INDIA'S COLOURFUL CONTINGENT to London's Victory Parade on June 8, 1946. Included were detachments drawn from the Royal Indian Navy, Army and Air Force, and the band of the Royal Gurkha Rifles. Among them was Major-General Singh, V.C., of the Indian Artillery, seen smiling ecstatic from the window of a military carriage as he arrived at Euston Station. With him are a bearded Sikh (right) and one of the famous Gurkha Rifles (left). See also portrait in page 116. Vol. 10, No. 236.

Edited by Sir John Hammerton

No. 236 will be published Friday, July 5
Commonwealth Prime Ministers Meet in London

The Commonwealth Prime Ministers' Conference, which opened in London on April 25, 1949, concluded on May 7. The discussions afforded opportunities for consultations between representatives of all the Dominions on matters of mutual interest, and included separate discussions between individual United Kingdom and Commonwealth Governments. The Conference was attended by the Prime Ministers of the Dominions and India only. Under consideration were the draft peace treaties with Italy, the Balkan States and Finland; the future of Germany; security responsibilities and arrangements between the Commonwealth Governments on military affairs; economic and welfare cooperation in the South Pacific and South-East Asia; the British Government's proposal to withdraw forces from Egypt; the Palestine Report; and the future distribution of political influence in the eastern Mediterranean. Because of the informal character of the Conference, no records were kept of the discussions. Full details of the Conference are published separately. Existing methods of consultation between the Dominions were approved as being preferable to any rigid centralized machinery. The Dominions Prime Ministers attending are seen above.
Great Stories of the War Retold

Why "Scharnhorst" and "Gneisenau" Escaped

BY FRANCIS E. McMURTRIE

Specially Illustrated by G. Howarth

along the coast from Le Havre to the Hook of Holland. A man which had already been converted between the Admiralty and the Commander-in-Chief, Norway, before April 1941 was therefore prepared for execution.

Under this plan, known as "Operation Fuller," the Commander-in-Chief in the North Sea and the Home Fleet were to be ready at six hours' notice in the Thames estuary, some ten miles beyond Minch to be ready in readiness for operations under the Vice—Admiral, Dover; and six Swordfish aircraft were ordered to move from Lee-on-Solent to Manston, in Kent, where they would come under the same command. The submarine Sealion was ordered to join two old submarines patrolling a line to the west of Brent.

Three night air patrols were organized by Coastal Command, these being the "Stopper" patrol, off the entrance to Brent; the "Line S.E.", patrol, between Ushant and the Isle of Brehat; and the "Hedge" patrol, between Harve and Boulogne. All these patrols were fitted with Hudson aircraft fitted with A.S.V. radar gear of an elementary type compared with that now in use. A squadron-and-a-half of Beaufort torpedo-bombers were stationed at Thorney Island as a striking force.

and a further one-and-a-half squadrons were held ready at St. Eval, in Cornwall.

Between February 3 and 9, H.M.S. Mensa- man and H.M.S. Wickhams laid 1,000 mines of both contact and magnetic types in six fields between Ushant and Boulogne, while Bumper Command laid 95 magnetic mines in five specified areas off the Faroe Islands. On February 5, the Commander-in-Chief, Coastal Command, ordered a squadron of torpedo—bombers, which had been stationed at Leuchars in Scotland, to proceed south to the rendezvous in view of the probability of the enemy ships coming up Channel. This had been increased by the arrival in Brent of two more German destroyers. On February 16, it was observed that still another pair of destroyers had appeared.

Clarity the critical moment was at hand. The submarine Sealion, executing the distress—wire to her captain by his orders, went into Brent with the tide on the afternoon of the 11th, remaining there until the evening without seeing anything of the enemy ships. Undoubtedly the enemy chose this time for emergence on the basis of weather reports obtained by special flights made from Bergen and Brehat westwards into the Atlantic. He knew that it was going to be cloudy, with poor visibility. Fortune now proceeded to play into his hands in more than one respect.

Stopper patrol was undertaken by the three ships without being intercepted. A survey of the surrounding waters enabled the destroyers to determine that the Bremen and Graf Spee had been forced to an anchor, but not in a position to menace the convoys. This view was supported by recent enemy concentrations of light craft at various points.

ONE OF THE ILL-FATED SWEDISH AIRCRAFT, piloted by Sub-Lieut. (A) W. S. Ross, R.N.R., returning up to Trondheim, in Norway, on January 23, of the big new battleship Tirpitz, sister of the Bismarck, suggested that the enemy were trying to divert attention from the group of ships laying at Brehat.

THE DAY OF THE GNEISENAU was a memorable one. The morning of February 16, 1941, was fine, with the sun shining brightly, and the Bremen and Graf Spee could be seen disappearing into the far distance.
three aircraft, which relieved each other at intervals. The first of the three, en route to the patrol area, found its A.S.V. equip-
ment had become unserviceable, and as its fuel could not be detected, returned to its base. This left a gap of three hours
during which the entrance to Brest was un-
watched. Still worse, the "Line S.E." patrol aircraft had a failure of its A.S.V. gear, which caused it to return nearly two hours
after leaping; during this time there was no effective reconnaissance, and a relief aircraft was not sent. Thus for practical purposes this
patrol might as well have been non-
existent. "Habon" patrol was carried out
without incident, but the enemy vessels did
not reach the zone until after it had been withdrawn. Had they been operating with
full efficiency, there is no doubt the "Habon"
and "Line S.E." patrols would have had
every chance of picking up the German
squadron when it left Brest.

From about 9.20 a.m. on February 12 the
enemy tried hard to jam our radio direction
-finding systems. Significance of this disturbance interference was not seen to be appreciated for about two hours. By that
time an order had already been issued by
Fighter Command for a reconnaissance to be
made over the Channel. The two Spitfires
constituting this reconnaissance sighted what
appeared to be a convoy of 20 to 30 vessels
off Le Touquet. Landing at Hawkinge about
10.30, this was reported, a sergeant adding
the useful note that he had spotted a ship
with a tripod mast and heavy superstructure.

By the time this fact had elicited other air-
craft to sighted and definitely identified
the convoy, the information reported
shortly after 11. This news, together with
instructions to attack, was received at 11.30
by Lieut.-Commander E. Emsome, D.S.O.,
in command of the six Swordfish aircraft at
Manston. Fighter protection for these was
barredly arranged, but it was not until nearly
an hour later that a single squadron of
aircraft was sent off to the scene of action.

Biggin Hill. Emsome thereupon decided to carry out his
attack without further delay.

By this time the enemy squadron was about 20
miles north of Calais. It was well protected
by fighters, which attacked the Swordfish
the moment they came in sight. P-24 and P-25
were dropped by some of the six before all
were brought down into the sea, but there
is no evidence that they scored a hit. There
were few survivors. Emsome himself, who
had won great distinction in the pursuit of
the Bismarck in May 1941, losing his life.
He rescued the posthumous award of the V.C.
(present in page 567, Vol. 3).

16 of 39 Attacking Bombers Lost
Almost at the same time five motor torpedo
boats from Dover sighted the enemy and
discharged their torpedoes at ranges of
3,000 to 5,000 yards. Again there is no
reason to suppose that any hits were scored.
In spite of the risks they were taking some
of the m.t.b.s were sunk, theirretreat being
covered by some motor gunboats which
arrived on the scene a little later. Three
m.t.b.s from Ramsgate sighted some of the
German small craft between 1 and 2 p.m.,
but were not able to get near enough to
attack the large ships.

Between 3 and 5 p.m., seven Beauforts of
Coastal Command from Torrey Island did
their best to locate the enemy, and got near
enough to drop torpedoes, but no results
could be observed. One of the Beauforts
was destroyed. Shortly after 4, nine Beauforts
from Lenclois attacked, seven torpedoes
being released; again heavy anti-aircraft fire
prevented observation of results. Meanwhile, 12
more Beauforts had reached Thorney Island
from St. Eval and followed the others
over the North Sea. Four German mine-
weepers were sunk, again, but the last
squadron could not be found. Two of these
aircraft were lost.

Five destroyers encircling off Harwick were
lucky. These were H.M.S. Campbell,
Mackay, Vivian, Whitehead and Worcester,
which proceeded in the reported direction
of the enemy at their utmost speed, in order
to make certain of gaining contact. Captain
C. T. M. Pizey, commanding the Victoria, took
the risk of crossing a minefield off the Maas.
Shortly after 3.15 the enemy ships were
sighted at a distance of 9 miles. Regardless
of the heavy fire that was opened upon him,
Captain Pizey pressed to within 3,000 yards
before three of his destroyers fired their
torpedoes; one destroyer, the Worcester, got
as close as 2,400 yards, though the Mackay
was obliged to turn at about 5,000. The
Worcester was the only ship hit, but managed
to struggle into port with severe damage.
Again there is no record of torpedo hits.
The final attack was made by 242 bombers,
the majority of which were unable to locate
the German squadron owing to low cloud
and failing visibility. Only 39 contributed
carry out attacks, and 16 were lost. Fighter
Command also sent out aircraft to the number
of nearly 400. Of these, 102 made attacks
on various enemy vessels; one small mer-
chantman and a German coastal craft were
sunk and at least 16 enemy aircraft brought
down. Seventeen ships were sunk or badly
hit. Mines laid by Bomber Command in
the line. Mines laid by Bomber Command in
the line. Mines laid by Bomber Command in
the line.
ship, indeed, received such serious injuries that she never proceeded to sea again.

It was considered by the Board of Inquiry into the whole circumstances (whose report was published recently) that, in view of the failure of two of the night patrols to function efficiently, a daylight reconnaissance down Channel to the westward should have been flown. Failure to send another aircraft to replace the one which had an A.S.V. failure on the "S.E. Line" patrol was criticized. No. 11 Fighter Group, it is suggested, "were not sufficiently alive to the fact that the German ships might be coming out at about this time, when reports of numerous enemy aircraft coming about the northward of Le Havre appeared on the radar interceptors' plots. If the significance of the persistent radio interference by the enemy had been appreciated earlier, these plots might have been investigated and the ships detected sooner.

On the question of co-ordination between the Admiralty and Air Force, it is considered that all reasonable plans were made. Those in command of the various striking forces were naturally more concerned to delay the enemy in any way possible by continuous attacks than to risk losing the opportunity in the effort to arrange co-ordinated attacks. On the 4th February, when the "Fuller" scheme became operative, bomber forces were put in a state of two hours' readiness. Unfortunately, some days later, in spite of the Admiralty pointing out that with more favourable tides there was more rather than less danger of the ships coming out, this was altered to four hours' readiness. The Board of Inquiry thought Bomber Command should have informed the Admiralty of this.

Lützow's Commander-Emden's decision to deliver his Swordfish attack as soon as possible, without waiting for the arrival of a fighting escort, was approved by the Board. That the torpedo-bomber force of Beauforts was not used with maximum effect was a result of the failure to know in good time what the German ships were doing. The action of the motor torpedo boats and of Captain Fazey's destroyer flotilla received full approval. As regards mines, it is observed that "the work appears to have been skilfully done by the two Services in co-operation. It is considered doubtful whether all the mines employed to attack were sufficient to cripple the German ships, even if their movement out of Brest had been known at once. As the attack had to be made by day, the best prospect of disabling the ships lay with the bombers and torpedo-bombers.

Having been continuously employed on other duties, some of the crews of the Beaufort torpedo-bombers had not had sufficient training and experience for such an operation.

Owing to the low cloud, the bombers played a comparatively ineffective part in the battle. Evidence indicated that the training of the greater part of Bomber Command was not designed for effective attack on fast-moving targets by day. Visibility enabled the motor torpedo boats, which could not otherwise have been seen, to carry out their attack in broad daylight without loss. To sum up, the German plan for the failure to do more damage to the enemy was that he was not detected earlier.

H.M.S. WORCESTER was one of the British destroyers hurriedly dispatched from exercises off Harwich to intercept the Schleswig-Holstein on February 17, 1945. After maneuvering through a mist for the destroyer's silhouette sighted the enemy, and the Worcester closed to a range of 1200 yards to make a close-range attack. The Schleswig-Holstein then turned and submerged, but the attack was too late to save damage to the Worcester, but she managed to struggle into port.
Overseas Units in the Great March-Past

ASSEMBLED IN LONDON for the June 8 presentation in which Their Excellencies The King and Queen represented the British Empire were nine units from overseas. Seven of them were seen in the Kensington Gardens camp. There were men from Tripoli (1), and the sergeant (2) from the Gibraltar Defence Force (3), from Ceylon (4), from the Egyptian Unit (5), from Malaysia, Burma, Sumatra and Hong Kong spread out for meals (6). PAGE 154
Camping in Kensington Gardens

CHosen to take part in the victory celebrations were proud natives of
Beverly, Laven (1), who provided their own music, the sergeant is playing a balalaika. A
soldier-major of the Indian Army (2), with 2 L.R., R.A., and 2 R.A., is looking on. Members of the East
African Rifles (3), and Ethiopians (4), Humphreys for the Kensington Gardens camp.

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Photo: Keystone, Kavan, Associated Press, Ernest Jones
How London Prepared for the Victory Parade

TO REGULATE THE TRAFFIC during Victory Week, June 5-11, 1945, crash gates were erected at points along the parade route, as at Green Park, Buckingham Palace, St. James, Trafalgar Square, and Regent Street, to ensure easy access to the parade for veterans and spectators. Special signs directing traffic were erected, and special signals were given to keep the traffic moving smoothly. Signs in London Gardens (L) where special stages were accommodated. Special traffic arrangements were also made for the Thames (R). Rush orders for flags were executed (R).

*TUE. 11 JULY, 1944*

To DECEIVE THE ENEMY

I send this personal message to you and all other boys and girls at school. For you have shared in the hardships and dangers of a total war and you have shared in the triumph of the Allied Nations.

I know you will always feel proud to belong to a country which was capable of such magnificent efforts, proud, too, of parents and older brothers and sisters who by their courage, endurance and enterprise brought victory. May these qualities be yours as you grow up and join in the common effort to establish among the nations of the world unity and peace.
Malta's Contingent Bids Au Revoir to Valetta

Marching through the bomb-scarred capital, some of the George Cross island's defenders are seen on their way to Valetta's Petito Xavier, where they were reviewed before embarking for London to take part in the Indo-China Peace. Comprising detachments of the Royal and artillery service, including three George Medallists, the contingent, totalling 150, was headed by Gen. Lt. A. J. Backerley, O.B.E., who commanded one of the Royal Horse Artillery regiments during some of the most critical days of the war.
A SUBMARINE of 1,208 tons, H.M.S. Rorqual was launched at Bursolicies, France, in 1916. She is the only unit left of a class of six to serve solely through the way, all five of her sisters—Cachalot, Grampus, Narwhal, Proteus and her (see page 31)—being lost. Though primarily designed for minelaying, each of them was armed with six torpedoes—one on each side and two on the bow. The Rorqual was adopted by the borough of Hull, and was named after the Arctic Walrus.

During 1918-19 the Rorqual is claimed to have inflicted more damage on the enemy than any other submarine. She sank 47,000 tons of shipping and left over 3,000 men

In 1924 a large Italian submarine convoy was discovered and three ships were wounded. In March, 1925, the Rorqual was in the Sargasso Sea when a collision occurred between her and a British cruiser. She was towed into port, where she was refitted.

Together with other large submarines, the Rorqual undertook the supply service to the Allies, using her ability to remain submerged for long periods. She was also used for the training of Allied sailors, and as a depot for supplies.

In 1923 she carried a complete battery of light anti-aircraft guns and a few, and other material to the British forces on the island of Lomnitz. During this operation, an enemy torpedo exploded a few yards astern of the Rorqual. She then turned around and set fire to the enemy vessel. On another mission in 1924, a British submarine was boarded and the Rorqual was able to escape, but her bow was damaged, as well as her rudder. She was later repaired and sent back on another mission.
The East Lancashire Regiment

The first clash between autocracy and democracy came for the East Lancashire Regiment in the Second Great War when an over-zealous member of a German patrol called out across the River Escalat, at Ypres, "Heil Hitler, you democratic swine!" The prompt reply from 8 Company-"You shoot the swine"—was to be heard all the next day from the trenches west of the Yser. The incident in Belgium took place on May 20, 1940.

Ten days later, when the situation had become critical on the famous retreat to Dunkirk, a battalion of the Regiment stood and fought on the Belgian Coast for three days, beset of all transport save three carriers, supplied with only the ammunition that each man carried, and provisioned with only the rationing that each happened to have in his haversack. During this battle Captain H. M. Ervin-Andrews was the first V.C. awarded to the Army in the Second Great War (portrait in page 159, Vol. 3). With his company he held a blazing Belgian barn in the path of a critical flank attack which threatened to overrun the whole position. There can be no doubt that this defence saved the day on this sector of the line. On the same battleground Lance-Corporal Paddy O'Neill and his section refused to share an empty Flandern field with anyone, and killed 40 of the 100 fromm who tried to fight their way in.

They Captured 'Bollo Hallibut'

Back at home, three new battalions had been created and one was destined to fight the enemy under Regimental Colours. One was named 'Bollo Hallibut'. Another was converted to light-aircraft gunners, the third changed its carrier to Universal carriers and is now an honour member of the Royal Tank Regiment. These changes did not take place until 1942, when the major threat of invasion had lessened. This is another example of how possible to put into effect the General Staff's plan for bigger and brighter things.

The other battalion was not so fortunate. The attack to which it was committed on July 16, 1944, from Fentiez was doomed to failure from the start. In the heart of the dense Boulogne country effective support from artillery and tanks was out of the question, and only one company, under the command of Major C. C. S. Grosse, succeeded in reaching the final objective. July 16 had indeed been a black Sunday. Grappling with a determined foe in this treacherous and twisting country had cost the Battalion over 250 casualties and a large number of prisoners, and that was not the end of its misfortunes. On July 30 General Montgomery, as he was then, wrote to the Commanding Officer with characteristics straightforwardness, "I am afraid I have had news for you, and so prefer to break it myself." There were not enough men to hold all infantry units in the Field, and it had therefore been decided, with regret, that the hammer of disembarkation must be broken by the heavy blows of the Guards Armoured Division. The first to suffer would be the 2nd Battalion. The battalion was now composed of four companies, with the aim of a company unit as the basic combat group. But even this would not cope with the German armament. In fine a Battalion as ever fought was not summoned again to slower roll call. So only one battalion was left to take part in the drive to Antwerp. It rode on tanks, guns,tractors and lorries, as well as on its own vehicles.

A Dash in Flame-throwing Tanks

Arrived in the Low Countries, fresh troops awaited the Battalion. There was the storming and capture of Maastricht, a small Dutch town over the Belgian border, on September 22, 1944, two infantry company commanders; Majors C. W. Griffin and J. F. Lake, swapping forward to an objective which the Germans had a particular reason for wanting to keep. This was followed on November 24 by Herentals, where a daring dash in armoured horsed and flame-throwing tanks failed to get through, but a quick appreciation by Lord Longueville, led by W. Brown, produced an alternative plan which included a horizontal night advance supported by batteries of 15-pdr guns. Behind these mucky banks were lined with barbed wire. This daring advance from armour to foot won another Battalion objective. On December 17, 1944, the Battalion was summoned to its duties, its route to the threatened area took it through places buried in the history of the Waterto
Records of the Regiments: 1939–1945

On the streets of Hertogenbosch, in Holland, men of the 3rd Battalion the East Lancashire Regiments fought out the messy, nightmarish inns of the town. The first assault, on November 16, 1944, had failed, but the following day, where armour had failed there, men and machine-guns took their turn. The battalion had to double out of the woods without the tanks to gain the smoke-screen laid to conceal them from enemy view. Yet these men, worn out by exposure and fatigue, plunged forward in the ever-deepening snow. When the two leading companies staggered into Grimbeek they could not muster fifty officers and men between them. At one time it seemed that they would never get there, until Lieutenant K. T. Sheff and a Pute bin gave fresh impetus to the attack by routing three Tiger tanks that barred the way.

Vera Van Roonstad's division successfully frustrated the Battalion was hastily re-equipped for the Rhine invasion which had been postponed to February 6. A large force had been detailed for the capture of the Reichswald Forest rendezvous, covering an area of forty square miles of closely planted fir. Of the Battalion's share in this battle it was written in the Liverpool Daily Post:

"...They fought and plodded their way through nine miles of deep mud and black forest. The men would have gone anywhere to accomplish this terrible objective. Their journey to the Lunezine men was a nightmare. Nothing could get forward that night that depended on wheels and tracks, but the men went on. The tracks vanished under the snow and they went on by compass. They had barely consolidated when the orders came through again: "Push on!". All the time the order kept on!"

In Regimental memories the Reichswald leaves three prominent landmarks. The brilliant leadership of a young CO—Lieut.-Col. F. E. E. Allen—who was awarded a Bar to his D.S.O.; the capture of the Warren, the capture of the battery of four Russian 122mm guns; and the capture of a captured Russian Pz.Kpfw.IV at the end of the war by the 3rd company, led by Major E. M. Morris, M.C.

"Shall we have to fight for Hamburg?" was on the lips of the 3rd Lancashires in this historic, unpublished photograph, when, having crossed the Rhine at Linn, the Battalion moved along the highway leading to Germany's grain reservoir. But Hamburg fell without resistance, and at 9 a.m. on May 4, 1945, the company started moving to make certain the surrender of the city to the 9th Corps.
East Lancashires at Antwerp and Villers Bocage

Only one battalion of the regiment was left to take part in the drive to Antwerp; with a 3-inch howitzer and tank gun the 1st covered the approach to Antwerp. During the night preceding the attack tanks brought up to the lines, and at the beginning of July, 1915, General Sir Henry Rawlinson, the G.O.C. of the Canadian Corps, wrote: "The tanks were a splendid acquisition. I have never had anything like them before, and I think they will be a great help to us."

On the 26th of July, 1915, the 5th Battalion took part in the Battle of Antwerp. On the 27th, the 5th Battalion entered the town and relieved the 1st Battalion, which had been fighting in the trenches for several days. The 5th Battalion remained in Antwerp until the 3rd of September, when it was withdrawn to the rear to rest and reorganize. During its stay in Antwerp, the 5th Battalion took part in several engagements, including the Battle of the Yser and the Battle of the Somme. The battalion suffered heavy losses, with 300 casualties, including 100 killed and wounded.
Emerging from the forest the Battalion took part in the southerly advance to link up with the American 9th Army. It had the distinction of being the first unit of General Chennault's Army to do so. This historic event took place at Goldburg, and there was a momentous meeting of Chennault, the American Commander, with Admiral Soemu Toyoda, the head of the Imperial Japanese Navy. The meeting was arranged by Mr. Esher, the British Representative in Tokyo, and was held in a small, shady depression in the forest. The Japanese Deputy War Minister, Mr. Shigenobu Tani, and Mr. Hugo Weber, the German Representative in Tokyo, were also present. The Japanese were impressed by the American drive and the enthusiasm of the American officers. The meeting was a historic event, and it is a matter for which the American Air Force deserves much praise.

Records of the Regiments: 1939-1945

Celebrating "Somme Day" on July 1, 1940, the 1st Battalion of the East Lancashire Regiment captured the town of Cambrai. In the photo, the members of the 1st Battalion are seen marching in front of the captured town. The town is marked with the date "1940" on the buildings, and the photograph is a black and white image. The soldiers are wearing their uniforms, and the town is surrounded by trees.

The victorious battalion left behind in Madagascar. It did not return to the United Kingdom, but was moved on to India and from there to horror, where it distinguished itself by a doped, Lanchester-like escape on the Arakan front. Then a new era opened in regimental history when the whole battalion was lifted by air from Ledo in Assam to Myitkyina in North Burma. This event took place on August 6, 1944, a few days after Myitkyina had fallen to an international army, comprising mostly of Chinese, under command of the American General "Vinegar Joe" Stilwell. Its full opening up the terms of a railway corridor

Emblem of the 15th (Scottish) Division

The 15th (Scottish) Division played a significant role in the Battle of El Alamein. On July 23, the Division entered Egypt, and on September 27, it entered Alexandria. On November 1, it entered Tripoli. On December 1, it entered Tunis, and on December 5, it entered Bizerta. On December 23, it entered Bizerta, and on January 1, 1943, it entered Algiers. On February 1, it entered Algiers, and on February 6, it entered Tunis. On March 11, it entered Algiers, and on April 21, it entered Bizerta. On May 2, it entered Algiers, and on May 20, it entered Tunis. On June 6, it entered Algiers, and on July 8, it entered Tunis. On July 18, it entered Algiers, and on August 2, it entered Tunis. On August 28, it entered Tunis, and on September 2, it entered Tripoli. On October 2, it entered Tunis, and on November 2, it entered Tripoli. On December 1, it entered Algiers, and on December 5, it entered Bizerta. On December 10, it entered Algiers, and on December 23, it entered Bizerta.

The task had been rendered doubly difficult by the unexpected Japanese concentration, but there were double laurels as well. Not only had the objective been captured but an enemy plan had been frustrated, a plan that might have had serious consequences for the rest of the Brigade fighting in the corridor. The sword of a Japanese officer, killed in this battle, is now a treasured Regimental trophy.

After entering Tripoli, on February 8, 1945, the 15th Division was switched eastwards for mopping-up operations in the Shun States. On March 20, the Battalion entered Mogok, the centre of the famous ruby mines, and after that it saw no more fighting with S.E.A.C. In its ranks were too many officers and men due for repatriation under the "Python" scheme and it was ordered back to India. On arrival, the Colours and Mess Plate were withdrawn from store in Bombay, and on April 21, the regimental band was assembled and marched to the station.

The task had been rendered doubly difficult by the unexpected Japanese concentration, but there were double laurels as well. Not only had the objective been captured but an enemy plan had been frustrated, a plan that might have had serious consequences for the rest of the Brigade fighting in the corridor. The sword of a Japanese officer, killed in this battle, is now a treasured Regimental trophy.
Historic Normandy Two Years after D-Day

William the Conqueror Still Mounted in Falaise

In the last stages of the Battle of the Falaise Gap—one of the bloodiest conflicts on the Western Front—ancient Falaise fell to Canadian troops on August 17, 1944. Still intact amidst debris in the Place de la Trinité is the bronze equestrian statue (top) of William the Conqueror, who was born in the castle whose ruins overlook the town—capital of his dukedom of Normandy. Almost totally destroyed was St. Gervais Church (bottom). Rubble has been sorted for use in reconstruction.
Utilitarian New Replaces Picturesque Old—

Once important road centre on the right bank of the River Vire, St. Lo was already in ruins (1) when the U.S. 1st Army captured it on July 15, 1944. Now, two years after the Normandy Beach landings (June 6), wartime wreckage awaits incorporation in a new St. Le. Captured on July 20, half the town of Lessay was destroyed; in the shadow of the bombed church a wooden chapel (2) serves the people, for whom temporary accommodation has been erected (3).

—Where the Battle-tide Flowed in Normandy

Medieval houses which made the streets of Lessay picturesque were destroyed largely by fires started by the retreating Germans; the 11th-century St. Jacques Church (4) was gutted, and around it now are temporary shops. Thirty miles east of Caen, the town was cleared by August 25. Ironically, whilst beauty spots of Normandy have been reduced to rubble, German fortifications still stand on Utah Beach (5), one of the D-Day landing places, on the Cotentin Peninsula.
Calm in the Sunshine
Now Lies Caen

Some of the ferocious fighting following the D-Day landings raged round this most important road junction in Normandy. From here the French command post was directed and the Germans fought desperately. Caen was captured by British and Canadian troops on July 9, 1944, after artillery and air bombardment had made it almost unrecognizable. Before they were driven out the Germans added to the destruction by wanton damage as well as military demolition. Eight thousand houses were destroyed or badly damaged; of the medieval wooden houses which gave it character and beauty only two remained. In orderly rows (top) the stones of its old buildings await the bricklayers of the New Age; in the background is the Church of St. Jean. The 16th-century Hôtel d’Escoville (bottom) is but a jagged shell of memories.

Exclusion by Ten War Illustrators
Our Empire's Proud Share in Victory

WAR STORES OF THE BRITISH COLONIES

By HARLEY V. USILL

In a number of respects the great industrial and production effort of the British colonies was a war contribution to the victory of the United Nations. It took three main forms: in the first place, each Colonial territory had to become as near as possible self-supporting as regards their own food supplies in order to reduce the one of shipping space for imports; then they had to produce as much as possible of the raw materials and foods and raw materials required for the war effort; and lastly to supply foodstuffs and other commodities for armies operating in the various Colonial territories. To perform this threefold task meant a tremendous expansion of agricultural and industrial production, the utilization of land and labour, and beyond all and above all a change of direction of trade, however, to the general lack of industrial machinery in most Colonial territories, the main contribution consisted in the supply of food and raw materials other than in the finished products of industry, Palestine, and for a time, Hongkong, provided exceptions.

Palestine's Magnificent Record

By remarkable development of a large number of small industries Palestine was able to meet many of the military requirements of the Middle East. Between 1919 and 1942 the number of industrial establishments in Palestine increased from 1,257 to 3,470, the gross output from a value of £8,843,000 to £65,829,000, and the persons engaged from 20,414 to 49,977. Manufactured goods supplied directly to the military authorities in 1942 were valued at £7,200,000.

Orders were placed for hundreds of thousands, and sometimes millions, of such articles as telephones, guns, guns, pumps, electric cable, gun insulators, khaki drill uniforms, camouflage nets, tarps, boots, hats and many other articles. Among the latter are the contributions of the producing units in the processing of peanuts and the production of butter to the health of troops in the Middle East.

Agriculturally a major contribution was made by the work of the engineering articles, textiles and medical stations, and in the supply of culinary chemicals. Sulphuric acid was produced to meet the needs of the mines, but also Syria, Cypriote and Palestinian agriculture and the important drug D.D.T.

Hawaii, it is not for the intervention of the American citizen, the most important of the war, may have competed successfully with Palestine for first place in the industrial colony. Her shipbuilding yards might have been of great value to the Allies, and in 1941 plans were being made for them to be used by the Royal Navy. The only industry in the islands was that engaged in the manufacture heavy factory, tin mills, sugar mills, distilleries, shipyard, equipment, wireless and telephone apparatus, and precision chemicals. This project, however, was not to be realized.

Difficulties in the West Indies

In the Caribbean of 1941, the Far East cut the West Indies off from their chief sources of food and the activities of enemy submarines in the Caribbean, combined with demands for shipping for the war fronts, led to a serious shrinkage in the supplies they received from them. Throughout the West Indies, then, the main contribution was the development of the sugar industry and sugar into the first intensive drive for more food. The situation in this is seen by reference to Malta, where much shipping, at considerable cost, was employed in the sugar and oil food conveyance throughout all costs.

The making of 1941, then, was the years that had to be overcome, and the final result was not brought about without much personal sacrifice. In Barbados an extension of the area under food crops meant a reduction in the area under sugar; in Grenada, St. Lucia, and St. Vincent (Windward and Leeward Islands), the demand for labour for the construction of the American bases affected the numbers available for agriculture in British Guiana and Jamaica a shortage of petrol, sugar parts and transport posed a constant difficulty in marketing. In spite of all, the production drive was a very real success. One of the most successful to succeed: the acreage registered under food in Jamaica increased from 80,000 acres in 1940 to more than 200,000 acres in 1943, with the result that the island was able to dispense with imports of rice.

Apart from this essential food drive, there was an intensification of the output of petroleum from Trinidad and bauxite from British Guiana. Sea island cotton, used as a substitute for silk in barrage balloons and for war clothing and equipment, came from the Windward and Leeward Islands, while wild rubber was tapped in British Honduras, British Guiana and Trinidad.

Industries Developed in Ceylon

Ceylon is another example of an island Colony which had to turn to its own resources for the bulk of its food supplies, especially after the Japanese invasion of the British East Indies. The island's agriculture was affected by the shortage of rice, and in 1944 there were 30,000 acres of land brought under cultivation, principally with rice-an expansion which involved irrigation works on a large scale; and by 1944 there were three Government rice mills, the largest of which produced about 25,000 bushels a month.

Supplementary foodstuffs production included yams, bananas, beans, fruits, ginger, chilies, onions and turmeric. Local fishing fleets were also developed. One of the major difficulties involved in food drives in tropical countries is to persuade the people to change their diet, to eat a less diet. After many centuries of a one-dish menu the stomachs of the people, and this violently against a sudden change.

Ceylon also possessed raw materials which were essential to the war effort. Before the war, the country was self-sufficient in rubber, it was one of the major contributors to the Imperial and European raw materials, and the most important of Ceylon's agricultural products, and on this industry several others are dependent, the main production being rubber, coconut oil, desiccated coconut, copra and toddy and articles. The needs of war were for a stopgap in the consumption of the coconut, and new factories were established to cope with the increased demand. The presence of a large army in Ceylon led to the development of many other industries previously unknown to the country.

A steel-rolling mill was erected in 1941 to turn scrap metal into hoop iron, steel bars, bolts and rivets. A paper mill, using locally-made grue, was opened in 1941, and textile mills to produce war materials from yarn imported from India followed in 1942, and later a bleaching and dyeing works was opened at Colombo. In connection with the last, the people of Ceylon found plants from which to produce. The sale of the war effort, and for that war an inedible food, was brought to an end, but for that purpose the flour is used as a dessert, an essential ingredient. Japan and the Ceylonese were the main consumers of sugar, but with the southeast in the hands of the enemy Japan was called upon for the filling and sugar. She also supplied consignments of sugar to a number of Allied countries, including 20,000 lbs. to Russian.

Germany to the East was a major source of raw materials and supplies for the British Empire, and the food supplies from the East were an essential part of the war effort. In 1941, when the project of production of 25,000 tons of sugar was completed, the project of production of 400,000 tons was increased for the full-scale production of another deposit had to be undertaken.
Europe's Wartime Capitals in 1946

THE HAGUE

by P. S. GERBRANDY

Professor of Law in the Free University of Amsterdam, 1942-1945, and Minister of Justice in the Netherlands Government from September 1944 to May 1945.

The Hague, generally called the capital of the Netherlands, Dutch: "Den Haag," is the residence for the Queen "resides" in The Hague. The capital is not in the southern Netherlands; the capital is Amsterdam. The Hague is not only the residence of the Queen. There you find all the essential parts of the government. The Houses of Parliament. Many political people and civil servants have to reside there.

Dr. P. S. Gerbrandy
Professor of Law, The Free University of Amsterdam, 1942-1945, Minister of Justice in the Netherlands Government from September 1944 to May 1945.

In the Netherlands, from the time of the foundation of the Republic of the Seven Provinces, the Hague has been chosen as the seat of the government. It has been the beautiful, old, historical part where the political life of the Netherlands from the time of the foundation of the Republic of the Seven Provinces has been centered. Near to this small center lies the House of Parliament, the Parliament House, and the Old Town, which includes the Old City of The Hague, with its famous Binnenhof (the Hofvijver, the Dutch: "The Wooden House of The Hague", the "Die Scheveningse Brouwerij" of the Hague), the "Haghaagse Bosch," the Groenkei (of the Hague), and the "Haghaagse Bosch."

Sacrificed to the Fortress-Plan

The figure demonstrates the physical changes The Hague has suffered. Today, the city is almost entirely composed of newly built buildings. It is built on the site of the old city, which has been entirely destroyed. The Allied bombardment of March 3, 1945, destroyed a large part of the city, destroying an area of 150 acres to a heap of rubble. The inhabitants of The Hague themselves took away the "Scheveningse Bosjes," all the trees left by the Germans, and removed wood from ruined houses, in order to have weather and means of cooking the small rations in the winter of 1944-1945, when cold, hunger, and starvation reached everywhere (see facing page). Ninety per cent of the historical part of The Hague was spared; otherwise it could have been unrecognizable to one who left it in 1939 and returned in 1946.

Sacrificed to the Fortress-Plan

The Hague has been totally destroyed by the German Air Force. Many bridges were sacrificed to the fortress-plan. Twelve million bricks and paving stones were taken out of the streets to be used for the building of aerodromes, many public buildings were destroyed or severely damaged. Fine house towers were ruined. Moreover, the Germans requisitioned or stole clothing, furniture, clothing, and valuables. When in May 1945 I saw The Hague and Scheveningen again, the only thing that remained was the mud, the mud, the mud of the city.

Very Slowly the Scars are Healing

The result is that every family first of all has to fight for实物 than for food. The only food they have in the sweats (more than in England) included. A worker's family earning not more than £3 10s. a week can buy all these things and have a small surplus. What to do with this surplus? The problem of economic and social family life in The Hague, as in the whole Netherlands, will not be solved until sufficient goods are available. It will take time before The Hague gets back to the life of 1940.

Nevertheless, on the way it is certain. The faces of the people have lost the weariness they showed. Clubs, hotels, restaurants have reappeared on a moderate scale, the museums are working following in well.

The Hague government has reappeared, the city hall has been restored, the national palace has been restored, the national palace. The unforgivable deficiency of food by air

and the Netherlands military government was a complete success. But exhaustion too far, discrimination had become too complete. For months after liberation the people looked helplessly for help. Now, not all residents in the main administration had prepared themselves, but the new residents in the main administration had prepared themselves. The new residents in the main administration had prepared themselves. The new residents in the main administration had prepared themselves.
After Years of German Occupation: The Hague

SEAT OF THE NETHERLANDS GOVERNMENT. The Hague, 10 miles north-west of Rotterdam, suffered severely at the hands of the Germans from May 1940 onwards. A devastated area (1), where justice has been piloted for future use. The town's largest departmental store (2), once of class with most of the others, was reduced to a heap of rubble. The Church of St. John and St. Philip (3) were destroyed for their use in the winter of 1944-45. Ruins of the English Church, St. John and St. Philip (4). See also facing page.

Photos: Kindred, London. Heals/United Features

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How we get our margarine. Which is an article of food during the War consigned to the production increase. The new resealable and atomizer margarine is shown by our artist Rollins in this drawing evolved through facilities provided by one of the largest makers of margarine in Britain.

Meanwhile, the milk is pasteurised and prepared (B) in large tanks. Both ingredients are then passed to the avenue (C), where they are melted (D) and (E). After evaporation, the resulting emulsion is piped to the receiving drum (F) and baked off by a knife into containers before (G).

When it is layered into resealable (H) which feed the reseals (I) through which the margarine passes to atomisers. After passing through the atomiser, the margarine is then ejected through a nozzle to a blender (M), where it receives its finished smooth texture, the machine (I) lining the operation.
Our War Leaders in Peacetime

SLIM

FAMOUS leader of the 14th Army, General Sir William Slim, K.C.B., C.B.E., D.S.O., was the last of the war-leaders to make the headlines. He abhors personal publicity. The latter fact is illustrated by his refusal to divulge the pen-name under which he writes, by way of recreation, in the newspapers and magazines.

On returning from India in December 1945, he found his family a house in Tavistock Street, Knightsbridge, where he lives with his wife and their 13-year-old daughter Una. Knightsbridge is the fashionable quarter of London, but the Slims have no leaning towards a "fashionable" life. They like the theatre, "Because we've been starved of plays for so long.

Above all, Slim's interests are in his children. Una is still at school and is "insisting on becoming a vet;" she loves animals, you know." John, aged 18, entered the Army a few months ago, and: "He's still at school and I can't stand it!" John's father did not start life in the Army. "He was a solicitor's clerk", he says, "in another town."

Then he became an elementary schoolmaster, and next, before he joined up, gained a comfortable income as an engineering works and a Junior A.C.O. in the Territorials.

Please these early days Slim has developed three main hobbies—swimming, tinkering with machinery, and literature. And he likes writing. In fact, he has always wanted to be a journalist, and his magazine articles have earned him a living for the past 20 years.

His articles are not the only things Slim signs anonymously—the 14th Army's famous "Chief" came from his pen. He submitted the drawing anonymously in a competition open to all ranks, and won the £5 prize offered for the winning design.

Portraits Sir William and Lady Slim like the peace and quiet of the country, and on returning from India one of the first things they did was to buy a house in a district where, in Lady Slim said, "We can just sit and smoke and talk peacefully with no disturbance."

Sometimes they take Una to see the Slims' 94-year-old mother in Birmingham. She has seen little of her grand-daughter during the last seven or so years, and less of her son.

Such is the home life of the man who drove the Japs out of Burma. When he is in uniform you know at once that here is a leader among men. But when he sits in his study writing, with thin-framed spectacles halfway down his nose, his appearance is more that of a kindly schoolmaster than a soldier whose name has gained world renown.

SILHOUETTE, a Japanese beer-heist, which is always the happy event of the Blackheath Slims' week. Slim himself is the captain of a counter-terrorist group, and his daughter Una (left), who handles Slim's brief, seems to be the group's most respected member. The Slims' London home is a brick house, which was formerly the place where Slim kept his private collection of model tanks.

Northern Slim, popularized the use of his pen-name, by the success of his novel, "The Ring of the Red Bone.""

POLISHING SLIM called one of his London home by Knightsbridge, Central London home, and the Slims, who are the slim, live in a house, which is not far from the Tower of London. The Slims are a close-knit family, and Slim is usually at home when he is not away on business. Slim is not a great talker, but when he does talk, he talks at length and with enthusiasm. He is a great lover of books and music, and he has a great interest in the arts.

Photo, Authorised Press

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I have been asked to write about September 15, 1940, which I regard as the most important day of the Battle of Britain. Pilots will agree with me that it does not stick in my memory more clearly than any of the other days. I must qualify that statement, quickly before the reader scolds, "He's cheating me!" On September 15, as we read in the newspapers (while we were sitting at "dispersal" at readiness) that the previous day's score was the all-time best. That was how we received the news—the same as we did everyone else, from the BBC and from the daily newspapers. We knew only what the squadrons operating from the same aerodrome had done; occasionally when one of us had had to land at another aerodrome for refueling and returning we would hear early unconfirmed news.

Unless a pilot were foolish in those September days he would land and be replenished with everything at any of the southern aerodromes. Flying about England between the South Coast and London, might often prove interesting and nothing more intoxicating than to find a Hun, perhaps staggering back after being neutralized by someone else an hour previously—fly up to him to collect an absolute, per cent gun-battery and hear the mocking hows of compressed air instead of the satisfying crackle of eight Browning's accompanied by the smell of burnt cordite which was muc to the nose of the fighter pilot.

A Hell of a Bang in the Cockpit

September 15 was memorable chiefly for the fact that the Germans lost the largest official total in any one day of 1940. So far as the fighter pilots themselves were concerned it was not necessarily the most terrifying, mainly because the majority of us were experienced in this type of fighting—i.e., against fighter-escortded bombers; second, because it was divided into two distinct attacks against London, one in the late morning and the second at about 14.30 hours; third, because no new aircraft or tactics were employed by the Hun, and the tactics to which we were accustomed were particularly easy to counteract; fourth, because it was an unpleasant death with no chance of flying back with his camera at the rear of the Hun and children they had carefully destroyed.

Each Squadron Did Its Stunt

Thus was the temper of the fighter pilots on September 15, 1940. I doubt if any squadron was in action more than twice on that now memorable day, because the Hun made two large and distinct attacks on London and two smaller attacks on the Portland-Southampton area. There were no big bags by individual aereotypes, which as it should be, everyone had a sack and each squadron did its stuff. No one thought it had been a special day, until we heard it on the news.

It was the day that a Dornier minus its tailplane crashed on top of a telecoms shop just outside Victoria Station. I remember seeing a remarkable photograph in one of the newspapers of this Dornier about 100 feet from the telecoms shop. We all speculated as to how that photograph was taken and came to the conclusion that it was some chap who had been standing by for weeks with his camera at the rear of the Hun and finally had his reward.

Well, we were not to know it at the time, but the end of that day was to herald an easier time for the fighters, and although...
We of the Signals Helped at Dunkirk

General T. B. Greely, G.C.M.G., late Royal Signals, relates the story of the Dunkirk evacuation in a new angle. At the request of the editor the author was a Senior Staff Officer (Signals). See also page 156.

As it happened, a detachment and complete equipment were available, and in a very short time the corral in charge of the party was in my office "somewhere in England" receiving his instructions, which were simple.

It was left to him to get the Channel and up to G.H.Q., whatever it was, as quickly as he possibly could.

"Movements" to speak the party, and the corporal left for Dover, full of determination to do or die.

He had just finished writing a message to the Signal Officer-in-Chief, telling him what had been done, when an agitated voice on the telephone informed me that the British Military Attaché in Paris was in trouble.

He had just realized that, once he left the British Embassy, he would lose touch with London by telephone. Could I help?

Luckily, the answer to that was fairly easy. There was, in the Aldershot district, a Corps Signals which had been recently mobilized, including some Light Wireless Sections equipped with sets with a reputed range of about 40 miles. One detachment was stationed in action at Aldershot and as soon as was possible, the Channel was rejoined by the British Military Attaché. The movements had been completed, the corporal was allowed to sign again for the Channel, and the party was sent to Dover by train.

"Movements" promised to do their best, and as a precaution decided the Military Attaché's set via the N.C.O. Bme to charge it with his track right up through France and find the Military Attaché amidst the general confusion of a great retreat is one of the mysteries which will never be solved. A combination of guts and determination it was outstanding. He came on the air in a remarkably short time, and remained in contact with Aldershot, for at least a few hours in the day, until the party had nearly reached Bordeaux, when the set was transmitted over several times its rated range.

The other detachment seemed to be charged to "Red," I was satisfied with "Movements" that they had actually left Dover, and I breathed a sigh of relief, but a few hours later the voice of the corporal came again over the telephone:

"Corps Slate speaking, sir. We're back in Dover."

"What on earth happened?" I gasped.

"We got to the other side, sir, and I went ashore, but they wouldn't let me land the equipment or the men."

Franhir telephoning resulted in another, and more successful, effort.
When the Luftwaffe Was Smashed Over England

THREE OF THE 'FWM' who helped to defeat the might of the German raiders over Britain exchanged experiences (1) after an unusual flight in London skies, in September 1940. A wounded Nazi pilot (2), shot down over Kent, was carried away after receiving First Aid attention. The Tower Bridge and the River Thames (3) on the next to last page. (4) The picture on page 153 was not released for publication until the end of the War.
No. 609 (WEST RIDING) Squadron

I WAS THERE!

It was clear that nobody on the other side was taking much interest in him, so I ordered him to get a meal for himself and his men and stand by for further orders. A little later, after an anxious conference with "Movements," the attempt was abandoned, and he went back to the place he had started from. So far we still clung to the hope that something might be learned from us, though we were soon jolted out of our wildish thinking.

In company with another officer I was detailed to attend a very special conference which was, in fact, the staff of "Operation Dynamo." It was held with great secrecy and has been described in detail elsewhere. The Chairman stated that we had prepared a plan to evacuate the B.E.F.

A representative from the Admiralty told us about the projected fleet of "Little Ships," and gave the ports from which they would operate. It was the Army's chief task to clear these ports as quickly as possible of the great number of vehicles and troops meant for evacuation. The crux of the plan was a main control at Redhill, Surrey, to which all teams would report, and whence they would be directed to dispersal centres in each of the Army Commands. The driver of a train leaving, say, Dover would not have the faintest idea where he would finish his journey.

If bombing were heavy, there might be a breakdown in communications between Dover and Redhill. Could I help to prevent this? I could. I could provide a mobile wireless set at each place. What about telephone communications at the outer end of the network? That was the province of my colleague, who assured me that the necessary telephones would be available at all military centres. When the time came it was possible, on peak days, for a train to leave Dover for an unknown destination every fifteen minutes from 6 a.m. to noon.

The Navy asked for some mobile wireless links between various points on the French coast and the base at Dover, and it was decided to loan them one complete Light Wireless Section, of four detachments—one to remain at Dover, three to go over via Calais, which was still holding out. One detachment was to stay at Calais, while the others tried to reach Dunkirk and Ostend.

Links Engulfed by Advancing Huns

The Calais station came on the air and did valuable work, but nothing was ever heard of the other two, and it was presumed that they had failed to reach their objectives. Towards the end, the operators at the Dover station reported that the Calais set was being manned by Lieutenant-de-Vn, Datten (who is not his real name), the officer commanding the section; he recognized his touch on the key. It looked as though the rest of the detachment were casualties, and that it was only a matter of time before the station went off the air.

About one o'clock in the afternoon our fears were realized, and nothing more was heard of the little party until about a fortnight later, when a messenger came into my office and told Nicholas and I were arrived to report.

I recovered from my astonishment sufficiently to welcome him as he deserved and to listen to his story. While they were being marched away as prisoners from Calais, he and another officer chose a suitable moment and dived through a hedge into a patch of scrub ground where they hid. When they were released they made off in a south-westerly direction towards Boulogne, cutting any German field cables they found on the way. In the middle of the night they nearly walked into a German mobile wireless station. Luckily, the sound warned them.

They went on down the coast until they met some French officers who were trying to reach an old motor-boat. Between them they got it going and it took them halfway across the Channel, when they were picked up by a British destroyer.

As I mentioned before, there were two senior staff officers to the D.D. Signals. I had the 1st Wireless Section in charge, and was responsible for the submarine cables. We each carried a piece of millboard to which was stapled a diagram showing how our own bit of the communications stood. The diagrams had to be redrawn several times a day, for we crossed off the links, one by one, as they were engulfed by the advancing Germans.

The means of communication grew less and less, and we did the Signals Staff found ourselves acting as telephone orderlies and passing messages from the Chief of the Imperial General Staff to the Commander-in-Chief. The last message which I personally passed over the one remaining cable was taken down by another Signal officer, who was lying on the floor of a villa in La Panne, having just been hit in the head by a bombsheller. It fell to my collar to get off the actual message ordering the evacuation.

At about one o'clock in the morning, before Operation Dynamo was put into force, I received a visit from an officer of the Signal Division. He brought with him the Flag-Lieutenant from Dover, and was concerned at the possibility that isolated groups would not be able to find the beacon and find no craft to take them off and nobody to give them any assistance. He asked the Army to do anything to provide communication facilities to the beach. Now that the original scheme—or Morse's Scheme—had failed!

As our personal experience it was obviously useless to try to send any more wireless sets across, so the only thing to do was to reinforce the surviving detachment at the beach, now that the original scheme—Morse's Scheme—had failed!
coming down in the beach could call up the stations in England, which were to be strong out along the cliffs.

We carefully wrote down all the details in the form of a Signal Instruction—and then we struck a match. Fighting was still in progress, and the final order for evacuation had not yet been given, though it was expected at any moment. The whole operation was being handled with the utmost secrecy, to avoid premature disclosure, and I was hardly in a position to get ahead of the Chief of the Imperial General Staff and the War Cabinet.

On the other hand, we knew that if our scheme was to work at all it was vital that details should be in the hands of the B.E.F. Signals staff with the least possible delay. Finally, I went to an empty clerks' office, locked myself in, and in calm solitude typed out the instructions. I then went in search of the Director of Military Operations, who had been on duty for many hours and looked tired and anxious. He immediately agreed to sign the Signal Instruction and thus relieve me of responsibility.

I think I can claim that that document is unique in Signal history. The next problem was how to get the instruction over to the other side of the Channel. Luckily, an officer from the War Office was going over in a motor-boat, and the precious papers were entrusted to him. We did not know, then, that orders would be issued for the destruction of all wireless equipment before it got to the beaches, but a few secs did remain in action, so our efforts were not wasted.

There was still work to be done, and it was not long before we received a demand for a rear-link wireless set for the forces holding out south of the Somme. The obvious answer was to send Corporal Sale, who was still standing by. This time he had to travel via Southampton and Cherbourg, and "Movements" gave him quite a big ship all to himself. He got halfway across—then was sent back by the Royal Navy!

Field-Marshal Viscount Montgomery has said that good communications are essential to the success of any military operation, and that much of the work of Signals in the War was of the stepping-out variety. The Field-Marshal was speaking of the War as a whole, but he might have been thinking of Dunkirk; he was one of the many who came back.

I sailed with the Carrier Illustrious

M. C. Hare, then a Leading Water in the pay office of the Illustrious, watched the take-off from her flight deck of Carrier fighters and Avenger torpedo-bombers to blast the Japanese. He tells of operations of the Eastern Fleet in the Indian Ocean in 1944, prior to invasion of the British Pacific Fleet.

I shall never forget the tension on board as on January 10, 1944, we passed through the area where exactly three years previously the Illustrious had been so bitterly mauled by the Luftwaffe. Although the Monsoon season was now longer, Muscat's "Morel Oil" sailors are superstitious and we all bear a lasting respect for January 11 and we were still at sea.

For all of us the passage down the coast was a novel and exciting experience. For the ship's Quartermaster it was a nightmare, steering a 710-foot carrier, with a beam of 95 feet, through the narrow twists and turns of the Canal. But the skipper of the Cunarder, the Red Sea and Aden came the trip across the Indian Ocean in a 70-ton, trim, Illustrious. The majority of the ship's company had never been before, and so there was much need for experience to what it would be like. There was no need for guarding on my part, however; I had been there in the dark days of 1942.

We formed part of the 1st Battle Squadron. With us were the battle-cruiser Renown, the Valiant, the Monitor, the Queen Elizabeth and the carrier Unicorn. The Illustrious was the only ship that had seen previous war service with the Eastern Fleet. She had now returned to finish the job she began at Madagascar in 1942.

Trincomalee in 1944 was a far cry from Trincomalee in 1942. Then the Fleet had fallen back from Singapore, intent only on defensive measures. Now it was at Trincomalee to carry the war to the Japs' back-door, the East Indies. The initiative was to be ours. The time had come to prepare for the final blow, and the Fleet's job now was to strike the enemy where and whenever possible, to ascertain their strength and carry out decoy attacks to divert their attention from major operations in the Pacific.

Preparing for Battle at Sabang

As soon as we were moored in Trincomalee the Fleet Air Arm squadrons were disembarked. Lighter came alongside to take the ground crews, kit and equipment to the Naval Air Station at China Bay. Then came the announcement that there would be an attack, for the first time since leaving the Clyde on December 30, 1943. The first liberty boats off from the ship were picked. We all had the same idea, to oust our two beer tickets as soon as possible and then to have a good look around. These two beer tickets were to last a week! The two cinema were very crude affairs, and I came out of one after seeing a three-year-old film. With a firm resolve never to go again: palm-frond and bamboo seats are far from comfortable! I spent my afternoon on the "Hun"—a ship like wild fire. But we were out of luck; this was to
be only a patrol job. The monastery was relieved by a Crossing-the-Line ceremony on February 24. Everyone was roped in, even those who had already been initiated into the mysteries of Neptune’s Court. There were the usual bells, policemen and Officers of the Court, and, of course, a very slimy pool of water; it took hours of scrubbing to restore it to anything bordering on cleanliness.

After another storm in Trincomalee the ship left again, together with the rest of the Fleet. This time it was to be the real thing. Not until we had been at sea some time did the question “D’ye hear there? D’ye hear there?” come over the ship’s broadcasting system, followed by the announcement that Sumatra, at the northern tip of Sumatra, was the destination. The heat and boredom were soon forgotten in preparations for battle. Even though the actual combattant were to be limited to the aircrers, we all considered that this was also our share—the real beginning of our long-awaited sea offensive against the Japs.

The principal targets, we were told, were the harbour installations and oil drums—and perhaps units of the Jap Fleet based on Singapore would accept the challenge. That they did not was a great disappointment to us. We had to be content with the achievements of our fighter and bomber squadrons, who did a grand job of work. More surprising than the absence of enemy aircraft was the absence of enemy aircraft.

During the “strike” I was closed up in my Action Station in the lower magazine, with the most disgusted members of the ship’s company. We stood to for the first part of twelve hours with practically nothing to do: completely shut off from the rest of the ship, sweltering in a temperature of about 110 degrees, and nothing to vent our feelings on.


Even ventilation is disconnected when guns are firing. We managed to amuse ourselves at the expense of the newcomers to the magazine by knocking the electric shelf files with a mallet. This was a harmless pastime, but not for those who did not know the cases could not be disengaged in that manner. The return to harbour was uneventful, and after the reading of accumulated mail the ship settled down to normal peacetime routine. The fame of despatching the enemy was not enhanced by the speed with which the same round went over again; whilst in harbour they had to go ashore to maintain their high standard of efficiency. The Marines were hurried off to the jumble for a spot of combat training to equip themselves for the possibility of a landing sortie.

I ranks as a Leading Writer aboard ship. Apart from my normal office work I had to close up in the magazine whenever the ship was in action, and also had to keep regular four-hourly watches in the office. My workplace, the pay office, was a hive of industry. There were only a few of us to look after the pay of 1,700 mates, and looking after the pay of only one sailor is a job in itself. All sailors have the idea that they are being “swept off!” and were quite resigned to the fact that we made a personal take-off on their pay accounts. I consider my pay of seven shillings per day.


Target Areas Nicely Plastered

Before lung the ship was at sea again, due to further operations. The target this time was the Nicobar Islands, to the north of Sumatra and in the entrance of the Malacca Strait, the approaches to which are haunted by the absence of any sea opposition. At opposition was negligible and the target areas were thoroughly plastered; in fact, the whole show was more like a practice than an important operation. We steamed peacefully back to Trinco, chuckling at Hibernia’s doleful predictions of the possibility of a landing sortie.

The ensuing weeks passed with the usual deck landing practice and exercises. This time, however, a threat was in store for us. The horrors that had been accumulating for some months were about to materialise. We were going round to Colombo to pick up certain stores and to give us a change from the monotony that was Trincomalee. Colombo, though quite an unpretentious place, was a paradise to the whole of the Fleet. Colombo was civilised, it had modern streets, cinemas, hotels, canals and so on. The first day ashore I spent in an orgy of eating. I just had time to buy some reasonably cheap jewelry and silk before the U.S. Carrier task force arrived with four destroyers—and
I was There!

the exact place and as much as 10 per cent.
My meagre pay having long since disappeared into the bottomless pit, I decided to grace the manager of the Hangkong-Shanghai Bank with our financially embarrassed presence. I must have been the only customer who offered a cheque for a tenner without the slightest demur. After the quizzical stare, the manager was swayed by the garishness of our appearance, and his confidence in the Hongkong-Shanghai Bank was soon restored.

A few days later we put to sea with the Saratoga, rendezvoused with the Fleet at Wayag, and arrived safely at Fremantle, Australia. As usual, we had returned to a hot front, in the southern part of Australia. Not until we had refuelled at a hotly-desired spot on the coast of Western Australia some twelve days later was our destination made known. The target was Saratoga, on the far side of the Java sea, the Japs’ principal naval base in the East Indies area.

The attack meant a flight of approximately 300 miles over enemy occupied territory, and it was known that the Japanese had several large airfields in the area.

Off Over the Japanese Mountains

About 4 a.m. on May 19, 1944, we were called to our Action Stations. Having already completed the mid-air checks and prepared our equipment for the long flight, we settled in for the operation.

A new problem arose when it became known that the aircraft were being refuelled and the companions had been ordered to be stripped clean of all the things we had been ordered to bring on board. We were instructed to get rid of all stores and unnecessary equipment, and the Allied fighter planes were to do the same.

The Saratoga had been ordered to carry the attack on the Japanese airfield on Java, and the task had been assigned to our squadron.

The attack was to take place, however, as the Fleet again had soldiers on board. As we were returning to Sabah, but this time it was to a far bigger target. Accompanied by our carrier-based fighters and the French battleship Richelieu and the carrier Illustrious, we were tasked with providing support against the Japanese heavy bombardment. The call to Action Stations came after sunset on July 22. The bombardment, supported by fighter aircraft, lasted 35 minutes. The bombardment installations were almost completely destroyed, workshops, workshops and sheds were hit by at least 56 shells of heavy shells and were let in fire and smoke.

Four barracudas 100 salvoes, half the area being devastated and the remaining buildings almost totally destroyed. At the wireless station, all buildings were destroyed or heavily damaged. There were few survivors of the crew on board.

We were pleased to get back to Trinco. For the last few days of the trip we had toiled over rough seas and poor conditions.

NEW FACTS AND FIGURES

A small number of Axis warships and merchant ships were sunk as a result of British air attacks. As a result of the sinking of the ships, the British Fleet steamed in line ahead, with the decks of every ship packed with cheering marines as the Saratoga passed within 75 miles of the enemy.

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From West Africa for London’s V-Day March

Representing the West and East African Divisions were troops who had fought the Japanese in the Burma campaign. Historic landmarks were pointed out to them as their ship docked at Tilbury. Marching at the head of the Oriental Empire in the column which took nearly two hours to pass HM the King in the Mall, on June 8, 1945, were typical thousands of warriors of Nigeria, the Gold Coast, Sierra Leone and the Sudan.
