans submitted to the Military Staff Committee envisage a comparatively small but highly trained body of men, wearing a common uniform and serving under a world flag, the blue-gold emblem of the United Nations. Streets is laid on the need for one uniform in order to promote a spirit of fighting solidarity.

The Military Staff Committee has to solve very many problems and it would be too optimistic to expect a quick solution. How many men, aircraft and ships are needed to police the world? What contributions in men and armaments will each nation be required to make? How shall the problem of command be solved?

These problems are being discussed by the representatives of the Big Five—Great Britain, the United States, the Soviet Union, France and China. The respective General Staffs have delegated some of their most famous experts on military organization. Britain is represented by Admiral Sir Henry Moore, a former commander of the Royal Navy Staff College at Greenwich who represented Britain on many international conferences, including the 1927 Naval Conference, and was also one of the military advisers at Geneva. During the Second Great War Sir Henry was in command of our convoys to Russia and led the naval units during the Fleet Air Arm attack on the Tirpitz on April 3, 1944.

The British Army representative, Lt. General Sir Edwin Morrison, C-in-C Northern Command, was Director of Staff Duties at the War Office at the outbreak of the War and has wide experience in army organization.

By E. H. COOKRIDGE

NUCLEUS of the High Command and General Staff of the International Police Force now envisaged by the Governments of the Five Great Powers in the Military Staff Committee of the United Nations Organization, which continued discussions in London after the ending of the First General Assembly on Feb. 14, 1946, and resumed when in New York in March. Problems in connection with this Force-to-be are here explained.

Japanese led his forces through uncharted jungles and mountains in India. France is represented by General Alphonse Juin, the chief of staff and hero of North Africa, and Admiral Raymond Fénéron, who commanded the battleship Dunkerque and joined De Gaulle in 1940.

With these men, who have elected Sir Henry Moore as chairman, rests the heavy responsibility of working out what is the future World Police Force. They have agreed that the force should be based on a proportion of the population of the world. The proportion has been fixed at four, which means that the British Dominions are included the number of sailors, soldiers and airmen from the British Empire would be about equal to those from the United States.

Although China is the most populous country of the great powers, the Chinese representatives have stated that China will not be able to supply the number of large trained troops, and especially sailors and airmen, as the strict interpretation of the proportional system would indicate. In practice, it appears, Britain and the United States will provide the bulk of the naval and air forces, whilst the Soviet Union will be called upon for land forces.

Our Own Conscription Problem

The respective national forces would remain in national brigades, because of language difficulties and different customs. But it is foreseen that officers and N.C.O.s. will be interchanged, a measure that will certainly promote the spirit of comradeship amongst the international troops. Possible headquarters of the High Command of the World Police Force is also a subject of discussion. Disturbances in the Mediterranean area, for instance, might almost necessitate the presence of the international force; whilst the Jordan area might be occupied by a garrison of the international army.

Military colleges for officers and N.C.O.s. of the World Police Force will be set up at various headquarters, where study of languages will be one of the important subjects, international law, geography and strategic study of some of the countries of the world would also have a sort of "post-graduate" value. The training in the use of new weapons, especially the atom bomb, is closely linked up with the question of future armaments of the police of the force.

The International Police Force will have great mobility. Its land forces will be fully motorized. A number of international garrisons and especially a chain of airfields would be established not only in Europe but also in other parts of the world.

For Britain, the establishment of the force is of utmost importance. Mr. Attlee has indicated that the problem of conscription in Britain turns on the question whether and when the British Army will become a fact. The British contribution would probably not exceed 150,000 men, and with other requirements of the armed forces throughout the Empire we may need not less than 600,000. In our scanning of the future troubles in Palestine, Egypt, Indonesia, Greece and the burden of a prolonged occupation of Germany, the prospects for abandonment of conscription in Britain are remote. It may well be that in the years before the plan of the International Police Force will be put into practice.
By MAJ.-GENERAL SIR CHARLES GWYNN

While our main army was reforming in England, our overseas detachments had obviously a defensive role. But Wavell's brilliant campaigns in Cyrenaica and Abyssinia proved what active defense can accomplish, and that the Army still retained offensive power. Our somewhat quiescent, and perhaps strategically indefensible, intervention in Greece again involved the Army in the bitterness of retreat, both there and in Cyrenaica. Yet in the long run, by upsetting the timing of the German attack on Russia and causing the Germans to abandon their designs on Iraq, it had far-reaching results which compensated for the losses incurred by Australian and New Zealand troops and by the Royal Navy in particular.

NEW Theatres of War Opened When the Japanese Volcano Erupted

The regrettable necessity of dealing with the Vichy force in Syria brought the Army into yet another theatre before, in the autumn of 1941, the 8th Army was constituted and reopened the campaign in Libya. There, after a hard and fluctuating struggle, Rommel was defeated, but not decisively; and it was discovered that in the matter of armaments we had not yet caught up on the enemy's lead. Rommel struck again, and having thrown the 8th Army on the defensive finally defeated it at Gazala, and Tobruk was lost. Once again the Army was in retreat, and Rommel perniciously close to Alexandria when his pursuit was halted.

Meanwhile, the Japanese volcano had erupted and new theatres of war had been opened in Malaya, New Guinea and Burma with fresh retreats and new disasters, so offensive forces numerically, in armaments and in experience, were in no state to deal with the invader. With the Russians, also, hard pressed and in retreat, summer of 1942 was the darkest hour before the dawn. But with the autumn the first streaks of dawn could be detected. Rommel's attempt to reach Alexandria was defeated, the Japanese had met their first reverse on land at Milne Bay and been thrown back from Port Moresby, and the German offensive in Russia was losing its momentum.

Finally, the sun rose over Alamein and at Stalingrad; and henceforth it was the Allies who were to open new theatres in the course of their advance to the decisive moment in Germany's final retreats, and they had now to show their qualities of resilience and to prove that armies are still the instruments with which decisive results can be achieved. Tunisia, Sicily and Italy would now be fought out under the special difficulties of terrain and each requiring amputious operations to force an entrance—a wonderful opportunity for gaining training and experience before the more formidable task of re-entering the French theatre.

RISKS of the Enterprise Were Not Realised Until D-Day

These operations not only finally eliminated the Italian Army and Navy, diverted a considerable part of Germany's war potential from the Russian front and reopened a vital line of sea communications, but they had also restored public confidence in the Army. Certain sections of public opinion were already asking why was the Army in the Mediterranean instead of stepping across the Channel to open another front in the immensity of the scale of preparations necessary, and the risks of the great enterprise were fully understood until revealed on D-Day. Even now it is questionable whether the patience with which the Supreme Command refused to be tempted into premature action is fully appreciated; nor is it fully realized how the faulty planning which would have been failure in an undertaking full of risk even after the most complete preparation. Once the break-out from the Normandy bridgehead was accomplished proof was finally given that the Army, with the close co-operation and full co-operation of all forces, was the essential instrument for achieving decisive results. The decks of the enemy's army were shuttered, France and Belgium open and occupied, and the V weapons were flown up. Once the 6,000-mile front had been broken through the Atlantic crumbled, and unconditional surrender of the enemy had been extorted in the heart of his own country. The same policy of patient building up reserves and of employing them with a well-defined object was applied in Burma; the 14th Army used at the decisive time and place and in full co-operation with air power was able in an astonishingly short time to achieve the seemingly impossible.

Looking back on the War it may be true to say that we muddled into it, but surely on this occasion there is no justification for saying that we muddled through. Surely there was astonishing skill and patience displayed in cleaning up the original tangles. All the same, many times during the War I was reminded of a remark of a distinguished general once made to me. He said, "Why does our Army never arrange in manoeuvres to retreat in time? Have we ever had a War in which we did not begin with a retreat?" I think this was true even in this present, unhappily, proved true, though it was not the fault of the Army.
We Take Over from the Australians in Celebes

British AND INDIAN TROOPS of the 8th Infantry Brigade arrived at Macassar, on Celebes Island, Netherlands East Indies, from Belfon on January 31, 1944, to take over from the 31st Australian Infantry Brigade. The H.G. (top) faces one of the main thoroughfares of the town (top), which suffered little damage from Allied A.B. bombing, and a day later the handing-over ceremony took place in the forecourt of the H.G. (bottom), where Australians (right) and British present arms at the changing of the guard.

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Photo, British Official
A GIANTIC aircraft carrier, 2,000 feet long, and 200 feet in depth, was projected as the War was entering its third year. This flying airfield would have had hangar capacity for 200 Spitfire fighters or 100 Mosquito bombers, complete with every facility in the shape of operational and repair shops, etc. It would have been propelled at a speed of seven knots by Diesel-electric machinery with a normal consumption of 120 tons a day. Fuel capacity for 5,000 tons was to be provided, which would have given the ship a radius of action of 7,000 miles. The complement was to have been 404 officers and 3,216 petty officers and men.

The cost of one such vessel was estimated at not more than £10,000,000, due to the intended use of ice as the main structural material. This idea was put forward by the originator of the project, Mr. Geoffrey Pyke, Director of Programmes at Combined Operations Headquarters, and was based on the known difficulties of breaking up icebergs by the use of high explosive. In order that the ice should not melt, 14 per cent of wood pulp was to be mixed with it.

This material was given the name Pykrete, after its inventor. The method of manufacture devised, after various experiments had been carried out in Canada, was to spread a thin layer of previously existing mechanical pulp with water, over a flat surface; it was then rolled until a uniform smooth sheet one inch and an eighth of an inch thick had been obtained. This being frozen by blowing cold air across it, it was laid down in layers of 17,000 tons of material would have had to be produced to make one ship. The actual time taken was 25 days. Protection Against Melting and Bomb and Underwater Attack

It was intended that one or more of these huge ships would be operating in the North Atlantic, affording permanent protection to convoys. So impressed was Mr. Churchill with the proposal that he commented on it in the following terms: 'I attach the greatest importance to the examination of these ideas. The advantages of a floating island or islands, if only used as refueling depots for aircraft, are so dazzling that they do not at the moment need to be discussed. There would be no difficulty in finding a place to put such a stepping stone in any of the plans of war now under consideration. The scheme is only possible if we let nature do nearly all the work for us, and use as raw material sea-water and low temperature. The scheme will be destroyed if it involves the movement of very large numbers of men or hazards to the existing fleet or is intended to operate to the remote recesses of the Arctic night.' It was at the Prime Minister’s suggestion that the scheme was christened Habbakuk.

By FRANCIS E. McMURTRIE A.I.A.N.A.

Being built of 40-foot blocks of Pykrete, the interior of the structure would have been given complete immunity from any known form of air or underwater attack. The Pykrete was to have been protected from melting or erosion by an insulating skin tough enough to withstand normal weather conditions and the battering of the waves. The extent of possible torpedo damage would have been a crater not more than three feet deep and about 20 feet in diameter; while bomb damage, even though the crater might be slightly deeper, would be no more serious in its effects.

At the preliminary work was carried out under the direction of a special Research and Development Committee at Combined Operations Headquarters in this country. In order to test every obstacle, this committee was strengthened by calling in experts in all matters investigated. Thus there was a scientific advisory panel, concerned primarily with the properties of ice, and an engineering advisory panel, dealing with constructional problems. Prior to the institution of larger scale experiments in Canada, these panels did some very useful work on ice production and the measurement of ice properties in England. During the winter months of 1942-43, research was pushed forward energetically in Canada under the direction of Dr. C. J. Mackenzie, President of the National Research Council of Canada and the form and general dimensions of the aircraft carrier were outlined. To examine the technical possibilities, the Montreal Engineering Company was put into consultation.

When the Quebec Conference was held in August 1943 the Chiefs of Staff reported that they saw no use for ice ships in operations for the invasion of Europe. It thus became clear that any future use made of the Habbakuk project would be in connection with the war with Japan, in which case the vessel would need to be constructed on the Pacific coast. Previously it had been planned to build it either at Corner Brook, Newfoundland, or, in Seven Islands Bay, Quebec Province. Both these sites were near pulp mills and a deep water close inshore, and an open channel to the sea, besides being in sufficiently high latitude. Otherwise, the ideal site would have been the Saguenay River; but this was eliminated out of the question because of the existence of a shallow bar at its mouth.

The outstanding objection to using ice in the construction of the ship was, of course, its tendency to melt. From the outset it was clear that the larger the vessel, the slower would be its percentage rate of melting; but if the structure was to preserve its essential shape, it was important to prevent any melting at all. This was the object of the external insulating skin, together with an ingenious system of internal refrigerating ductwork.

A block model of the vessel was actually constructed during the winter of 1943 at Patricia Lake. Its dimensions were 60 feet long, 30 feet beam and 20 feet depth. A wooden framework carrying the insulation was first constructed on the lake ice, gradually built up with ice blocks, and allowed to sink into the lake. A central hold contained refrigerating engines, which circulated cold air through a series of steel iron pipes, placed immediately behind the insulation. This model weighed in all about 1,000 tons, and was constructed in about two months by a gang of 15 men. After a few initial difficulties the refrigeration system worked very well, and the structure was kept frozen until nearly the end of the ensuing summer.

THE Economic Factors Finally Killed this Daring Project

Armament of the ship was to have been 400 40 mm Bofors antiaircraft guns; there was never fully settled whether the aircraft should be parked on deck, limiting their numbers, and leaving them exposed to enemy attack, or be stowed in the hangars, giving rise to the danger of weakening the structure by the necessity of leaving apertures in the deck.

After the Quebec Conference the United States, in the course of its own investigations, was led to pursue the same lines of research. Puget Sound had too warm a climate, and Alaska was too remote. The joint board which was studying the question ultimately reported, on December 16, 1943, that the scheme in the United States was feasible. Accordingly the Habbakuk project was finally dropped by the Allied authorities.

Its use in the Atlantic had been largely sterilized by the employment of escort carriers in large numbers to attain a similar end. Moreover, the development of aircraft to fly long distances logarithmically in place put such an ice carrier out of the question. The site at Corner Brook was closed down in 1944, and the structure never saw the light of day.

774 Drawings by G. H. Davis, by courtesy of The Electrician Limited (NKS)
H.M.S. Suffolk's Company Stow Food for Britain

WHEN THIS 15,000-TON CRUISER CALLED AT SYDNEY, Australia, on route for Home, members of her company utilized their shore-leave to take aboard thousands of cases of food destined for the U.K. and store these in every available space. H.M.S. Suffolk gained prominence in 1941 after she had slipped out from Bergen, Norway, on the chase which ended in the Bismarck's destruction in the Atlantic (see pages 580-581, Vol. 4).
ALLIED MILITARY GOVERNMENT assumed control of the Italian city and port of Trieste, on the Adriatic, on June 9, 1945, following the dispute between Italy and Marshal Tito, instigated by his demand for its cession to Yugoslavia after it fell to the 8th Army and Yugoslav troops in May 1945. The intervention of Field-Marshal Alexander resulted in an agreement by which the future of the city was left to the Council of Foreign Ministers to decide. H.Q. of the Military Government is in the Palace of Justice, where the British flag flies (1). All civil police organizations were disbanded and a new force recruited for training under the command of Major J. Henderson (a left), who is seen with Lt-Col. Richardson, centre, Assistant Chief of Police, and Captain T. Cowthorne, U.S.A., Chief of the Police Technical School. A mounted detachment of the new force (2). In the harbour, where clearance of defences is now almost complete (3) are the British seaplan Pelican and the frigate St. Austell Bay.
‘Egg and Chips Palace’ in Libya Closes Down

N.A.A.F.I. Canteen at ‘Marble Arch,’ on the Cyrenaica-Tripolitania border, well known to thousands of 6th Army and Desert Air Force men (see Illus. on p. 449, Vol. 6), has served its last egg and chips. Some 200 miles from Benghazi and 400 from Tripoli, the canteen (1) was opened three years ago. It is close to Mussolini’s ‘triumphal’ arch (right), which British soldiers are inspecting at close quarters (2). To supply the canteen, which included a restaurant and stage, water had to be transported 100 miles from Agdalab, and then pumped into tanks (3). Bread and cakes had to be brought 200 miles across the desert. It was also a centre for bulk issue stores, which were housed in the tented section (4). For the past two years the canteen served R.A.F. Transport Command operating the Far East route. PAGE 777 Photos, N.A.A.F.I.
The Unarmed Army That Went Valiantly to War

BULLET whirled across Vau airfield, New Guinea, in January 1943, as the great Douglas air-transporters trundled to a halt, and over the Salvation Army at the airfield’s edge where the Australians stopped for gulps of black coffee before doubling from the planes in action. For twelve days the battle raged intensely. Frequently, shells burst near the shack; but night and day Captain Cecil Ewan, Captain of the Salvation Army, kept the 12-gallon oil-tub of coffee on the boil. "Salvo coffee" the Australians called it. Just one typical episode in the wartime saga of the Salvationists.

The Red Shield sign of the Salvation Army applied itself in New Guinea to the first of its "soldiers" to be killed in action. Mrs. Brigadier Cimpell, fell to a bomb-splinter through the side of the tent. The girls and women who in May 1944 drove mobile canteens across the swollen Rapido River in Italy, with the 8th Army spearhead, were battle-scarred; but over their burst hung the familiar plate reading "Salvo Coffee." Major Ewan and his Salvation Army, S.A. men went ashore with the first wave at Salerno on Sept. 9, 1943 and set up first-aid posts on the crapping beaches.

All the Way to Final Victory

Their "regimental" emblem, the Red Shield, swayed back and forth in North Africa, and from Tobruk and El Alamein went across the Mediterranean with the 8th and 5th Armies to Sicily and Italy. From Greece and Crete, and other island bases in the Mediterranean New Zealanders to New Guinea and the Solomon. In Burma it fell back before the Japs. But it was there, when the men entered Rangoon with the advancing 14th Army spearheads on May 3, 1945. Soon after D-Day, it landed in Normandy and stormed along with canteens, chapels and libraries all the way to final victory at Bremen, girl Salvationists were the first to serve tea to British troops taking over the port in May 1945.

The Salvation Army is an international organization. It knows no frontiers. Normally controlled from London, contact with a great part of the S.A. was lost on the outbreak of War. The Red Shield appeared on both sides of the world’s battlefronts: the Luftwaffe shattered the S.A. maternity hospital in London, and R.A.F. wrecked its Berlin counterpart. And there were occasions when chaplains with German and Italian panzers, took over Allied Salvation Army posts, and vice versa.

In both Allied and enemy countries Salvationists went into action on Sept. 3, 1939. With the first bombs, the British section set up canteens in air-raid shelters—until the Government scheme got into its stride—established first-aid posts for the injured, and hostels and canteens for the homeless. There was no lack of work to be done; but there was shortage of personnel, because the young Salvationists were called into military service. The Salvationists, therefore, enlisted, and manned the telephone service, and hospital services for strayed men during the retreat. It became the meeting-place for the homeless, civilians and Servicemen alike. There was an occasion when a Salvation Army colonel marched to the Arras Red Shield Club at the head of a bedraggled khaki band singing "Roll Out The Barrel." So it was in Burma, Singapore, Hongkong and the Pacific Islands. The organization was already there when the troops first went into battle. When they fell back, many local S.A. men remained behind to help the civil population, and ended up in internment camps. Major Harvey and Adjutant Mathews were the only two white men to stay behind when we pulled out of Penang on December 19, 1941, and Kuala Lumpur a week or so later. At Hongkong's Stanley Prison a Salvation Army man was interpreter between the Japs and the prisoners they executed. Salvationists who fell back with our Forces set up advance posts, sometimes practically in the front lines.

When the Australians advanced on Salamaua, in September 1943, Adjutant Edwin Robertson, senior Salvation Army Welfare Officer with the 3rd Division, tramped fifty miles a day with the spearhead troops. At some points the river was shallow, covered with bodies, undrinkable. But 32,000 gallons of coffee were served on the way to Salamaua. On the beach there a shell dropped six yards from the Red Shield Club, ringing earth over the congregation while Robertson conducted a short service.

In the New Guinea jungle, on the Kokoda Road in the autumn of 1942, Australian troops came upon a man they last saw serving coffee in Syria—Major Albert Moore of the Melbourne Salvation Army. The Red Shield Hut was established five days' jungle journey through the Owen Stanley mountains. Coffee-shop, church and hospital rolled into one, and served by Major Moore and a dozen Papuan Salvationists, it cheered many a Digger on the weary Kokoda Road. It was the same story in Burma and Malaya, where men and women from the Mother Country and the Dominions worked with Burman and Malay-Salvationists all the way from Rangoon to Kohima—and back again. Meanwhile, in Britain the Salvation Army prepared to link up with its sister organizations on the Continent when the invasion got under way.

Heroism of Red Shield Ladies

Some idea of the size of the organization in this country is illustrated by the fact that Red Shield canteens attended more than 650 engagements, during the Flying-bomb and rocket attacks alone, serving everything from half a million people amid the rubble of their homes. It was my good fortune to know some of these men and women who exchanged pole- baskets and pullovers for steel helmets. Captain Aspinall, for example. We of the Auxiliary Fire Service in Dover called him "Pole-Basket" and, fighting as he did, he was able to turn up at "accidents" before the R.A.F. It was over one time and again one saw him driving through empty streets under long-range artillery fire from Calais and Boulogne.

"You see," he would explain to us, "I want a cup o' coffee myself; but it's no fun drinking by myself, so I come out an' have one with you fellows." By a trick of fate, I was there when a shell crashed into the Salvation Army H.Q. Then there was Captain Harvey. In his canteen into the firing lines: Adjutant Rita Strickland and Miss Esther Walker, attached to an 8th Army tank division, were at Foggia, Bari (where Adjutant Gaskin was killed when the Luftwaffe bombèd the harbour and blew up two ammunition ships on December 2, 1943), at Ancona, Rimini and the Rapido. Many an 8th Army man remembered the little chaplain who, though unable torough-it, did no less to maintain morale. "Nag us a fat, missus," one dejected youngster said to a Salvationist lady, "and make it seem like home." Within a couple of minutes he was wearing an apron and lending a hand behind the counter! These little things like that which kept a tired mind going.

The social side of Salvation Army work—the nursing, hospitals and cèches, hostels and Missing Persons Bureau—it another story. Suffice it to say that the S.A. spent well over one million pounds during the War. Its work among Servicemen in one year alone provided the troops with ten million sheets of writing paper and one hundred and fifty million cups of tea.

What of the years ahead? In Britain the aim is to meet the immediate demand in any field until new Government schemes come into operation. And abroad? The Salvation Army has an enormous task on its hands in Europe and Asia and in the Pacific. 5,500 Red Shield Huts have been put up to cope with the millions of under-fed, the disease-ridden and the homeless; they can cater only for the comforts of the Occupation Troops. The Salvation Army is the only international voluntary army to have survived two world wars, and its two sections—Alleged, and for want of a more suitable word, enemy—have linked up again for service in the common cause.
Salvationists on Home and Overseas Fronts

S.A. MOBILE CANTEEN UNIT was at hand with hot drinks for the rescue squad (top) shortly after an L.C.C. school at Lewisham, London, received a direct hit in a daylight raid on January 20, 1941 (see page 167, Vol. 6). At the same time, at the other side of the world, Australian troops were being served with coffee or cocoa and biscuits under the sign of the Red Shield, the S.A.'s "regimental" emblem (bottom) on their way to the forward area near Mobile, New Guinea. See also facing page.
In Mukden After 7 Months' Russian Occupation

FOLLOWING THE WITHDRAWAL of Soviet troops in March 1945, Mukden, in Manchuria, was a centre in the dispute between China and the U.S.S.R. A portrait of Chiang Kai-shek outside the Nationalist M.G. [1]. Notice in garbled English adverting to U.N.R.R.A.'s office. [2]. Russians are alleged to have removed machinery from this wrecked factory [3]. Trains to Mukden crowded with refugees [4].
DIVINITY OF THE EMPEROR had been for centuries one of the tenets of Japanese religion, until Emperor Hirohito himself denied his pretensions to divinity in a 1946 New Year message to his people. Later he broke completely with tradition by touring industrial areas in Western dress and mixing with the workers (1). At the Imperial Palace, Tokyo, the Empress Nagako visits girl workers in the grounds (2). The Emperor reads a copy of the U.S. service paper Stars and Stripes (3). Prince Akihito (4), and is seen leaving the Palace (5).

Phaks, Newsweek Photo and Press, Drawing by St. C. Bollman, By courtesy of The Sphere

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How Near to Winning Were the Germans?

Again, by launching his main drive eastward early in the War he would not have had to conquer the Balkans, where the aristocratic regime of Hungary, Russian ambitions in the Dniester delta, the old traditions of the Bulgarian rulers, and Prince Paul's Yugoslav sat were linked with a victorious attacker of the Soviet state. An isolated Turkey might then have been persuaded to come in on the side of Germany; Finland would not have missed the grandiose Hitler against the axis of Japan, if the small Baltic states would have tried to preserve, or regain, their independence and, in due course, Russia might in turn have had to face the nightmare of a two-front war if Japan had seized her opportunity.

As to Hitler's second failure as a strategist, even if his preliminary assaults upon Norway, Denmark, Holland and Belgium had militarily justified a kind, it was his triumphal entry at Compiègne and Paris, the irrecoverable time wasted in completely annihilating the French forces, that lost him the chance of following up Dunkirk and the conquest of the Channel coast with a lightning invasion stroke against an unprepared Britain. Fascinated by prestige considerations, possibly afraid of a later recovery of France, he committed—as Mikushe puts it—the same mistake as Molotov junior in 1914 and neglected the famous Schlieffen instructions, "Make me the right wing strong."

For the right wing, this time, was England. The author seeks in vain for an answer to the question why a surprise invasion, whose possibilities he impressively outlines, was not tried by an otherwise ambitious and daring Nazi strategy; by means of parachute landings such as, in even more difficult conditions, were successful less than a year later in Crete; by landings from any available, improvised craft, and so forth. He can find only psychological reasons—fear of the unfamiliar sea, British stubbornness, superstition perhaps.

Even less explicable, if possible, appears Germany's failure to make the Mediterranean the light in this searching study of the Italian Navy outnumbered by far the British naval forces available in that vital area. With 200,000 Italian troops in the north, and another 300,000, all well provided with air cover, tanks and guns in the southern colonies, their forces were outnumbered by 10 to 1, and more than 20 to 1 respectively, in 1940, and by as many as 7 to 1 in December of that year when Wavell launched his first, devastating attack. Hitler might have had a victory, if he had bolstered up his unreliable allies not with the paltry 3 to 5 divisions of his Afrika Kors but with the army later sent in to the Balkans; and if, instead of in March 1941, he had intervened in Libya in August 1940. Then the victories—the cutting of Britain's artery, the invasion of the Middle East, the menace to Russia from the south, even a join-up in India with the Japanese armies—would have justified any effort; instead, he treated the African theatre as a side-show, and lost.

Mussolini's Aid Over-Estimated

Whatever France's official attitude might have been, Germany's Germanic across the Spanish border, supported by Italian naval operations, and its penetration in bulk into North Africa, would have taken no more than 60 divisions: 30 for guarding France; 15, or even a mere 10, for holding the Spanish lines of communication; and another 15 to 20 might have been landed in Algeria and Tunisia by September 15, 1940. With the Straits of Gibraltar sealed, the western rim of the Mediterranean closed from Tunis and Bizerta: Africa's coast down to Dakar for Italian landings, Rommel, instead of Graziani, in command, the prospects would have been better than anything in Italy.
R.A.F. Regiment on a Weapons-Hunt in Java

Tasks of British troops in the capital, Batavia, were "made more difficult by the fact that certain extremist elements had seized arms from the Japanese," declared Lieut.-Gen. Sir Montagu Shotford, Allied C.-in-C. Squadrons of the R.A.F. Regiment have collected a varied assortment of weapons (1). Official notice printed in Indonesian and nailed to a tree (2) announces a search of native quarters; while this is being conducted a detachment covers the approaches (3).
Panama Canal Reopened to British Shipping

When Lend-Lease ended, in 1945, our Ministry of War Transport ignored a ban on the use by British merchant ships of the "Big Ditch," to save dollar currency: in one year alone, 1940-1941, Britain paid about $4,291,000 in Panama Canal tolls. In March 1942, the ban was lifted, enabling our ships to travel again between Britain and New Zealand and Australia by this short cut. The Canal helped immensurably in the prosecution of the War at the end of the long Pacific supply-line. Tons of thousands of troops made the passage, vast quantities of supplies, aircraft carriers and battleships such as the Missouri (3), which just managed to scrape through each of the three systems of locks (1). A big battleship requires ten to eleven hours to complete the 104-mile passage. Wartime defence of the Canal zone included this 14-in. railway gun (2).

"Big Ditch's" Part in the Allied Victory

More than 15,000 vessels went through the Canal during the period, July 1, 1941, to June 30, 1945, cargo amounting to 41,000,000 tons. Between January and July 1943, nearly 1,500,000 tons of Army cargo alone passed from the Atlantic to the Pacific. Four destroyer escorts are seen in a lock chamber (4), with space to spare. It is only the very big ships which cause mingling; U.S. carriers of the Midway class are too wide to navigate the locks, and plans for another set, capable of accommodating any vessel that can be visualized at present, are being reviewed in the light of war experience. The Culebra (now called the Galliard) Cut (5) was a long and crucial problem in the construction of the Canal, which was opened to commerce in 1914 and shortens the sea journey from Liverpool to San Francisco by 4,836 miles.
Ancient Nuremberg
in the News Today

It was as the gateway through which rich trade from Italy and the East passed to Northern Germany that Nuremberg, a city of Bavaria and now site of the Nazi war-crime trials, won prosperity in the Middle Ages. In modern times its commercial importance was maintained, large factories being built outside the city walls; and under Hitler it gained notoriety as scene of the annual Nazi Party Rally.

The city's medieval aspect remained, in old walls and gateways, irregular streets and picturesque gabled houses, almost unimpaired, until the great R.A.F. raid of January 2, 1945, in a matter of twenty minutes laid most of Nuremberg in ruins.

In addition to being a commercial centre, Nuremberg was world-famous as "the home of German art," largely through the influence of the artist Albrecht Dürer (1471-1528), whose house was preserved as a museum and a centre of attraction for tourists: the house at the outbreak of the War (1) and as it is today (2). Though its ancient timber has been largely destroyed the stone and other framework remains, giving grounds for hope that some happier day, when a new Nuremberg rises from the debris (3), this fine old Gothic building where many of Dürer's masterpieces were completed may take on a semblance to its former state. See also pages 47 and 596.

Drawings by W. G. Webster by courtesy of The Sphere; Photograph by Associated Press
Odysseus in Brigadier
A Review by HAMILTON FYFE

Why are escape stories always read with close attention?—whether they be of convicts escaping from gaols, or democrats running away from guspons, or prisoners of war eluding the watchfulness of their guards and making for the free world.

They are popular, these stories, because all readers can put themselves imaginatively in the places of the fugitives. Just as girls in factories, shops or offices like novels which tell of drudges who became duchesses, so we all like a tall, true or made-up, which helps us to picture ourselves as going through adventures, taking risks, defying authority, and finally triumphing over all obstacles and regaining freedom.

Although many books I have read about escapes from prisoner-of-war camps or fortresses I don't remember any that gripped my interest more tightly and at the same time stirred my feelings more deeply than Farewell Camps 12 (Joseph F. M. P.), published in New York by Brigadier James Hargest, C.B.E., D.S.O., M.C. This has gone into a second edition and will probably, if paper supplies permit, run into several more. Its charm lies largely in the personality of the writer, who was killed in France soon after entering the war in 1914.

He was a New Zealander. He had fought in the 1914-18 war, then farmed in his own country, and was M.P. when he was taken a distinguished part in the 1940-41 operations in Greece, Crete and North Africa. Thus he had the background of having been in the war, and that—to be captured towards the end of the last war and then interned at a camp throughout the war—was suddenly surrounded by masses of tanks; the only alternative to surrender would have been starvation and capture.

All One Hates Most in the World
At first Brigadier Hargest felt being captured to be overwhelming a disaster that for a while his mind could hardly grasp what it meant. It seemed quite impossible that "one's command, one's freedom, one's right to think for oneself could have been taken away and that henceforth one must obey the dictates of those representing all one hates most in the world." Like every soldier who goes into battle, he had foreseen possible wounds or death, but never "for one moment thought of capture."

Now I was caught. But with full realisation came simultaneously the determination to escape. That never for a moment left me during the next eighteen months.

Of the Germans, who captured him, he speaks well. Rommel spoke to him coldly, but courteously, though he stupidly took offence when the Brigadier did not salute him. "I was in the wrong, but I stuck to my point," which was that he was under no obligation to do it. Of the Italians, to whom he was transferred, Hargest formed a very low opinion. There was a major, "plump, dapper, beautifully dressed, with a tongue that chattered like a monkey's all the time." There was a prison commandant, "talkative, gesticulating, useless," who was also a lily. There were the crew of a ship captured in a capture that lasted three months and a day; they offended it—and them—in a panic and tried to return on their ship off in time to be ordered back in time and sailed the ship to port.

Hargest was a good hater. He so heartily despised the Germans that he was charged with prisoners that "I have always hoped he had a perfectly hellish life after we were captured. I like to think that they spent the rest of their lives up in the mountains on the steep side, always right on top of him." On the other hand, his tribe is paid with warm-hearted gratefulness to anyone, friend or enemy, who be- can kindly. The Italian naval officers were far more sympathetic than the military, and army doctors received very good marks.

Of the French peasants and railway men who took care of him later, when he was on his way to Spain, and of several Spanish folk who helped him, the Brigadier speaks with genuine affection. Everyone with whom he came into contact liked him. He responded by opening his heart to them.

Over and over again he tells how partings from those who had sheltered and guided him were "such sweet sorrow"—sweet because freedom lay ahead, sorrowful because they knew he would not meet again.

Touched Rock-Bottom in Misery

When he reached the Spanish frontier after his long journey through France, he looked back sadly, yet with joyful mind, remembering "the hand of men and women who had cared for my safety with com- pletely selfless devotion. They had exposed themselves to punishment, to certain death, if they had been caught. One of them had spurned reward. ... They had all said the same thing: 'I am a patriot, I do it for France.'" Looking back thus, Hargest felt that he would in future wear the Legion of Honour, which had been conferred on him in 1918, "with a deeper understanding of the mystical quality that is called the Spirit of France."

It happened that a number of general officers had been taken prisoner about the same time in Africa. They were eventually lodged in a castle on the hill above Florence, a fortress of unual strength, built, ironically as it turned out, by an Englishman in the early part of the 19th century. How its inns now cursed the fancy that had made the place, with its immensely thick walls and battlements and solid masonry, so suitable for a prison!

Before he arrived there, Hargest had some forty, more or less uncomfortable hours. In one camp on the coast of North Africa scarcely any of the ordinary decencies of life were provided. "Even eating and drinking presented diffic-culties, as we had few cups or plates, or forks among us, and drinking vessels were rare. It was an un-forgettable sight to see 70 British soldiers clambers over a large Italian refuse dump seeking anything that would hold liquid—old or bottles, and a piece of tin the could be cut into the shape of spoons." That after- noon they "touched bottom in misery," he says. But I feel sure he must have had some fun out of it, too.

As soon as he had settled down to the dull daily routine of the castlelo the Brigadier began planning an attempt at escape. Several of his companions were doing the same. Two generals, whose combined ages came to hundreds, aged between 40 and 60 years, had been in the war, and planned to cut into a bath. It turned everything in sight in sight and am all he had to clean up were with was an old brick and some spits. His hands were blue for days; he had to wear gloves off his suspicion.

Another headache was the necessity for forging identity cards that would deceive the police. One of his, set to work on these and "rose to superheights from which the fact clearly emerged that if he had not chosen to be a respectable major-general, he might have had a successful career in the ranks of crime. His hobbies were sketching and painting, so he was able to have his portraits done in black and colours. He copied an Italian soldier's celebrities from a magazine reproducing the crest, stamp-markings, print and the signature of the issuing official.

Excavated With Infinite Pain

He also provided photographs for the cards, by picking out a gramophone catalogue portraits of singers which would pass for portraits of the fugitives. By a lucky chance the size of these and the paper they were printed on were like the portraits on the cards. Six of the latter were produced, so that it was impossible for the lay eye to tell the counterfeit from the original.

The escape was made through a tunnel excavated with infinite pain and hidden from observation with astonishing ingenuity. Eventually they reached Switzerland and thought their long ordeal was over. But they were mistaken. While a while the Brigadier's friend was off to Spain—and died there. Hargest felt he must follow and find out what had happened to him. So once more he set a long journey through countries more or less hostile, where he could only be a fugitive, a man being passed on from one sympathizer to another. He came through this second severe test of nerves and physical endurance and arrived back in England. But he was never to return to his native land.

He lies buried in a little French churchyard at Reunamps, in Normandy.
THE SALVING OF WRECKS IN THE PORT OF LONDON is the responsibility of the Port of London Authority and is facing page. Throughout the course of the 20th century, little has been better than the wrecking of a large ship. The wrecking of ships in the Thames, and this coming was made through the use of explosives. In the process of the wrecking, the ship is raised by a crane. The crane is then used to place it in a drydock, where it is cut into sections, and the sections are then sold for scrap. This process is repeated for each ship, and the drydock is then filled with water to create a new ship. The processed ship is then sold for scrap, and the process is repeated.
How London River's Salvage Men Beat the Blitz

Fine feats of wreck-raising were performed by men of the Port of London Authority's Salvage Service. Nearly 46 war honours were won in this tremendous task of keeping the Port open for seaborne supplies and under aerial bombardment and whilst the Thames bridge was held up for special attention. How this was achieved is told by Capt. MARTIN THORNHILL.

While marine engineers and scientists were grappling with the problem of how to cheat the deeper seas of their warping prey, divers and salvage men were already at work in home waters. They were battling with strong currents, cutting through decks and bulkheads with oxy-acylente apparatus, risking death from low-level air attack, from explosion, and the fouling of rescue and breathing gear. Almost without pause from the commencement of the War to its end, marine salvage experts were toiling in the Thames and its approaches. From the first mine laid in 1939 to the last V2 fired in 1945, the blocking of this vast sea terminal was prominent in Germany's plan. Roads, railways, airfields, the focal points of troops—all these were priority targets, but none suffered the incessant, concentrated punishment which was meted out in the Luftwaffe's No. 1 objective, the Port of London. Braving the heavy shore and air defences, the enemy succeeded in sinking or damaging hundreds of ships and small craft which were vital as carriers of food and supplies. To solve these vessels for return to duty and keep the channels and Port open for seaborne supplies were responsibilities of the Port of London Authority. The story of how these responsibilities were shouldered begins, appropriately enough, with that small but efficient pre-war body of first-aiders of the sea, the lifeboats and the Beach Rescue Service. At the request and with the practical support of the Admiralty, the Port of London Authority now took the whole of the Thames Estuary under its wing, supplementing the Wreck Rescue Service with a special Salvage Corps of officers and crews.

And none too soon. Barely two months after the outbreak of war the enemy made history by laying the first magnetic mine from the air, in the Thames Estuary. Thenceforward the practice went on daily, or nightly, with peak efforts at frequent intervals. In the winter of 1940 magnetic mines were raised on the docks and tideway as far upstream as Richmond, and a large number of vessels which had escaped the magnetic meaeak in the estuary met at least a temporary fate by way of H.E. and incendiary bombs. But the Luftwaffe had reckoned without the Salvage Department. By the end of 1940 the Salvage Department had with over forty sunken or damaged ships and hundreds of smaller craft. It was a battle with time as well as the enemy. Fifty-four craft were raised at Richmond, and a large number once during this or later periods was any ship prevented by obstructed channels from proceeding up or down river, although five vessels might be sunk in the estuary in a single day. The strain on the men was terrific. Again and again exhausted personnel, alone for a brief rest, were recalled for urgent duty on the salvage vessels which were in constant danger of enemy attack, not to mention the incessant threat of mines. To add to the difficulties, normal means of communication were often disrupted.

While first-aid was being rendered to a casualty arground in the estuary, the Salvage Officer spotted an enemy reconnaissance plane obviously photographing the proceedings. When the aircraft had gone the officer decided to move his "patient" at once. With the help of other craft he succeeded in towing the vessel to a bank about four miles upriver. That night the enemy revised the original scene in force, and dropped flares; but, finding no target, went home again, no doubt to slate the observer who had so confidently sent them on a fruitless mission.

Civilian Crews' Non-Stop Fight

"Incidents" followed one another in such quick succession that it seems uinfair to make selections. Salvage crews fighting fires in sunken vessels were hindered but not deterred even by exploding ammunition. There was the 5,000-tonner mined off Southend in the Thames Estuary, in two by the enemy who was almost abandoned as a total casualty. In normal circumstances it certainly would have been. But these were abnormal times; the nation's need was such that everything possible must be saved. The maxim of the time was that when the vessel was earmarked, the vessel was raised and repaired; and in November 1942 she was helping in the North African landing.

The craft engaged in the reorganized Salvage Service were admirably adapted for their tasks. Steel bridge protective works and high-angle guns, employed to good purpose on a host of occasions, provided at least some measure of safety for these civilian crews swimming away in their non-stop flight to save and return the casualties to their urgent occupants. Superbly equipped, the salvaging vessels carried divers and up-to-date diving apparatus; powerful salvage pumps and dewatering equipment were always available.

Yet there could be no text-book or rule-of-thumb for specific or even general guidance. Every wreck had its own peculiar problems, to be tackled and settled by the Salvage Officer's own experience and resourcefulness. It was experience which later on contributed valuable expert personnel and gear to the Royal Engineers and the site at Arromanches (see pages 430-434 and 710, Vol. 8).

Thousands of Londoners are unaware that several of the Thames bridges also suffered considerable bomb damage. Lying in the Port of London area, these also were singled out for special enemy attention. In all, they were involved in twenty-one incidents, yet never was more than one of the busy river crossings closed at any time. Two bombs shut down Blackfriars Bridge for two days.

Although it suffered extensively from blast in 1940 and again in 1944, London Bridge was never out of action; which was fortunate, because 28,000 ships and small craft passed under it in an average twelve hours. Southwark Bridge was twice involved; the worst occasion was in May 1941, when a high-explosive bomb destroyed the north arches and closed the bridge for eight weeks.

Tower Bridge suffered most damage. Even in normal times this is London's most expensive bridge; over £30,000 is spent in a year on repairs, cleaning, staff wages, and hire of a steam tug in case of emergencies—about twelve times the upkeep cost of London Bridge.

In August 1944 Tower Bridge was "out" again for three days. In the previous month a flying bomb fell on the bridge's tug, the Naja, destroying her completely. Her crew of four were being relieved, the captain and engineer had just gone ashore, leaving the mate and stoker aboad. These, together with the fresh crew, were all killed. Fired by a traditional sense of duty as high as the city itself, the surviving personnel under aerial bombardment found the service open for the nation's need. Nearly forty war honours have gone to men of the P.L.A. Salvage Service. Against the retaining wall of Island Gardens, North Greenwich, is a sad little cemetery where sunken craft beyond repair were temporarily dumped. Over them flutters the green wreck-marking flag. Every shatted pet, every battered wharf likely to obstruct navigation, is thus marked and at the end of the war the salvage service nearly ran out of green bunting.

Since the outbreak of the War the Authority's Salvage Department has handled and salvaged 32 vessels approximating 82,000 gross registered tons. All but 200 ships, totalling 208,000 gross registered tons, have been rendered minor salvage assistance by patching, pumping and refloatings. The number of smaller craft, including tug and barges, released from river and docks, reaches the astonishing aggregate of 252.

AFTER A DIRECT BOMB-HIT, in July 1941, H.M.S. Helvethy, paddle minesweeper, was practically submerged in the Surrey Docks (left). Thanks to her master, Lieut.-Commander E. H. A. Reason and the Port of London Authority's Salvage Service (right). Freely of salvage and repairs, the wrecked craft of all types, to keep the Thames and its estuary open to shipping during the Luftwaffe's attacks on the Port of London area, above.
From Europe's Battlefields to Salvage Depot

AT VILVORDE, NEAR BRUSSELS, is one of the largest dumps of battlefield litter in all Europe. Thousands of abandoned and unserviceable guns, armoured vehicles and trucks are collected there, to be broken up and sold for shipment as scrap metal to Britain. Part of the depot (1), with fragments of vehicles (2), British 17-pounder guns (3) awaiting shipment at Antwerp, where (4) scrap is being loaded. See also page 437. PAGE 790

Photo: British Official
Dresden Facing Up to Reconstruction Problems

CENTURIES-OLD GERMAN CITY and capital of Saxony, famous for its art collections and the famous Frauenkirche. Reconstruction is now in progress. The town was target for several Allied air raids, including a fire raid on Feb. 13, 1945, when 650,000 incendiaries showered down. Workers board trams amid the debris of Johannestrasse (1). German architects with plans for the new city (2) survey the ruins to select sites. Builders busy at the Zwinger Art Gallery (3). In the Royal Porcelain Works at Meissen (4), work was promptly restarted. Women (5) who voluntarily give up their Sunday rest to help in clearing bomb damage are served with soup (6).
I Was There!

Eye Witness Stories of the War and After

How We of the Naval C.S. Handled the Convoys

"Being in all respects ready for sea, you will weigh and proceed in accordance with the following order."

Many times during the War these words were read by Merchant Navy Masters when giving their final sailing instructions by the Naval Control Service.

"The War Illustrated" by Lieut.-Commander J.W.M. THOMPSON, R.N.V.R.

The inside story is told specially for the Merchant Navy Reader by an ex-Merchant Navy Master, based on his experiences of the war-time shepherding of merchant ships.

Before the commencement of hostilities in 1939 a special department had been established at the Admiralty to be responsible for the organization of all Merchant Shipping movements. Trade Division, as this section was known, was represented in every major Allied port in the world by a Naval Control Service Officer (N.C.S.O.). At neutral ports other arrangements were made.

In September 1939 I was appointed to the Thames Naval Control at Southend, and soon found myself attached to the Convoy office, which was in the charge of a Commander R.N. It was a matter of pride in those early days that the first convoy left the Thames only two days after war had been declared. Our motto was "Sail Ships"—and we did! I remember a day in March 1940 when over 2 million tons (gross) of merchant shipping sailed from the London river—a record that, I believe, was never broken.

The organization at an Assembly Anchorage differed from that at a Loading Port. At the former, the N.C.S.O. relied entirely on signals received by seacall or telegraph from other ports indicating what ships were sailing in their convoys, and he would then be able to judge what ships were likely to arrive in time to sail from his own anchorage in the convoys that were already scheduled to sail. At a terminal port, however, the N.C.S.O. maintained close liaison with the Ministry of War Transport and the Port Authorities, so that completion dates of loading and the tonnage could be forecast.

Most convoys ran in regular cycles and were designated by numbers. For instance, "FT37" indicated the thirty-seventh southbound convoy from the Firth of Forth to the Thames, and these convoys, sometimes 9 knots, sometimes 7 knots, arrived almost daily. Many of the ships were loaded colliers bound up-river, but the majority of ocean-going tramps required onward routing to Canada, South America, India, or Australia. We, having prior knowledge of their expected arrival, would be able to allocate the ships to their respective ocean convoys. Some ships would be sailing on the day they arrived, others would have to remain at anchor for four or even six days for a South Atlantic or Mediterranean convoy. Each ship was boarded by an officer on arrival and the Master told, in confidence, what would be his probable sailing date; certain details of the vessel were also obtained for use in the Convoy office.

The Admiralty, or local Commander-in-Chief, had already promulgated convoy programmes after provision of Naval escorts and air protection had been arranged, and every N.C.S.O. concerned would know some days in advance what convoys were sailing, when, to which destinations, and the minimum speed of ships eligible for each convoy. From the details provided from other ports by signal and from information received from the Lords of the Admiralty, we at Southend were able to prepare a skeleton convoy cruising order of the next ocean convoy—the "Ocean Broad Front," as it was known.

Normally a Naval Commodore, with a small staff, was embarked in a ship having good navigational aids and accommodation, and this vessel was positioned as the leader of the centre column of the convoy. Should the Commodore's ship be disabled, we appointed a Vice-Commodore to take charge, and also a Rear-Commodore in the possible event of the Vice-Commodore also being sunk or damaged. These were both Masters of two of the ships in the convoy.

Ocean convoys were always formed on a broad front, the number and depth of columns varying according to the number of ships. The Convoy officer allocated a definite position in convoy to each ship, and this was indicated by a system of Pendant Numbers—the pendants being flown by each ship on sailing. In this way Masters of all vessels could identify their relative positions in the convoy, and the Commodore and escorts were assisted in maintenance of control over the convoy as a whole. The Commodore's ship would be still further identified by the flying of the Commodore's Broad Pendant—a blue cross on a white background.

British ships with good navigational aids were usually chosen as column leaders, especially in the early days of the War. Ships with valuable cargoes (explosives, military stores, or petroleum products) were given centre "safe" positions; ships fitted with balloons were staggered so as to give the maximum protection to the convoy as a whole; ships with the best A.A. armament were similarly placed; and vessels with anti-submarine armament and anti-torpedo nets were stationed in the wing columns and in the rear of columns.

At the Conference of Masters

Consideration was also given to the relative sizes of ships ahead and astern, and ships breaking off for intermediate ports were so placed that they could leave the convoy without causing confusion. Allowance was also made for ships from intermediate ports which might join the convoy at sea either singly or in a group.

Owing to the fact that most anchorages were protected by an anti-torpedo boom with a narrow "gate," and also to the restricted width of the war channels, the convoy could not form up on a broad front until clear of confined waters. Diagrams were accordingly included in the convoy orders (and explained at the conference of Masters which was held ashore before the convoy sailed) showing the method of proceeding to the Commodore's lead ship, and on his giving the signal by flag or light, ships formed into
"I Was There!"

Two columns, each alternate ship pulling out and taking up station to starboard.

Base convoy organization continued seven days a week, at all hours of the day and night.

Sailing times were liable to be altered without notice (and were), and enemy activity often entailed a convoy being re-routed twice during the night before it sailed.

The Commander Tore His Hair

In June 1940, with the Germans holding the French coast, passage of the English Channel was denied to ocean-going shipping. I recall the first ocean convoy that had to be sailed from the Thames by way of the Pentland Firth, with its dangerous tides, instead of through the Dover Straits. A hectic day was drawing to a close, with the ending of the conference at which the Masters of the ships sailing the following day had been briefed by the N.C.S.O., the Commodore and the Senior Officer of Escort. At about 18.30 an "immediate" signal was received from Admiralty stating that the convoy was to sail Northabout and that a revised ocean route was being sent in cipher.

This meant that all existing orders had to be scrapped, and since other ships would now be able to catch the convoy as it passed the various East Coast ports on its northward passage, the number of ships would be increased. The convoy office was in a turmoil with messages from the anchorage being received, signals from other ports arriving, and the senior officer issuing orders in quick succession.

"Ask Tyne if they will have any joiners?" "'Commodore's ship has engine trouble'" "Ask the Routing Officer if that new route is through yet" "Rangoon Star is still one wire ahead. Tyne short!" "Humber have four possible joiners—names, destinations and speeds coming by teleprinter."

And then, to cap everything, C-in-C's Operations Room phoned to say that enemy aircraft had mined one of the channels to be used—this meant special new routes to give a safe diversion from the dangerous area. The night ended with an ordinary sedate Commander standing on a chair and tearing his hair whilst trying to get sense out of a North-East Coast duty officer! By 01.00 complete new orders were ready and Boarding Officers in tugs and drifters delivered them to the ships in the anchorage. At dawn every vessel sailed according to orders, and the next two convoys being planned in our office.

There was an afternoon in August 1944 when I was assisting at a conference being held on board a ship in the Gulf of Naples for security reasons—for the convoy that was to arrive two days later off Southern France and land the first troops and supplies. In Naples we were close behind the American Fifth Army Front, and we had to accustom ourselves to U.S. methods and nomenclature as the U.S. Army controlled the berthing, loading and discharge of all Merchant Shipping in the port. Co-operation became a fine art and neither side let the other down.

In March 1944 the discharge tonnage for the Port of Naples—damaged though it was—was the largest in the world. We sailed convoys south, convoys "up the line" to Anzio, and all sorts of odd ones to Sardinia and Corsica as circumstances dictated and provision of escorts allowed. We also had two or three hospital ships a day to route, "up the line" or back to the U.K. or U.S.A.—each ship routed clear of convoy routes and, of course, mined areas. These are some of the typical responsibilities of a N.C.S.O. in an operational area.

I Saw Air-Raid Shelters Crumple and Collapse

At 11 o'clock on the night of March 16, 1946, the police closed Lower Regent Street, London, to traffic. Massive brick-and-concrete shelters were to be demolished by mechanical monsters working all through the night. The scene is described by Robert Waithman in The News Chronicle.

From Waterfront Place and out of side streets where they had been waiting, I saw cars rumbling into Lower Regent Street on caterpillar tracks a family of four great mechanical shovels, their head-lights blazing like angry eyes. Half a dozen heavy lorries followed them. The cabs of the tractors and the lorries were dark green, with "Willmant—Waterloo" painted across. Thirty-four men swarmed in and around them.

The tractors squared up to two of the three air-raid shelters in the middle of the street. The biggest of the four shovels went to the top end of the top shelter; the next one crawled to the right flank of the top shelter; the third lumbered up to the top end of the bottom shelter; the fourth went to its left flank.

The two tractors that faced down the street were fitted with shovels; steel mouths with four savage steel teeth, each a foot long. The two at the sides of the shelters had at the end of their dipper arms not shovels but huge balls of solid steel, a yard or so in diameter. There was a moment of relative quiet after they were in position, then a controlled Bedlam broke loose.

At the side of the top shelter the flanking tractor began to belt away as the row of Diesel exhausts on the cabin roof. The job and the dipper-arm reared and the steel ball hung for a moment in the wall of the shelter and then fell. The jib moved and the ball rose and fell, pounding the top of the wall in a different place each time, and the concrete cracked beneath it. Then the jib rose higher and the dipper-arm descended and sent the ball swinging against the side of the wall.

First at the top and then lower the wall fell in short blocks. The face was nine inches thick, and it was solid brick and
concrete; but it cracked and crumpled and tumbled down in jagged chunks. White dust whirled up to the white lights overhead. A greater noise began as the shovels at the top of the shelter dapped and clawed at the fallen masonry. The cab shook and lurched and yellow flame spurted from its roof while the shovel pawed and shoved the debris into place and then scooped it up and swung it over into a lorry.

We on the pavement watched and listened rapidly. When the ball swung hard and the ground shook we grinned at one another. For it was good to be outside the shelter; it was good new to hear the din and to feel the shock in the ground. As the wall came down it began to reveal notices pasted on the inside of the opposite shelter wall. HOT BATHS, one began, and another said NO SMOKING. The swinging ball moved slowly towards the shelter entrance, where the words 40 PERSONS were painted. Presently that sign too lay in ruins. The noise of Peace went on all through the night. When the great machines and the lorries and the dusty men left on Sunday afternoon there were only roped-off hollows in the road, and now you could see clear down Lower Regent Street from Piccadilly. It looked spacious and calm.

South Africa as the British Serviceman Saw It

I can think of nothing which could give South Africa greater pleasure than the Royal visit which is to take place early next year. Nowhere in the Commonwealth did the War do more to strengthen the bonds that unite the family of nations of which the King is the head. The warmth of feeling for "home," as the United Kingdom is so often referred to in conversation in the Union, was shown by the remarkable welcome British Servicemen received in South Africa. From the days when convoys used to halt at Cape Town on their "round Africa" voyages, to the time last year when VJ Day found R.A.F. and Naval forces stationed there, the greatest possible hospitality was extended to our men. A typical example is the work of the South African Women's Auxiliary Service (S.A.W.A.S.), who were prepared to arrange anything from a wedding to a round of golf. Any man going on local leave had only to say how long he had and where he would like to go, and the S.A.W.A.S. did the rest. By road and rail men were whisked away to their destinations. There they were met and taken to some homely house, where they were honoured guests. One man I know went from Cape Town to the Game Preserves and Victoria Falls in Rhodesia and back, with stops in Bechuanaland. He took it a fortnight, and he was not allowed to spend a penny. In the permanent Service establishments in South Africa there was a standing list of local residents always willing at short notice to entertain men. No function was complete without at least a sprinkling from Britain.

No wonder a high percentage of Servicemen whose release became due while they were in South Africa elected to take their discharge there with a view to settling permanently in the Union. Men had little difficulty in finding employment.

Story Told in Yeld and City

A striking fact concerning South Africa's contribution to the War effort emerged in a statement made by General Smuts last year. There had been no conscription; and yet, he said, the number of men who volunteered was so great that the force sent overseas could not have been increased even with conscription. The Service, he said, came from every section of a varied population in all parts of the Union. Men of differing political views and from geographically segregated areas served side by side with soldiers from the other Colonies, from the Colonies and from Great Britain.

They have returned with a story which must by now have been told in veld and city in every part of the Union. Through all those great campaigns in North Africa and Italy, in prison camps and in the green haven of England, these wiry and proud young South Africans found that there was also strength and dignity in the rest of the Commonwealth. To many this was not something they had always taken for granted. German propaganda had indelibly spread the "effete Englishman" fiction.

Nowhere will the Royal party be more assured of an enthusiastic reception than at their Headquarters, Cape Town. In this city, nestling below Table Mountain and cupped in one of the most beautiful bays in the world, they know how to make festival.

I was in the ship which brought the first South African know from Cape Town and I can see still the thousands of street lights clustered in the shadow of the mountain.
slopes, while above, dawn crimsoned the heights. The brays were baffaged and masses of people lined the roads. The atmosphere was electric long before the ship tied up.

The train journey up country is a memorable one. A long climb to the Karoo starts through the lovely Hex River valley and continues breathlessly on the sides of precipitous mountains. The Karoo itself, one of the sights of South Africa, is apparently a panorama of desolation—a rock-strewn plateau giving life incredibly to an untold number of bushes. Yet this vast plain produces fine sheep. In Durban, which South Africans describe as their finest resort, is a shopping centre, surely the equal of any existing today. There are many modern buildings here—the skyline from the air is not unlike New York’s, of course, smaller—and the port was of importance to the Royal Navy during the war.

Zula ‘rickshaw’ ‘boys’ contribute to the colour of the town. Usually magnificent physical specimens, they maintain an amazing pace with their vehicles. They are very efficient drivers (they stop for every passenger in the shafts so that the only energy expended is in a forward direction. They considered it was a special honour to carry a British a handsome building in a woodland setting.

### As The Years Went By—Notable Days in the War—

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<th>Year</th>
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<td>1940</td>
<td>April 9. Germans invaded Denmark and Norway; Copenhagen and Oslo occupied.</td>
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### The Zionist’s Viewpoint

To "The War Illustrated" Number 222 Mr. Kenneth Williams contributed an article entitled "The Palestine Emergency." Some of our Jewish readers have expressed their dissent from the general trend of his statements, in particular Mr. H. Newman, well known as a Jewish journalist. He has sent a letter of some length in which he refers to Mr. Williams. Somewhat reduced, while retaining the main points of his case for Zionism, his letter is reprinted below. There is no space in "The War Illustrated" for controversial correspondence; but we make this exception out of courtesy to Mr. Newman as an advocate of Zionism, and without in any way reflecting for or against his views. We reproduce his letter in full.

No further correspondence will be considered.

**ERROR**

Justice is to be the basis of human relationship, why should this elemental axiom be denied to the Jewish people? Why should this one people in all the earth be refused the cohesion which its own territory would confer?

Anti-semitism exists. Persecution of Jews continues. A third of the Jewish people—600,000 souls—were mercilessly slaughtered by the Nazis. Prejudice against Jews will continue so long as Jews remain a phantom, wandering people, reeling from one country to another; because they are living irrationally. The raison d’etre of Zionism is to rationalize the relationship of the Jewish people to other nations.

The Balfour Declaration of 1917 might have been a unilateral promise by the British Government, but its terms were unanimously accepted and ratified by 27 nations, and embodied in the League of Nations. The terms were specific: ‘‘. . . recognition has thereby been given to the historical connection of the Jewish people with Palestine and the grounds for reconstituting their national home in that country.

The Mandatory was charged with ‘‘placing the country under such political, administrative and economic conditions as will secure the establishment of the Jewish national home (Article 2)’’. The Palestinian Mandate was also ‘‘to secure the co-operation of all Jews who are willing to assist’’ (Article 4) ‘‘the directivity to the Government to ‘‘facilitate Jewish immigration’’ (Article 6) . . . with the additional proviso that the Administration will facilitate the acquisition of Palestinian citizenship by Jews’’ (Article 7).

Service, which they did with gay shouts and palpitating capers.

Among other places Their Majesties will see are Johannesburg, financial and gold-mining centre, and Pretoria, the capital. Johannesburg (visitors are warned against the contraction Jo‘burg) is 6,000 feet up, and new arrivals are often apprehensive about their breathlessness for a day or two. Here is the deepest gold-mine in the world—over 5,000 feet down—and some interesting native compounds. When I visited one of these with two other naval officers, a full-dress Zulu war dance was performed specially for our benefit.

Pretoria is full of atmosphere and of contrasts. Some of the smaller edifices seem unchanged in character since they were erected during the town’s inception; the Parliament buildings are magnificently conceived and finely sited. Here are everything British officers were honorary members of the golf and social clubs. Down south, Simon’s Town, the naval base, is situated on a most beautiful coastline, along which the road leads from Cape Town to Port Alfred. This is on the east side of the Cape peninsula and faces the Indian Ocean, which meets the Atlantic at Cape Agulhas, South Africa’s most southern point, not far to the south-east. Between Simon’s Town and Cape Town, at Franschhoek, is Schuur, the official residence of Field-Marshal Smuts. Their Majesties’ tour also includes historic Cape Town, a handsome building in a woodland setting.

This was an open invitation to Jews throughout the world, but Kenneth Williams roundly declares ‘‘the idea of a Jewish State in Palestine, which was never promised and is a glint put by Zionists.’’ I find, George, one of the proponents of the Balfour Declaration, declared before the Peace Conference that ‘‘the opportunity of becoming a definite majority’’ was given. In his view the option of Jewish immigration would have to be restricted in order to ensure that the Jews would be a permanent minority never entered the hands of anyone engaged in framing the policy. That would have been regarded as unilateral, and as a fraud on the people of the world.

The words of Balfour, Vincent Cecil, Wilson and others intimately concerned with the World Diplomatic policy, particularly Switzerland, are Williams inaccurate. It was to be the fulfillment of 2,000 years of Jewish prayers. Twenty centuries of forcibly dispossessed homelessness was to be ended.

Over 50 per cent of the Jewish people support Zionism. They know it is the only answer. Nowhere else, except in Palestine, can Jews claim ‘‘as of right and in difference to all’’ the status which national cohesion would give it the one solution of the drawn-out Jewish problem. Kenneth Williams claims Mr. Balfour was in an attempt to create a distinction between Zionists and Jews as a whole. This proposition is fallacious. To every conjecturing Ad - Mucron the Palestine is an integral and indivisible part of the Jewish faith. The prayer ‘‘next year in Jerusalem’’ is reiterated in the Jew’s most solemn and sacred moment.

Arabs have benefited a thousandfold—in living standards, health, education. They have gained. Why then, refers Williams, who have turned malaria swamps and eroded soil into flourishing settlements, and have built beautiful cities even on sand dunes?

What is Britain’s strategic policy? Arabs everywhere tell British and French to “clear out.” Jews alone desire and insist that the Arabs become a British Dominion. In both the last wars Arabs have fought against British and Allied interests and at the same time, as Arabs joined the Palestine forces. Jews, and not Arabs, have, through the times of war, proven themselves Britain’s best friends. Far more than less humanitarian ideals, demands the fulfillment of an explicit pledge—Palestine as a Jewish Commonwealth.— Yours sincerely,

H. Newman
The war strength of the Royal Air Force on V-Day was 1,100,000. In Bomber Command, out of 110,000 men trained, 50,000 lost their lives, 15,000 were seriously injured, and another 15,000 less seriously injured.

In the House of Commons, Wing Commander Millington raised the question of the recognition of the work of the bomber aircrews, who, he said, felt that the exclusion of their chief, Sir Arthur Harris, from the New Year’s Honours List was an affront through him to all who served under him.

Meanwhile, "Bert" Harris has left the country to return to South Africa, where he joined the first force in the General Air Transport Service. His last recognition was promotion to the highest air rank of Marshal of the R.A.F. There was, of course, probably only one other air appointment in the R.A.F. which he might have held, that of Chief of the Air Staff. This appointment is made by the Prime Minister, and under Mr. Attlee it went to Marshal of the R.A.F. Sir Arthur (now Lord) Tizard.

GERMAN Evidence of Effectiveness of British and American Bombs

These two notable R.A.F. commanders are exponents of air power wielded in two ways. Harris was the man who applied air power, Tedder the one who wielded tactical air power. Tedder worked on the Army, and to a lesser degree with the Navy. Harris played the more solitary part, striking at Germany with the long arm of the bomber, but occasionally diverting his forces to aid the other Services. The Navy was not the subject of steady attack; the air attacks on it were effective only as diversions from primary targets.

GERMAN Evidence of Effectiveness of Bombs

The German evidence of the result of the maimed Army, the maimed Navy, the maimed air force, is overwhelming.

GEORGE NORTH: "The strategic bombing alone could have brought about the surrender of Germany." Dr. Speer said: "The answer is yes. The attacks on the synthetic oil industry would have sufficed, without the impact of purely military events, to render Germany defenceless." Field Marshal Montgomery, in a speech in the Fleet Air Arm last week, said: "If the oil plants had been attacked six months earlier Germany would have been defeated about six months sooner." Dr. Fischer, head of the Oil Department of the Ministry of Armaments, said: "If the air attacks had been concentrated on industry, particularly oil, chemicals, power and transport, the war would have been over one year sooner."

There are two points on which we can strike a note of caution. The first is that there is no substitute for landings, but air power can do the job. The second is that air power can do the job, but it cannot do it alone. The strategy of bombing alone is a dangerous one.

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Parachute-Jumpers Safeguard American Forests

Valuable timberlands threatened by fire are sky-patrolled by trained observers, and paratroopers—advance-guard of the forest fire-fighters—are dropped (1) in the vicinity of an outbreak. As protection against possible facial injury through contact with tree branches in the descent, the jumper is masked (2). Equipment includes a portable two-way radio set (3) for transmission of instructions to the nearest fire-fighting base. First intimation of a fire appears to a spotting aircraft as a dense smocker of smoke (4).
Roosevelt's Old Home Preserved for Posterity

PRESENTED TO THE AMERICAN NATION, Franklin D. Roosevelt's home in Hyde Park, near New York, remains the same as when he left it. On the top of the seat in the hall (1) is the late President's hat, where he last placed it. In the guest bedroom (2) King George VI slept during his visit. The bedroom was the first room he entered. (3) Furniture is original, even the rocking chair in the nursery. (4) His desk in the sitting room (4) displays a portrait of his half-brother, James Roosevelt. See also page 584. PAGE 799 Photo, New York Times Photo
In Britain Now: A Great War-Leader Honoured

V-PARADE PREPARATIONS are being conducted with the aid of German prisoners of war. Once members of Hitler's Wehrmacht, they may have had their own dreams of marching through London as goose-stepping conquerors. Some of them are erecting camps to house Colonial troops who will be in the great Parade on June 8, 1946.

F. M. VISCOUNT ALEXANDER of Tullibardine (right), First of the country's war leaders to receive the honorary Freedom of the City of London, speaking at the Guildhall on March 29, 1946, during which he received a 'knight of honour' presented to Field-Marshal Lord Allenby 25 years before. The Freedom of the City was also bestowed on Lady Alexander.

SLATING the horse's shirt is one of the many menial tasks that befell civilian girl workers at the Royal Army Veterinary Remounts Depot, at Melton Mowbray, Leicestershire. The depot, run by male Army Veterinary staff, was manned by civilian help to assist in the training, and to tend to the well-being of horses until the animals are required for service by the military authorities.

ONE OF THE LAST balloons of London's famous barrage (left) may still be seen hovering above the capital from the bombed site of the infirmary at the Royal Hospital, Chelsea, where it is being used for research on the effect of weather on radio transmission. The balloon is raised and lowered four times a day, recording pressure, temperature and humidity at 20-ft intervals.

SPRING-CLEANING NELSON is a pre-war business for the接受ists perched on the scaffolding surrounding the statue, nearly 150 ft, above Trafalgar Square, London. The cleaners, dwarfed by the 184-foot figure of the celebrated Admiral, are supervised by a member of a famous family of Sleuths who for three generations have made the difficult ascent.

The Loire is Bridged Again at Nantes

Pont de la Vendée, spanning the Loire, at Nantes, France, was opened to traffic in December 1945, after its strength and stability had been tested by locomotives, weighing 300 tons, which are seen in the completing of their work. A temporary structure, 700 yards long, this bridge replaces the original whose ruins are in the right. During the War nearly 3,000 bridges were destroyed in France by the retreating Germans and by Allied bombing.