Frogmen emerging from the sea at St. Ives, Cornwall, provided an exciting distraction for holiday-makers—the principals of whose exploit crossed a "Hedgehog." After being blown safely ashore on their return route, they were making part in a demonstration by a Landing Craft Observation Unit as part of the Commando Rehearsal Force. Their gallant work in connection with the Normandy landings on D-Day will long be remembered. See also pages 33 and 34, Vol. 8, The War Illustrated.

Edited by Sir John Hammerton

No. 238 will be published Friday, August 10
Britain's Rising Exports Presage Better Times

FOR THE FIRST TIME SINCE THE WAR

Figures showed that Britain's mounting export volume had, in May 1946, exceeded that of the corresponding period in 1938 by 4 per cent. This followed an upward trend since January 1945, when only 74 per cent had been attained. February showed 87 per cent, March 90 per cent, and April 101 per cent.

The increase was due to a variety of factors, including the post-war increase in the export of machinery and transport equipment, such as the locomotives made at Glasgow (1), where an engine for export to India is being filled into testing position; and the increased production of motor vehicles, including the famous British racing cars, which are predominantly prepared for export (2).

Outstanding exports figures for the period included 1,428 cars and 632 locomotives in 1938, and 2,972 cars and 672 locomotives in May 1946. Other export figures for May 1946 (in parentheses) were: commercial vehicles and chassis 4,815 (1,890); rail wagons and trucks 17,740 (1,821); electrical generators 2,527 (659); and machine tools 5,932 (6,694).

Photo: British Official, Cooper, and Central Press
Great Stories of the War Related

In the spring of 1944, when the war's end seemed even farther away than it was, Britain's Prime Minister, Mr. Winston Churchill, went to Washington to meet another great wartime leader of foreign affairs, President Roosevelt. With their chiefs of staff they discussed the final shape of the amphibious operations that alone could place the Allied armies back in western Europe. Among the select and brilliant band of planners, the word "Overlord" rose up like a star. For those who thought mainly of the sea there was another word that both guided and inspired them, "Neptune." Prewar, "Overlord" covered the whole operation of invasion, "Neptune" its naval phase. Following these two bright stars, which held the destinies of millions of men, men laboured day and night for four months. They overcame immense difficulties; no problem was too great, no consideration too small. Then, in the first week of June 1944, with more at stake than thousands of men's lives, they put the results of their long and arduous labours to the test.

Few of those who took part in the main attack on Hitler's stronghold knew more than the shape of their own tiny piece in the great giant. In fitting that in, they were prepared to strive to the utmost, but "Overlord" and "Neptune"—the whole puzzle—remained as remote as the stars in the sky. They did not know the answers, and some of them never will.

How Could We Hope For Surprise?

At the beginning of that fatal year they were realistic, off our shores which the Germans were able to approach closely and could land on in less than 12LS. They did it with E Boats. It was but an incident of the war, but men who had known such incidents naturally wondered what would be the fate of the sea. How could we hope for surprise? How could we get on the beaches thickly strewn with obstacles and mines? How could we land without the major port in our hands? The queries, if one thought of the fact, were endless.

Today it is possible to answer many of these queries, for as the successful smooth attack was made through daring and determination, the answer to the question of which our plans history has proved that land power and sea power are two entirely different things. But they can be made to function together. The damaging raids of our Social Service troops had no doubt, this in Hitler's mind. But the sea and its ways cannot be mastered through books, and even the thoroughness of the Wehrmacht applied to the German Navy could not give that understanding of the seas which it is a natural asset of an island people.

For the invasion, it had to be interpreted into the handling of ships. There were leaders of unrivalled knowledge, such as the late Admiral Sir Bertram Ramsey, C-in-C of our naval invasion forces, to carry on our naval tradition. But by far the greater number of those who handled the 5,183 vessels that engaged in the great assault were men from civilian life. Bank clerks and butchers, schoolmasters and stockbrokers, bus drivers and garage hands took the little ships in. And, by some instinct, they had a sounder conception of sea power than the German generals who disposed the forces waiting on the further shore.

Strong Tide A Natural Obstacle

The strong tide flowing up and down the English channel was a natural obstacle to the invasion. It created many and varied problems. What would suit at one state of the tide was quite useless at another. To the last, the Germans probably believed that we could only overcome these difficulties by capturing a port. And, as we saw later in Cherbourg and elsewhere, they made quite certain that any port we did succeed in capturing would be useless for some time. Between the ports along the gently sloping beaches of the Bay of the Somme they planted their mines—contact mines, drag mines, magnetic mines and other varieties. Behind these they hid their steel and wooden stakes and their long sculptures of steel tubes. On the beaches were buried mines, and then in the sand they concealed scores of belly boats, gun emplacements, barbed wire, manned field guns and machine guns.

To assure this massive barrier the planners built up five tank hulks. The three to the east of the assault area were British and, for "Neptune," came under the direct command of Vice-Admiral Sir Philip Vian.
Great Stories of the War Retold

The two to the west were American and came under the command of Rear-Admiral Alan G. Kirk, U.S.N.

The first problem was to get these forces safely, and as a single unit, into the assault area. Considering the vessels in these distant waters, it was a question of the speed of the big transports, and the climate around the port changed by the LCTs. Broadly, the main problem in co-ordination was overcome in this way: five channels were swept from point 15 miles out to sea from the Isle of Wight and then, half-way to France, each channel was divided into two. This permitted the faster ships that had sailed later to overtake the slower units and fit into their appointed positions. Minersweepers headed the whole procession, and with them was the dan- dour laying craft which marked the channels like so many streets.

FIVE British regiments and their American unit landed these strange fighting machines by D-Day. In the 29th of June, with the help of the 47th Dragoon Guards, the 12/18th Hussars, the Northamptonshire Yeomanry, the 1st Canadian Hussars and the Fort Gerry Horse. The Germans were dumbfounded by the D.Ds (Duplex Drive) and readily surrendered to them.

Novelties in the Great Build-Up

The discarded "skirts" were to be seen in the squares and streets of each beach town as Cornuelles and Benieres, and days after the assault. I heard French villagers arguing as to what they were. The general view was that they were some kind of collapsible boat, and a diligent search went on for the "bottoms" that would have filled the large holes which were, in fact, the size and shape of the tanks hulls. Of four hundred "swimming" tanks used by the Allies on D-Day only one was sunk, but that thing was great. (See illus in pages 460–461, Vol. 9.)

Both tank bridges and ramp tanks were used successfully by the Royal Armoured Corps and the Royal Engineers on the Normandy beaches and further inland. Sea-front walls and specially built anti-tank walls were provided along roads designed to overcome deep ditches and craters made. Developed by a team of Army officers, civilian scientists and technical experts, they included a scissor type bridge carried folded on top of a Valentine tank which was automatically unfurled by a mechanism operated from inside the tank; a Churchill bridge-laying, which consisted of a 36-foot span steel trackway mounted on top of the tank hull which was raised by a pivot arm and carried forward and lowered across the gap; two trackways made up of hortbeam sections of the small bow-girder bridge, fixed together to form a bridge which was mounted in front of the tank and a Churchill tank with the scissor removed and trackways on the top. In the last type, additional trackways projected in front and behind the tank. The track was driven directly into the gap and the ramps lowered to enable vehicles to pass right over it. (See illus. in page 237, Vol. 9.) In the assault, many of the tanks became amphibious in another sense. Their gas provision concentrated on the L.C.T.s that brought them in. While the minersweepers went quickly to work they had the usual will-o'-the-wisp teams operated on shore. Their task was one of the first priorities of the whole invasion. Going in with the first wave, they had to work against time or it was certain the beaches for the strong support forces coming out behind. While the initial wave was still raging, they had to deal with mined areas and dispose of the live French mines. This meant that, from taking cover, they had to climb onto the beach and even on to each other's shoulders. Charges had to be fixed to explode the German mines. In this way they were greatly hampered by the choppy sea conditions.

There were many brilliant novelties in the great build-up which went on throughout D-Day and the anxious days that followed. Among these were the three ferries, which proved invaluable. Huge, self-propelled landing stages, the rhinos carried scores or became landing galleys. They could be loaded with immense quantities, and it was quite common to see the "skippers" of these vessels preparing high on a mass of cars, sending his instructions by hand signal to the two cushion motors handling the outboard motors in the stern. (See illus. on left.)

Ducks (D.U.K.W.s) swarmed about the invasion fleet, often handled by American coloured troops. They provided an endless belt on which supplies flowed unfailingly from ship to shore. Loaded at the side of a ship perhaps a mile or more out, they made their way in under their own power, and dragged themselves up on to the metal waggons or dug in the sand on the beach. Without stopping, they loaded up the craft through a control point and hurriedly and overhauled the narrow French roads to ammunition and store dumps. Empty, they went back by another route. They were hard-boiled and waterproofed with their stores out. They were headed out for another load. They were successful beyond all expectations, and the-tonnage put ashore by them in the early stage went triumphantly up. They were also useful on beach headquarters notice boards in a source of inspiration to any who might doubt their ability to sustain the thousands of trucks ashore. (See illus. in page 301, Vol. 7.)

Later, the Goosers became formed by linking a number of old shers to stem close-in seasea. Inside these artificial shelters many small craft assembled. There were converted barges with fully equipped workship-stories secured in their decks, water carriers, floating cookhouses (L.C.K.s) and vessels that answered other problems of the great invasion. To move among them was almost impossible to believe that, not so many years ago, the Germans had looked out over its site on to a deserted seashore. The Mulberries (see pages 430–434, Vol. 8), were built up ever later, and although size of these amazing prefabricated parts was not destined to survive the unexpected fortune of a certain air RAID, a fortuitous later, they remained, perhaps the most remarkable monument to the inventiveness of men who were determined to land armies from the sea in a way never known before.

Before the invasion armada sailed, it was recognized that the composition of vessels in this invasion was an important factor. The secret weapon which had been tested and found successful was rated not because of this. It was known as the L.C.G.(T). and was a heavily armoured gun-tower mounted on two pontoons driven by Diesel power. The L.C.G.(T)s were to head the invasion and carry out a close-up bombardment with heavy fire. When they were a thousand yards or less from the shore these bombardment towers were to be "swallowed" themselves. Sailing firmly on the sea bottom with only the armoured casements showing above water, it was intended that they should keep up a constant fire on the enemy during the assault. When they had fulfilled their function, powerful compressors were to blow the water out of the pontoons in preparation for the return trip to England.

A mother secret weapon that was used—the D.D.s—had the advantage of mobility on the L.C.G.(T.). It was a floating tank which the War Office gave Mr. Nicholas Straussler encouragement to experiment with early as 1940. A collapsible case was fitted to the hull of the tank, and this, when erected, became an armoured canopy, with propellers at the rear operated by the main driving shaft. Within a few seconds of getting ashore the D.D.s could shake off their canvas "skirts" and fight as land craft.
Batavia Memorial to British Commonwealth Dead

IN THE ENGLISH CHURCH AT BATAVIA, Netherlands East Indies, a memorial to British Commonwealth men and women killed in Java during 1942–45 was unveiled (1) by Lieut-Gen. Sir Messenger Shepherd, G.O.C. Allied Land Forces South-East Asia, in July 1946. Attending the ceremony (2) were Gen. Vanschew, Governor-General of the Netherlands East Indies, Mr. Sir John S. H. Sandbach, British High Commissioner for the Western Territories, the Governor-General's Sir George Peerless, and the Archbishop of Java, Rev. Mr. E. L. N. M. van Sark. The memorial is dedicated to all those who served in the Netherlands East Indies during the war and to those who served in the Indies during the war. The memorial is designed by Architect J. F. de Kiewitz, and the plaque is inscribed "In memory of the men and women who served in the Netherlands East Indies during the war."

"19 R 46"

TO THE GLORY OF GOD AND IN PROUD THANKSGIVING FOR THOSE OF THE BRITISH COMMONWEALTH OF NATIONS WHO GAVE THEIR LIVES WITHIN THE KINGDOM OF THE JAVA ISLANDS FOR THEIR KING AND COUNTRY AND WHO FELL IN ACTION IN THE DEFENCE OF THE INDOES ISLANDS AND ITS CIVILISATION AND ITS INSTITUTIONS.

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Photo: British Council
More War Crimes Trials Run Their Tragic Course

GENERAL MIHAILOVIC, YUGOSLAV GUERILLA LEADER and former
Waffen SS officer ell A.O. in the dock at Belgrade, Yugoslavia, June
14, 1946. He is accused of war crimes committed in the Belgrade
area during World War II. The picture is captioned: "A prisoner of
war at Belgrade, Yugoslavia, June 14, 1946. He was accused of
war crimes committed in the Belgrade area during World War II.


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This crime was left in front row of dock 11, sitting white shirt against U.S.
Army standing in front, left, asks the court for settlement so unable ceased
for the present to pursue their cases. Portrait through original frame, the
judges and other members of court shown in front of dock.

June 27, 1946.
Demonstrators Demand Trieste for Yugoslavia

GENTIYUGOSLAYS IN TRIESTE crowded the streets of the city (above) in one of the many demonstrations whose purpose was to demand the annexation of the town and port to Yugoslavia. Mass meetings proved in vain, however, the future of this Adriatic trouble-spot being decided upon by the Big Four Foreign Ministers at their Paris Conference on July 10, 1946. All territory east of the demarcation line suggested by France (see map) is to be ceded by Italy to Yugoslavia; a move, including Trieste, within this area is to be "Free Territory," its integrity and independence to be assured by the Security Council of the United Nations. A plebiscite was scheduled for this territory and the formation of a permanent statute is to be made to the armistice peace conference convened at Paris for July 29, 1946.

From "Arcata" Map by courtesy of "The Daily Telegraph"
**Bikini Atom Bomb and the Future**

By FRANCIS P. MURRIE

NAVAL experts of all countries are paying close attention to the effects of atomic bombs as demonstrated by the American experiments at Bikini (see mimeograph). Already suggestions are being made to improve the design, commented on by the new weapons, of which the radiation is not yet fully known.

The bomb dropped on Nagasaki thus to its predecessor that descended on Hiroshima. Some time ago President Truman compared its power to that of 20,000 tons of T.N.T., while the U.S. Army Air Force admits that no aircraft smaller than a B-29 Super-Fortress was capable of carrying the load. From this it has been deduced that its weight may be 10,000 pounds and that it was undoubtedly an admirably guestroom. Certainly its size and shape must be unusual. According to the Japanese, previous atom bombs were dropped in a Navy dockyard, other ship rests; indeed, the damage to the old battleship Pennsylvania was within the scope of the striking repair ships' facilities.

It was emphasized that the first bomb was intended mainly as a test against superstructure and deck equipment.

Plans have been made for a second atom bomb to be dropped as to explode below the surface of the sea at a limited depth, from 18 to 50 feet. The maximum depth of the Bikini lagoon is 180 feet, and one of the tests will depend on the weather, as a day suitable for photography must be chosen. The target ship will be arranged as in the first test, except that the submarine will be submerged instead of remaining on the surface. A third test, in which a bomb will be dropped in deep water, is to be made by the American naval authorities in the spring 1946.

Admiral Pierre B. Noyelle, of the French Navy, has some interesting observations to make on the second Bikini experiment in an article appearing in France Illustration. He regards the underwater explosion as much the more important test, since the pressure exerted against the underwater sections of the ship's hull will be beyond anything hitherto recorded. He envisages an enormous column of water being thrown into the air, and speculates concerning the distance at which the effect of the submarine explosion may be felt.

Revolution in Ship Construction

In the case of the submarine explosion in the Aleutian Islands on April 1, a tidal wave was thrown up with an estimated velocity of over 200 miles per hour. A secondary wave, starting at the rate of 60 miles an hour, reached as far as the coast of Chile, in the other end of the Pacific. Such coincidences of nature make the efforts of the man-made atom bomb appear a comparatively trivial affair.

**TO MEET THE THREAT OF ATOMIC WARFARE, this hypothetical anti-submarine cruiser of the future is equipped with launchers for surface-to-air missiles which, in turn, are armed with nuclear warheads.**

"I would use a word of caution against dwelling on the far-reaching implications of the Bikini experiments, which we hope will soon be published, before they have been studied and tested. Because an atom bomb—or an atom bomb—has great success against battleships anchored in a tropical lagoon for three or four months, and promises to an extinction of a few thousand libraries, it does not follow that it has solved the problem. If we were to treat a new riffl a on an old cow belled in the middle of a field, it does not necessarily follow that it was the right kind of bullet to get a wound in the head of the cow, although that is an excellent thing for a fellow cow."

"I think the effect of what we are making is a question of whether the atom bombs increase the necessity for the disposition of land and air and naval facilities and all supplies. That is the first line of resistance. Ammunition and its effect on the atomic weapons of war is how close to a ship you have to put a large explosion, when it's deep water, in order to achieve the desired result. Atomic explosives are greater than anything before, but it is easy to see that as the best place in the near war will be in board a ship.

"The use of a military base is an open question. If we do not know it at present has still to be carried to its target and dropped by an aircraft, and the problems of interception and attack of aircraft at those bases have attained a considerable degree of proficiency. If we do not think that proficiency is likely to decrease—that is the reason.

"Outside a very limited circle, no one has a precise idea of the scope of the atom bomb, though it has been stated officially that it bears a closer relationship to the aid of some form of parachute, probably for preparing purposes, as in the case of magnetic mines."

"An important feature to be considered in the high cost of this novel weapon. In the case of one so far used it is calculated to have averaged about $5,000,000 each, taking into account the cost of preliminary work and other attendant expenses. Only a first-class power could therefore be in a position to make use of the atom bomb under the conditions at present prevailing."

Full and exact information is lacking on such essential points as the distance of each from the centre of the explosion, and the time and extent of the damage suffered. Whether in fact personal engaged behind or before the explosion, or a man put out of action by the bomb is by no means clear."

"On July 4, Vice-Admiral W. H. P. Blandy, U.S.N., expressed the following views, based on the results of the first explosion at Bikini:

(a) The explosion of an atom bomb over land at an elevation of 200 feet would destroy any small fortifications.

(b) In every one of the heavily damaged ships in the recent test, the destructive power of the bomb was proved sufficient to kill almost every man in an exposed position that had the ships been moored.

(c) Of the heavily damaged vessels (other than those sunk), every one could be repaired under the conditions.

(d) The small aircraft carrier Independence would need nine months for refit in a Navy dockyard, other ship rests; indeed, the damage to the old battleship Pennsylvania was within the scope of the striking repair ships' facilities."

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The First Post-War Atom Bomb Explodes

Against Warships moored in the Bikini atoll lagoon, in the Pacific, an atomic bomb was dropped on July 1, 1946. To test the effects against naval vessels, a test bomb was dropped by a B-29 over Bikini and detonated at a distance of about 3,000 feet above the water. The bomb was treated with anti-radiation materials and detonated at an altitude of 100 feet. The smoke from the explosion rose to a height of 150,000 feet. Many of the animals on the island, including the ratted goats, which were exposed to the radiation, died. Drawing by courtesy of The New York Times.
HIS MAJESTY'S SHIPS

H.M.S. Argonaut

Motto: "Daring to Endure Everything"

H.M.S. ARGONAUT is a cruiser of the Dido class, with a displacement of 5,400 tons and a main armament of two 5.25-inch guns. She was launched at Birkenhead in 1914 and commissioned in the following year, when she was commissioned for service in the Mediterranean. She was reconditioned in 1917 and returned to service in the Mediterranean and Pacific. In 1919 she was transferred to the Home Fleet.

During the 1920s, Argonaut was stationed in the Home Fleet, where she took part in the operations against the German High Seas Fleet in 1924. In 1928, she was transferred to the Mediterranean, where she served as a flagship for the Mediterranean Fleet until 1930. She was then decommissioned and placed in reserve.

During World War II, Argonaut was recommissioned in 1940 and assigned to the Mediterranean Fleet. She took part in the operations against the Italian Fleet in 1940 and 1941, and in the invasion of North Africa in 1942. In 1943, she was transferred to the Pacific Fleet and participated in the invasions of Guadalcanal and Bougainville.

Argonaut was decommissioned in 1945 and placed in reserve. She was finally scrapped in 1953.
On the outbreak of war the Regiment consisted of six Battalions—two Regular (1st and 2nd) and four Territorial—to which was shortly added the Newcas- tle, formerly a duplicate battalion of the Durham Light Infantry. The 1st Battalion was stationed at Dover, the 2nd in Palestine, while the others were located within the Regimental recruiting area of Perthshire, Fife and Angus. After being inspected by H.M. The Queen, Colonel-in-Chief of the Regiment, the 1st Battalion embarked for France on October 3, 1939, with the 4th Division. Active operations were experienced during the period December 15-31, in the "ligne de contact" on the Saar front, when the unit was never in reserve and experienced extremely severe weather conditions. A spell on the Belgian frontier then followed until March 4, 1940, when the battalion rejoined the 51st (Highland) Division and on April 9 was again on the British Brigade sector of the Saar. Shortly afterwards the whole Division took up positions in that area, where much night fighting and skirmishes with advanced German units were encountered. With the break-through of the Germans into the Low Countries, the Division was rushed across France to relieve the French on a front opposing the enemy, who had already established two bridge-heads over the Somme, at St. Valery-sur-Somme and opposite Abbeville. By June 1 it had been necessary to retire to St. Valery-en-Caux, where the main part of the Division, including the entire 1st Battalion The Black Watch, with no ammunition or food and no prospect of evacuation, was obliged to lay down its arms the following day. Thus a large proportion of the Regiment's Regular officers and other ranks went into captivity—true to Highland tradition they and their comrades in the Division remained to the last with the remnants of our French Allies, although it would have been possible to have withdrawn earlier and embark at Le Havre. That immense sacrifice had not been in vain may be judged from the fact that it had drawn on St. Valery the Germans IV Corps of four Divisions, a Panzer and a Motor Division, in all six Divisions, and thereby divided this force from harnessing the withdrawal of other British troops from Le Havre and Cherbourg.

Meanwhile, the 4th Battalion, also in the 51st (Highland) Division, had been detached on June 9, as part of "Ark Force," a Brigade force undertaking the defence of Le Havre. When the position of the remaining Brigades became known, this Battalion was evacuated from Le Havre. The 6th Battalion had arrived in France with the same Division in January, but was transferred two months later to the 4th Division in place of the 1st Battalion. It distinguished itself in severe fighting in Belgium against the enemy on the Somme and early on the Genvies Canal, and was eventually embarked at Dunkirk. On May 20, the 1st Battalion The Tyne-side Scotish was the first British unit to take the shock of the German advance through the Ardennes—meeting, unsupported by any other arm, the attack of an armoured and motorized division, and after five hours' fighting resulted in twenty per cent of those engaged giving up their lives and the remainder spending five years in captivity. It had its own reward in appreciably delaying the enemy advance on Calais and beyond. From the collapse of the armies in the West, the Regiment was called upon to ensure many rescue efforts and the evacuation of the British Somaliland. In this action one Company especially distinguished itself by holding up the advance on Beersheba against overwhelming odds. In 1941 the Battalion moved to Crete, and on May 21 faced the onslaught of hours of fanatical paratroopers dropped on the airfield at Halkiion by an enemy who had complete mastery of the air. Despite the enormous odds, the Battalion held fast until May 28, when orders were received for a general withdrawal to the south coast, where the troops, after an arduous eight march, were taken off by the Royal Navy. During that time not one German had succeeded in landing within the airfield perimeter, and countless hundreds had been killed in their attempts to do so. In Egypt the Battalion took part in the occupation of Sidi and in October 1941 sailed for the beleaguered port of Tobruk. After a month spent in raids and patrols to obtain information about the enemy strong-points, orders were given on November 20 to break out at dawn the next morning in an attempt to join up with the 8th Army. With pipes playing, the advance was made through withering machine-gun fire and the objective captured. Then for three weeks the position on the "Corridor" was held until the main forces fought their way through. Heavy casualties had been sustained and special mention of the men's courage and discipline was made.

The Highlanders at El Alamein

Though the original 1st Battalion had met such a glorious fate at St. Valery, the time had not been lost in forming a new Battalion, and after two years of the most intensive training in the North of Scotland it sailed for the Middle East as the summer of 1942 with the
reconstituted 51st Division, which also included two other Black Watch Battalions, the 5th and 7th. Few of the men had been in action, but all were imbued both from the regimental and divisional point of view with a strong sense of duty to avenge their comrades in the Stalingrad of Germany and Poland.

Their opportunity came on the night of October 23, when under bright moonlight and supported by an unprecedented artillery barrage the Battalions went into action at El Alamein, their papers proudly sealing the advance. The epic success of this battle was but the prelude to the series of victories by which the 8th Army swept across North Africa to Tunis, where the surrender of all Axis forces in Africa took place the following May—such battles are household words in this country and in each one the Black Watch troops displayed those qualities of discipline, fighting efficiency and sacrifice for which

this Regiment has been celebrated during the last two centuries.

The principal engagements were Mersa Brega, Wadi Zimmun, Homs, Tripoli, Mastiff Line, Gabbis, Wadi Akarit and El Adrar. The successful operations of the Regiment in this theatre of war ended with the invasion of Sicily, and towards the end of 1943 the Division returned to England.

In March 1943 the 6th Battalion landed in North Africa with the 4th Division to join Lt.-Gen. Anderson's 1st Army, and were soon engaged in a number of fierce mountain battles, culminating in the destruction of the main German armies at Moghio-el-Bah and the pursuit to Cape Bon. In April 1944 it took part in the battle for Cassino, and then commenced the protracted task of pushing the enemy right out of Italy. As the Battalion moved northwards, heavy rearguard operations, requiring the very best of the regiment, became a constant feature of the work. By the end of the campaign Italy was a mountainous country, the problems of supply and evacuation of casualties were extremely difficult ones. After the Germans had been pushed back beyond Florence, the Battalion was pulled out for a rest. As at about this time it provided a guard of honour for H.M. The King.

With Wingate’s Chindits in Burma

While the victors of the North African campaign were sailing home hoping to spend Christmas with their families, the 2nd Battalion, by this time in India, was undergoing a five-months' period of jungle training as part of the late Major-General Wingate's Chindits. Much of the training was entirely new—for example, making the men animal-conscious (it being necessary to take a large number of mules), teaching the men to utilise targets in jungle growth, and so on. In March 1944 the Battalion moved in an assembly area in Assam and were then flown in Dakotas hundreds of miles behind the Japanese lines.

Here for the next twenty weeks the troops experienced the most severe conditions of fighting, climate and terrain: much of the country was so hilly and so thickly covered in jungle that an advance of two miles in eight hours was often considered good going. Flame-throwers were needed and many profitable ambushes were carried out, but fortunately casualties were comparatively light. At the end of this part of the campaign, the Battalion was flown out to a rest camp in India.

No fewer than four Black Watch Battalions embarked for Normandy with 21st Army Group—the 1st, 5th and 7th, still with 51st (H) Division, and the 1st Battalion The Twenty-Third Scottish. The last-mentioned Battalion was soon engaged in the severe fighting, and on July 1 inflicted very heavy casualties on the enemy. Unfortunately it was found necessary several weeks later to split up this fine unit among other Scottish Battalions.

The first task of the 51st Division was to hold the bridge-head immediately east of the Orne, in conjunction with the 6th Airborne Division. Once after, when the Americans overrun the Cherbourg peninsula, the whole Division moved to near Bourg-l'Artaud, to come under the 1st Canadian Army for operations north of Caen, to link up with the Americans and the British 2nd Army.

Novel tactics were employed, involving the currying of the infantry in dismantled Pisten
Pride of the Kilt in North African Deserts

AT ALGIERS, on the morning of November 11th, members of the 1st Indian Division were inspected by the King (1) on the occasion of the conclusion of his tour of North Africa. Sir Archibald Wavell, who accompanied the King in the desert and between headquarters the Royal Canadian Mounted Police brought to the men of the Regiment, a品种 of 77th Highlanders tartan, was presented to Major General Sir Arthur Currie (2), the King of the Scotsmen as a token of gratitude. The King was pleased to accept the gift and it was shown on all official occasions. After inspecting the Regiment, the King talked with officers and fighters wherever the side of the front line. To return this magnificent tartan to the King, the officers and fighters of the 77th Highlanders, led by Capt. S. W. E. H. MacPherson and Lieut. W. J. M. MacInnes, M.C., who was presented with a gold watch and chain by the King. The watch is a Swiss timepiece and was presented to him by the King during his tour of the front line. The King also presented a gold watch and chain to Lieut. W. J. M. MacInnes, M.C., who was presented with a gold watch and chain by the King during his tour of the front line.

Photo: British Official
and white scout cars, and the attack commenced on the night of August 7-8. For the next fifteen days, in its advance from Tilly to Lisieux, the Division, fighting continuously in its most intensive period of operations up to that time, played a major part in the Battle of France. Over 1,600 prisoners of war were taken, and the troops were congratulated on their fine work by the Canadian Army Commander.

At the end of August the Division crossed the Seine at Rouen and was directed upon St. Valery. To all ranks, the entry into St. Valery was a source of deep pride, particularly to several senior officers who had been captured there in 1940 and had escaped while en route for Germany. The graves of many Black Watch men were found, and all had been well cared-for by the French; at the entrance to the cemetery at St. Pierre-le-Viger there was a notice, "Honour to The Black Watch who fought here with courage in 1940." To mark this peculiar day the massed pipes and drums—nearly 200 men—played "Retreat" on the site of the old Division's Headquarters in 1940 at Carville.

After the occupation of Le Havre which was marked by only a very light casualty, 134th Brigade, containing the 1st and 7th Battalions, was directed to Dunkirk to maintain an enemy force estimated at about 10,000. During this invasion one of the rear troupes was arranged, for 36 hours, to permit the evacuation of 19,000 civilians. On October 8 this Brigade rejoined the Division in Holland; on the anniversary of Alamein a full-scale attack was launched to clear the Germans from Southern Holland northward as far as the River Maas. So successful were the operations that by November 7 the Division, by its thrust from Schatendal to Grettenburg, had cleared some 300 square miles. Sincere congratulations on this achievement were received from the commander of the 2nd Army. By December the Division had reached a pension north of Nijmegen.

**They Led the Mass Rhine Crossing**

With Rundstedt's Ardennes offensive, the Division became the reserve of the American Armies, and on January 8 took part in the drive across the Rhine and in the battle with the German 1st Army. In this operation the 1st Black Watch had the satisfaction of crossing the important road centre of Coich in appalling weather conditions. By February 8 the task of clearing the enemy between the Mass and the Rhine, south of Nijmegen, and north of Wesel, had begun; and before these tasks had been completed nineteen days of the most strenuous fighting were experienced, both the 1st and 7th Battalions. The Black Watch taking part in five major attacks, in addition to a number of minor clashes.

To the famous 31st Division was given the honour of being the first Division to make the assault crossing of the Rhine, and at 21:00 on March 25th the 5th and 7th Battalions led the attack; the main objectives being Remagen and Engers. The advance was made in a wave of smoke in the dusk of the following day after grim and exhausting combat. The 1st Battalion also met stiff opposition in following through the initial attack. The crossing of this historic river, however, witnessed the death of the Divisional Commander, Major-General T. G. Renwick, C.B., D.S.O., a Black Watch officer who had served with great distinction and was extremely popular with all ranks.

Active operations concluded on May 3 with the news of the German capitulation, and the occasion was marked by an impressive march past on May 12 before the Corps Commander, in which a surprising gust of silence from the three Black Watch Battalions took place. This then ended six months of hard fighting in which all Battalions added new lustre to the traditions of this Royal Highland Regiment.
With the same indomitable courage which they displayed throughout the siege of their island, from June 1940 to November 1942, Malta's valiant defenders are now facing the problem of repairing the ravages of war. The task of rebuilding the bomb-shattered town, of which this view in Valletta is but a small part, is already under way. Towards Malta's reconstruction the British Colonial Secretary on July 9, 1942, announced the allocation of a further grant of £20,000,000 from United Kingdom funds to supplement the first gift of £10,000,000 made in 1942.
Healing Malta's Architectural Wounds

Huge blocks of stone from the island's quarries are hoisted by primitive means to the portals of the famous Cathedral of St. John of Jerusalem (1) at Valletta. In the suburbs of the capital work is in progress on the crypta of St. Paul's church (2), almost completely destroyed by a stick of bombs. The dome seen in this photograph is that of the Sartia, a church of the Maltese Order, built in 1623; immediately to its right is the Wesleyan Church.

With Stone from Her Ancient Quarries

In a quarry at Luca (3), slabs of rock for reconstruction are being cut out of the solid mass by hand, much of the rubble from the ruin being placed down for re-use (4). The King George V Hospital at Valletta, destroyed in 1942, is being rebuilt (5) largely from funds subscribed by the Red Cross, especially the Scottish branch. The new building will incorporate a stone from London's bomb-damaged House of Commons.
R.A.S.C. Dumps Jap Ammunition in the Pacific

Destroying 12,000 tons of Japanese ammunition, found at Singapore, was a task allotted to the Water Transport Unit, R.A.S.C. Utilising Japanese P.O.W. labour, the ammunition was loaded on DUKWs (1) by means of a gravity conveyor band. The dangerous cargo was then (2) loaded out to a L.C.T., into which it was stacked (3). Over deep waters of the Pacific the L.C.T. discharged the boxes of ammunition (4). Captain Richards, R.A.S.C. (1), directed operations.
FIRST BATTLES OF THE WEST AFRICANS

By HARLEY v. USIL

REPRESENTATIVES of the twenty-six million inhabitants of the four territories of British West Africa came into being in 1937 and 1938 the African Forces were reorganized to provide the greatest measure of defence for the African Dependencies in general, and in particular to permit as large a force as practicable being instantly available for the defence of East Africa, for which latter purpose a proportion of the West African troops would be transferred. In the event, however, it was not until May 1940 that six West African battalions, three from Nigeria and three from the Gold Coast, amounting to over 10,000 troops, left for East Africa.

In a description of the Nigerian Regiment, which as is typical of the rest, the recruits are portrayed as follows: "... they came from the forests and swamps of the Delta and the South; artisans from the Yoruba; gardeners from the Ibo; transport drivers from everywhere; they came from the white plains of Hausaland, from the granite hills of the Gold Coast, from the blazed deserts of Senegal and Chad. Educated and illiterate, they came freely of their own wills to ensure that freedom shall not die from the west..."

West Africans in East Africa

The spectacular events in the later stages of the war have largely turned our minds to those stirring events of 1940 and 1941, when the bellicose demands of Mussolini's war appetite was laying the foundation for final victory. By the late summer of 1940, the 1st West African Brigade from Nigeria and the 2nd West African Brigade from the Gold Coast had arrived in East Africa, the Italians had invaded British Somaliland, and the British had been compelled to withdraw. Plans for the Abyssinian campaign took too long, and consisted of a gigantic pincer movement: the northern army based on the Sudan under General Sir William Platt, the southern army based on Kenya under General Sir Alan Cunningham. Simultaneously with the closing of the pincer, Emperor Haile Selassie was to enter Abyssinia across the Sudan frontier.

The Italians had reached the border of Kenya, and the first stage of the counter-offensive began when on December 16, 1940, the Gold Coast troops with the South Africans made a most successful raid on the Frontiers post of El Wik, near the Kenya-Somali boundary. By two strong columns, the whole of the Italian forces were caught and brought up to two divisions—the 11th and 12th African Divisions, and these were concerned solely with the southern operations.

General Cunningham arrived in Kenya on November 1, 1940, and on April 5, 1941, the 11th Division, and the 12th Division advanced up the coast into the southern part of British Somaliland. While the 11th Division, consisting now of over 20,000 African, one West African female unit, one South African Brigade, advanced along the coast to Mogadishu, which was reached on February 15. They then turned north, and after an exhausting pace reached Afgan on March 17, when they were 744 miles from the starting point. Three weeks later the Brigade was in Addis Ababa itself.

The African troops led the great advance of over 1,000 miles in thirty days, from the John River in Harar, capturing the city of Mogadishu on the way. Supported by South African gunners, they fought the decisive battle of the Mardsa Pass. Later the Brigade distinguished itself in the battles of the River Ono and Didessa. General Cunningham paid this tribute to their work: "... the final 65 miles into Harar entailed an advance through the most difficult country in face of opposition from three strong columns, yet the distance was covered in three and a half days, during which time the path was often blocked by sandy dunes, and the journey was a hard one through the unemergency and a strike of starvation and the air operations made necessary by the terrain."

The Gold Coast Brigade had an equally impressive record. In addition to its brilliant role as El Alamein, it was among the first of the troops to enter Italian Somaliland. Auchay's road is a series of successful engagements on the John River, thus proving the way for the Nigerian Brigade's spectacular advance. Later, by their performance on the Italian frontier, they gained a victory which had a decided effect on the campaign in southern Abyssinia.

Auchay, paid this magnificent tribute to the British Army: "... for this reason they have distinguished themselves. Their efficiency, their nursing services, and their high courage are admired and the West African troops have shown themselves to be as great a credit as any given to the British officers and senior N.C.O.'s who commanded all the troops under their command.

Work of African Pioneer Corps

The Pioneer Corps are a vital link in African, in which over 30,000 men had been put out of action by a force not one-third as numerous. The task is East Africa has been completed, and Vichy France having become a potential menace to the security of West Africa, the West African troops returned home. They did not know then that they would be cited upon to wage another campaign in more distant lands, but this will form the subject of another article.

The work of the West African Pioneers in the Middle East war. In May 1943, had African men were given over 16,000. The pioneer section arrived in April 1943, and they helped to build bridges, roads, and aerodromes. As a reward for their military and engineering services, the prestige of the West African Auxiliary Pioneer Corps was changed to African Pioneer Corps.
Why Bread Rationing Came to Our Country

**DETERIORATION IN THE WORLD FOOD SITUATION**, and need to control the distribution of many foods with a view to preventing widespread suffering and starvation, led the Food and Agricultural Organization of the United Nations to convene a special meeting in Washington on May 28, 1946. Delegates of 17 governments and food agencies took part, including the United States, the United Kingdom, Canada, and Canada. The meeting was preceded by a preparatory meeting on May 16, at which the prime minister of Great Britain, Mr. Winston Churchill, was a leading speaker.

On June 21, representatives of the United States, Canada, the United Kingdom, and Canada, and representatives of the principal food-producing and food-importing countries, met in Washington to consider the future of the Food and Agriculture Organization of the United Nations. The meeting was held at the U.S. Department of Agriculture, and was attended by representatives of the United States, Canada, the United Kingdom, and Canada. The meeting was preceded by a preparatory meeting on May 16, at which the prime minister of Great Britain, Mr. Winston Churchill, was a leading speaker.

**FOOD RATIONING ORDER**

<table>
<thead>
<tr>
<th>Country</th>
<th>Total Ration of Bread (lbs)</th>
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<tr>
<td>United States</td>
<td>5</td>
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<tr>
<td>United Kingdom</td>
<td>3</td>
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<tr>
<td>Canada</td>
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**BREAD RATIONING ORDER**

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**BEGINNING ON JULY 1, 1946**, rationing of bread, flour, and rice in all countries of the world was established. This decision was made by the United Nations Food and Agriculture Organization on June 21. Mr. Bracey stated that the government had reached this decision because they were convinced that to fail to ration bread and flour would be to take an unnecessary risk for the British people.

In the subsequent Parliamentary debate, Mr. Bracey declared that there was a great reserve of wheat lying idle in the country; there was only the stock going through the "pipe-line" from ship to ship. It was estimated that at the end of August there would be a substantial reserve of wheat sufficient to satisfy with certainty the bread supply of the country. The system of rationing was introduced, but not without it. Rationing enabled the authorities to work with a considerable amount of flexibility, the basic adult ration is 1 1/2 lbs., with adjustments upwards for children and below 1 1/2 lbs. for children under 12.

The special bread card for the latter is shown (left). The bread card engine is interchangeable with ordinary "points" objects to meet individual differences in the way of consumption.

*Photograph by Department of Agriculture.*
Britain's Food: Production of Our Precious Tea

Under a flowering shrub, the tea bushes are clipped in the dense, warm climate of India, Ceylon, and Assam, representing the cultivation of nearly 20% of the world's tea.

6. After being picked, the tea leaves are processed at the factory. The leaves are first withered (1) by passing through, evaporating moisture and concentrating the oil. Next, they are chopped (2) and steeped in water for 12 hours (3). The tea is then fermented (4) to form the desired flavor and aroma.

5. The tea undergoes a further process called withering, in which the leaves are laid out to dry. This step is crucial in developing the tea's unique character.

4. The tea is then processed at the factory, including withering, rolling, and curing. This process helps to fix the color and flavor of the tea, preparing it for subsequent steps.

3. The tea leaves are harvested at dawn, placed in baskets, and carried by hand to the factory, where they are processed immediately to preserve their freshness.

2. The tea leaves are picked by hand, representing the labor-intensive nature of tea cultivation.

1. The tea bushes are cultivated under a flowering shrub, symbolizing the growth and production of tea.
ON THE MAIN DECK of H.M.S. President, the plaque has been placed from which the insignia of the Defence Equipment Monetary Society (D.E.M.S.) was displayed. A plaque on the gibbet of the ship bears the inscription "H.M.S. President, 1939-1946, in Memory of the Night Air-Merchant who served in the Royal Air Force and on the Merchant Navy."

A TRIBUTE to the service record of the D.E.M.S. at sea, when it was responsible for the supply of military and defensive equipment to merchant ships. The D.E.M.S. was formed in 1939 and its members served on merchant ships in the Mediterranean and Atlantic, and were responsible for the supply of military and defensive equipment to merchant ships. Their efforts were essential in the success of the D.E.M.S. in its fight against the Nazi forces.
ARRIVING TO COMMEMORATE BRITAIN'S LAST STAND ON FRENCH SOIL. IN 1916, these pipes and drums of G5 Gordon Highlanders, Saddle, and Cameroons marched through St. Valery-en-Caux on June 7, 1916. Representing the 5th Highland Division (5th, lower right), they paid their respects the following day, at the graves of 586 of their British and Newfoundland and the shirts of their ancestors. The Pipe Band of the 5th Highland Division. See also illustration on page 228.
A Week in the Twin Knobs Foxholes

Major John Lint-Caldwell

When I reached the top of Twin Knobs I thought how won and haggard the British officers of the 1/1st Rajput Regiment were looking. The Indian soldiers looked, as always, merely resigned. We were due to take over Twin Knobs from the Indian battalion on the morrow, and I had come on ahead to look around.

After I had been given the inevitable cup of tea the Rajput's C.O. said, "It's all right by day, and of course by night. But the nights are pretty sticky, and we do most of our sleeping by day." Coupled with the fact that I had met two stretcher-bearers who had been shot down on their way to the Jap main position, Chaspur Chang, I thought his remarks seemed somewhat ominous.

Next morning we moved up, my carefully concealed programme of taking-over being revealed by a Jap sniper with a L.M.G. somewhere up in the hills. He commanded a bit of the path up, and let fly at everyone who came along. By backing out a new path and blocking the old one we eventually took him down; and so to the twin companies of A and B Companies, assisted by addressees of H.Q. Company, held the fort on top. The other two companies were in positions down below, and some way back.

Pandemonium and Sporadic Flame

Tea and stew came up. The feeding and water problem was rather sticky; on the Administrative Area was about a mile away. But thanks to the Second-in-Command and the Quartermaster, this worked admirably all the time. The rations and water came as far as possible on mules, and were then labelled the rest of the way. With dusk fell silence, with everyone in his foxhole. Suddenly it is pitch dark. The next foxhole is at least a mile off. Ronnie, a tree shaker, some leaves come pouring down. Was that a Jap? I wish I could see. Dead silence again. The moon is due at 11 o'clock. Surely it ought to be coming up now? I look at my watch. It is only 8.30. That silly song of Dorothy Lamour's—""Moon Over Burma""—comes into my head. Suddenly, rattle-rattle goes a Tommy-gun somewhere below. Up starts a Buns, followed by more and more, and joined by all the rifles in the world. The noise rises, and after a quarter of an hour dies away. It was two of the battalions down below having a bit of a panic. Thank God we didn't join in.

Dead silence again for what seems a year or so. Bang goes a Bren on top of Twin Knobs; yes, it is D Company. More and more join in, till Twin Knobs is spouting flame. Pandemonium is raging. I ring up
I Was There!

A Company. "What on earth is up?" I demand. "Don't worry," I'm told, "some-one thought he heard a Jap creeping up."

The noise gradually dies away, until silence is again shattered by a din below. A few Vype lights go up, but nothing happens. Here is the moon at last, I look at my watch for the millionth time. It is only 11.00 I. O. C. time.

Another nerve-shattering commotion wakens me, and grenades shower down on top of the hill. Off go the Brens again, I ring up A Company when the noise subsides and am told "Japs snip and cricker." I am not amused about the outcome. I want to know what it is all for. But there is no reply. I am waiting for my fly. I don't think there is any damage, and I think it is going to be a clear night.

This goes on all night, with intervals of deplorable silence. At last, long last dawn breaks, and we come out of our holes and have an inspection. Two are dead. We bury them where they are, in their own Commonwealth. Breakfast appears. More ammunition is brought up. Guns and rifles are cleaned and oiled. Most of the men manage to clean their rifles up a bit.

The day drags through, accompanied by odd mortar bursts and bullets from above. Now and then, with a loud shout, a shell from a Jap 73 millimetre whereas past, apparently just sweeping the tops of the trees, bound for our Artillery Gun Lines or Brigade H.Q. On one occasion one hit the top of a tree above Battalion H.Q., but no damage resulted.

After a week of this nightmare existence we were rescued by another Indian battalion and though we knew we were to take a part in the advance, we did not allow that to interfere with our relief at seeing the last of the Two Knobs!

We Stormed the Walcheren Batteries

With the Royal Marine Commandos when they landed on the Westkapelle Dyke in Walcheren on November 5th, 73, we were the first to move into flames blazing on the batteries and of the battle on the Dyke that finally silenced them.

As dawn broke we sighted on the skyline the slender lighthouse tower of Westkapelle, sticking up alone, apparently straight out of the sea. This unmistakable landmark indicated the spot where, a month before, R.A.F. Lancastrians with earthquake bombs had torn a breach in the famous dyke that for five centuries had kept the sea out of Walcheren, flooding the whole sluice-like centre of the island.

Our force of support-craft and landing-craft, carrying three Royal Marine Commandos with supporting troops, and seamen-bombed by that grand old fighting lady H.M.S. Warspite with the monitors Enchus and Roberts, closed slowly towards the shore.

Everything seemed very quiet and still, even the waterless sea, which for two days before had been lashed by a gale. It was an ominous time. For more than a month Walcheren had been battered by our heavy bombers, but we knew that it had still been fortified as the very corner-stone of the Nazi Atlantic Wall and befortified with heavy batteries that it was our duty to destroy so that our ships could use the great port of Antwerp.

Warspite's Mighty Broadsides

The scarred to Antwerp was up the Scheldt estuary and the Walcheren batteries barred the way. So far they had been silent, but already they must have been aware of our approach. Another thing we knew. Late on the previous night the R.A.F. weather experts had stated that weather would probably need a really big air effort. Admiral Sir Bertie Ramsay had left us in our Command, imperceptibly Brigadier "Jumbo" Lepelletier, D.S.O., R.M., and Captain A. S. Pugsley, D.S.O., R.N., the Naval Commanders. They had raised the German forces, which were not yet a threat to the assault. After an anxious conference, he decided that they needed to be kept on the alert, for the force slipped slowly out of Ostend harbour.

Now the thin line of sand along the great dyke could be seen on the horizon, but still no sign from the enemy. Then there was a flash and a roar from one of the monitors, a big cloud of brown copper smoke floated out, hung in the air and slowly turned yellow. Then another flash and the gun emplacements spoke. Above the distant line of mines a fainter of black smoke leaped into the air. A few minutes later Warspite hurled her mighty broadsides at the enemy. The enemy batteries still stayed silent.

Between us and the shore lay the support squadron, unattended landing-craft mounting a variety of guns. They were deploying to engage the big batteries north and south of the gap. Two thousand R.A.F. aircraft took the line of fire from the Donagherry and Wexford batteries, known as South Walcheren, to the Channel battery, known as W 13 and W 11.

W. S. and W. 11 these were, and the action seemed to be fought for the Donagherry firing, but in the direction of Flashing, not at us.

This told us that our comrades of No. 4 Company, 2nd Commando, under W. S. and W. 13 had already blasted them.

We hadn't long to wait. The first of our ships to be fired on was M. 502. Then the Germans opened on the support-craft. They replied, but the range was 8,000 yards and both sides ceased, waiting for it to close. Gradually the range shortened to about 4,000 yards.

W. S. and W. 13 opened up again on the support squadron with deadly accuracy, the little ships replying with everything they had got.

Two were among the most amazing gun shells of the War. Time and time again the little unarmoured ships closed into the shore to pump their shells into the heavy concrete fortifications, despite a terrible fire of all types of guns. The Germans were the biggest of the support-craft, the L.C.G.A.- hang on, they were main batteries like bulldogs, taking heavy punishment. The smaller craft engaged the sub-basement position.

Just before H-hour, rocket-craft let go their salvos with a roar after a roar of smoke and flame, and in a climax two medium-sized craft beached north and south of the gap. Engaging enemy pillboxes literally at point-blank range. One of these craft fired on the Germans soon after landing. The heavy Craft opened up a rapid fire for twenty minutes till both batteries were out of action. Then the men of the other two hit the beach and took up positions in the enemy's positions. The majority of the enemy was driven back, but a small party of the Germans fell on us, so that the landing-craft were able to pass through to the south without any slight losses.

We were both proud and grateful to our fellow Marines who earned their guns, keeping them firing though protected only by a light gunshield. The Germans finished before they did. From one pillbox several men ran out in a panic and were cut down by machine-guns firing in the open.

Our first flight, drawn from 41 R.M. Commandos, beached on the dyke itself just ahead of the Marines. From the deck of the Dornier, and their first objective was a pillbox standing alone on the dyke. The heavy German machine-guns in the pillbox took charge. He went straight for the gunner of the pillbox's hesitation with his tommy-gun blaring, passing only to throwgrenades. Single-handed he took the
ON WALCHEREN island, in the Scheldt Estuary, Westkapelle (it was at the mouth of the river) was occupied by German heavy gunning which prevented the Royal Marine Commandos from landing on November 1, 1944. The operation was designed to achieve the landing of the Commandos on Walcheren island which were prevented the sea by the heavy guns on the island. The 4,500 troops of the Commandos, already in Allied hands, to support of the beaches, a cruiser landed from the tanker United Kingdom and a destroyer while separately engaging the heavily girls on the coast. At the beach-head, Royal Marine Commandos drive the fighting on the Walcheren Peninsula. (Photos, British Official)
I Was There!

The battle for the air was fought over the factories and warehouses of Kiel, the center of the German war machine. The German Navy had assembled in Kiel for a fleet review, and the Allied Bomber Command was determined to prevent this display of power.

**Savings of the Lived of the Wounded**

North of the gap 41 R.M. Command, under Liet.-Col. J.M. Macdonald, completed the clearance of Westkapelle and engaged the big forces of 15. South of the gap 48 R.M. Command, under Luit.-Col. J.W. Moulton, cleared the area from the ruins of the radar station and advanced to W.I. Not until a final footing had been won on both shoulders of the breach did the big guns shift from the support squaddron and concentrate on the land force. The air-sapped beams were only tiny areas on each side of the gap. The enemy had the range taped, and for more than an hour they poured shells into these areas. Many ammunition loads with ammunition were set on fire. Ammunition exploded in all directions; fierce flames rose up. The big vehicles could not maneuver because of the bomb craters, mines and other obstacles. Many brave deeds were done, not only by the R.M. Command, but by medical personnel, the Assault Engineers and the Pioneers supporting them. A shell struck the armoured front of one ambulance just before it disembarked from a landing craft. It caught fire and nearby 100,000 rounds of ammunition, with other explosives, were threatened by the flames. Marine Donald Nachemson strayed over the field of the ambulances with small arms ammunition, trying to silence both the enemy and the burning ammunition. He was killed in the explosion. Sailing back to the beach, only a few shells fell near him and one 3-inch shell wounded and three were severely gashed, one man being blown to bits. The damage to the sea and a broken leg.

**Nightmare Advanced in Sandstorm**

In the air at 0330 hours on the 26th, 48 R.M. Command pushed up and drove the Germans out of Zoutelande, a little village between W.I. and W.I. Zoutelande was badly knocked about but not destroyed. The main success had fallen on Westkapelle. Here the 1st Zelandia 47 flew over the hedges from 60 feet and pushed on till they reached a broad area with ammunition and explosives. Many were knocked out and three were severely gashed, one man being blown to bits. The damage to the sea and a broken leg.

**Target not a strong swimmer, Marine F.W. Lamore died in air and died over 100 yards in the breach.** Lamore was exhausted and had swallowed a lot of water. When he came round he got up at once and went off to return to the shore—drowned only in a blanket. Having been fitted out with clothes from a casual, he then joined the battle in the breach.

By this time a Dutch attack by 41 Command, led by Captain Peter Hayden, D.S.O. breasted the ships, and the landing boat went in and the floods and, covered by smoke and mortar fire, the sea was a broken leg.

**81 (FIGHTER) SQUADRON**

Course at Leysliefield, Yorks, in 1944, the squadron specialized in the destruction of the Flak batteries in Britain, Russia, North Africa, Italy, and the Mediterranean. In 1942, a flight of 9 Hurricanes was sent to the Middle East near Mersin in September. In 1943, the squadron flew most of its sweeps and carried out sweeps and reconnaissance, claiming 13 enemy aircraft destroyed. In 1944, the squadron was re-equipped with Spitfires, it started operations on the North African front, in May 1942, on escort, sweep, and shipping strikes and helped give air cover over the Digger landings.

The squadron then moved to a base in Italy, and later in North Africa. On the day of arrival it took on 150 Jepp in the USA and destroyed six. It moved forward to support the Army and by the end of the campaign they had destroyed 74 enemy aircraft and had been credited with 32 enemy aircraft destroyed.

The squadron moved to Italy and then on to Italy and Italy by October 1941 the squadron had reached 500. Next month it was transferred to Italy where, early in 1942, the squadron operational in defense of Calabria.

In February 1944, No. 81 joined in the battle for the air supremacy over Burma, operating first from the Arakan plain from 30th February, and later on from 18th March. At the beginning of the offensive, the squadron was however the coastal front to the east of the Philippines were drenched by the 8th Air Force. In 1943, the squadron was also involved in the defense of Ceylon.

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I was There!

General J. P. England. Under fire from a trench and a concrete pillbox called "The Umbrella," England blinded the machine-generators in the pillbox with a smoke grenade while he attacked the trench. Killing or capturing the defenders, he pushed on boldly into the network of trenches and tunnels.

Sweeping Irresistibly Forward

In face of this terrific attack and daunt by the shelling—many of the prisoners were half-erased, the pupils of their eyes dilated till the whites were invisible—the German resistance cracked at last. They began to surrender in batches, and the advance swept irresistibly forward till the Martines reached the edge of the second gap. As dusk was falling they saw on the other side the green berets of No. 4 Commando, who had fought their way up from Flushing. Though there was more fighting to be done up in the north beyond Deiphur before the island was finally cleared, the battle was won.

I shall never forget the first visible proof of our victory. I was standing next morning at the top of the railroad tower near the Westkapelle gap when I saw a row of dark smudges out to sea, moving into the estuary. There was a rhythm of the Naval Beach Party by my side. "What are those?" I asked, pointing. "Minesweepers," he replied promptly. They were going in straight away to sweep the great sea highway up to Antwerp.

We Ran the Gauntlet of Bardia Bill

Taking supplies from Mersa Matruh to Tobruk, during the period May-October 1941, was the job of destroyers and L.C.T.s, the latter known then as A. Lighters. Adventures in plenty came to the lighter crews, as told by Able Seaman C. Lawrence, who served as gunner-beltman-rank cook as required. We only steal by looking at his story, found on page 64.

We had 20 of these A Lighters, the "A" meaning that they were fast and were fastened together and towed by the ship. Each crew consisted of two officers, two master engineers, two stokers, one signalman, a coxswain and six seamen. H.M.S. Stag K, later known as H.M.S. Suater, was our base, controlling operations.

About six A Lighters worked from Mersa Matruh at a time—two at Tobruk, two on the way and two at Mersa Matruh. If the German air force had done its job, none would have got past Sidi Barrani. I do not like to think of what would have happened if, instead of using minesweeper and bombs, they loaded fighters armed with cannons. We carried 4,500 gallons of 87 octane in our tanks, and a shell could have passed right through one and into the other. Once one of our fighters came down and gave us a burst, but only put our Castle first afoul.

In Mersa Matruh we made as much noise as we pleased, but as we sailed on the 33-hour outward trip nobody would speak except in course of duty. The double journey occupied, all told, about 98 hours, and if in that time we had 13 hours rest we were lucky. Four hours on and four off was the regulation watch, but very often it was twelve hours on. We sailed very slowly so as to reach Sidi Barrani by the following midday. Then, with engines full ahead, we would enter Bomb Alley. From that moment I was always scared, wondering what Jerry would manage this time.

The attacks generally came so suddenly that we hardly ever had time to put on our lifejackets or tin hats—but without these we had greater freedom of movement. We often opened fire with our pom-poms without orders, and have waited those seconds would have spelt disaster. The Stuka's seemed to come down from all directions, but that was because of the Anti-Tobruk course so frequently. Some came so low they nearly took the mast off, and even so they missed us with their bombs. I think it a great compliment to the gunners about five to a plane, and then start on another one, because if we had let one have the lot the other—or others—would have done just what they liked.

After an action the gun pits were full of empty cases, and we reloaded the guns and ready-for-battle, praying for night and a little unloading. But the German gunners could not seem to find any, only the German air force could tell us. Our fighters didn't do so badly when they were with us, in spite of being outnumbered four to one. They were mostly South Africans and they came to see us at Mersa Matruh whenever they could manage it.

At night we could see the German-held coast, and did hear our powerful engines shake our ship in pitch, and then the screw would be kept open. The signal lights up to use for night-flying were on, and you could see the white course of the Dakhla, three in total, the Lignere, which was one of the original twenty of which no more than four survived, working from H.M.S. Stag K, take ship which controlled it operations.

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on the Barija side of the Tobruk perimeter; somewhat if managed to survive not only Allied air attacks but a Naval bombardment.

The shelling would start as we reached the booby entrance—the gunners knew our timetable as well as we did—and sometimes we had to make a dash through the shells to the shelter of a wreck, of which there were plenty. If the shells happened to concentrate on the wreck we had anchored on the lighter behind it wasn’t so pleasant.

Troops would be waiting at Tobruk with camouflage nets to cover us from the sight of the Statius, and they would unload us at night. Grand fellows they were, too—back from the perimeter for a rest. And what a rest! Unloaded, by the following nightfall we would be on our way back to Mersa Matrah; but unless we were due for a rest our return to base simply meant reloading and another trip.

Later, when we carried tanks to Tobruk, we felt a little more secure, for we had the tank crew to help us wash off air attacks with their machine-guns. They used to say they would rather fight their way back overland than return with us. We preferred sailing back to take a chance by land in a tank!

Death Lurked in the Wake of Battle

A gunner officer, John Fortiscue, who took part in "Operation Clean-up" in the West Phaler area in March 1941, described the greatest single clearance scheme of the S.W. European conflict—removing the petrol and room flares involved as soon as the fighting had passed over.

On the morning of January 24, 1945, during a period when vapour trails of Flying Fortresses on their way to bomb Germany etched white patterns in the blue overhead, at Neerpelt on the Belgian coast a section of R.E.s was clearing beach obstacles in front of heavy A.A. guns engaged in firing practices. I was watching our bursts in the sky. Suddenly there was an explosion for different in tone than the 3.7’s cracking wood. Into the sky, from the beach in front of the gun park, a dirty brown column of smoke spiralled. Gunners at once ran to the cosine’s edge—the lines of safety. Before them, amid the sand dunes, they saw the dismembered portions of a sapport that had been hard at work a few moments previously. A fine mitered lay in front of him. "I was watching him," said a comrade, "and I thought he seemed a bit civil, backing away at minor with his shovel."

Helmets (wooden mines), forequarters of the rusty Schwere (88-mm) lay thick in the sand, in some places shielded one above the other and displayed from their original positions by tidal forces, and because of the temperature, 30 deg. F. the ground was slightly frozen. This particular detachment of troops, the R.E. sergeant in charge told us, had lifted 20,000 of them. As we so often happened to this officer of the sort who had lost his life had been one of the oldest operators. Fifteen minutes later, a sapport who had been only five yards in rear of us at the time of the explosion was again at work, feeling, probing, locating, neutralising and shovelling out.

Booby-traps in Seaside Chalets

At the West Wall, between Neerpelt and Ostend, Belgian demolition experts, blue overalled and smiling, toiled with pneumatic drills, donkey-engines and other devices, knocking down the massive, deeply imbedded emplacements, disposed for the most part as blockhouses, cellars and chalets by Hitler’s camouflage artists. They could afford to be cheerful, for there was little risk. The danger lurked in adjacent sand dunes and waste tracts beside semi-detritus buildings, especially those enclosed by bricked walls, which had little bits of wire, looking like those ends, protruding upright from the tops of old posts—the Nazis’ private sign for danger, and the presence of live mines.

Here and there you could read notices displaying the gruesome skull and crossbones with the warning “Vorsicht! Lebensgefaehr! Minen, Beware! Danger! Life Mined!” reposed on the same board in French and Flemish. Houses in the locality were unsafe, too, especially those round Middelkerke, for in anticipation of our landings the Nazis booby-trapped very thoroughly these once popular seaside boarding-houses and hotels, including the tiny chalets of the Lac aux Dauphins. They failed in their purpose. As the Allied attack in this region eventually came from the far away side.

In France it was estimated that Allied troops had recovered more than 40,000,000 of the 50,000,000 mines sown under Nazi orders, chiefly in coastal areas. It was, however, the odd thousands which engendered the greatest danger. Skilled, too, engineer mine-finders became, with their sixth sense of danger and their experience of counter-filling devices, it was not possible for the work to be completed without fatal casualties. Often enough, as part of their harassing tactics to impede pursuit, the Nazi scattered grenades haphazardly in their wake, leaving them printed and with the safety devices removed; but this practice seldom deceived their enemy parties.

Liberation Marred by Tragedy

At Giel, in Normandy, during the time of the Falaise Gap, before anyone could give any thought to battlefield clearance, the joy of this little village at liberation was darkened by a tragedy. A grad-strewn moulder told me the story. Her three children, a boy aged five and two girls aged one and three, were playing in a lane immediately after we had liberated the village, when she picked up an abandoned stick grenade. It exploded instantly. All three children were killed. It is discarded missiles like these stick grenades and egg grenades, or anti-personnel mines, like picric acid "bottles" and wooden shoe-mines, which, left lying around, claim
many innocent lives long after the tide of battle had rolled by. But that is not the only reason for battle-field clearance. The greatest single clearance scheme of the N.W. European struggle, "Operation Clean-up" in the West Rhine area, following immediately after the Rhine crossing on March 24, 1945, had tactical urgency behind it. Protracted quantities of ammunition had been accumulated for the German forces in the Rhineland area. Crossing of the great water-barrier more easily forced than had been expected only a small percentage was used. Ready-made Rhineland Supply Base

Hence, the enemy in flight, largely a disorganized rabble, and with guns running out, find no point of resistance obstructing our armour, this Rhineland area of swiftly executed sprints, each left with stacks of ammunition beside empty pits, became a supply base ready-made. From here, supplies could obviously be ferried forward to our pursuing troops for as long as supplies of ammunition conveyed to task all the way back to Antwerp.

Accordingly, a gigantic scheme was "ixed on." I took part in it. Two months of hard work, involving 5,000 to 7,000 men, were needed to clear the area. One difficulty was to convince gunners who considered the remnants of the bridge-head that there was a task as important as dropping shells on the enemy, because everyone seemed to be in at the kill. However, the grim fact that the bridge was being cleared of armor, knocked out, and all men and machines cleared, was hastening the end of the war, should have been evident. The task therefore was not hard to undertake. In one instance a neat reply, a 15-mm. wireless track, whilst prospecting for a German minefield on the banks of a rhine tributary, took a sudden turn into a deep ditch with three feet of clear water at the bottom. They had fallen into an anti-tank trap cunningly concealed beneath brushwood.

The Search for Hidden Arrows

Again, the officer in command of the enemy ammunition dump established near Namur reported on May 1 a curt message which said, "Discovered German girl occupying farm building with Musars stacked up as high as arrow shafts. Offer to change Black well the reply; "Girl is your baby; we'll take her and eat her." This was the period when sabotage was still thought likely, and intensive house-to-house combings for concealed weapons were ordered.

Not an ignoble job! More than once when searching these wretched, half-raised Rhineland hovels and cellars, which were cramped tight with refugees, sometimes two families occupying a single room, you had to turn alliling, wounded and interned people out of their beds, and probe their nostrils and pillows (if any) for rifles, pistols, and anything else that was dangerous. But at a small the farmers could till their fields with little danger of encountering7 infernal objects, and—ever more important—what was virtually a huge arsenal was denied to roaming gangs of terrorists who later infiltrated the countryside.

New Facts and Figures

Two "security" desks which covered the formation signs during the War has now been filled in and in its newly published book, Mosquito in War: Formation Badges 1939-1945 (Gale & Peedie, Ltd., 26s. 6d.), Lewis Colly, Howard N. Colly, give details and illustrations of over 500 badges of the British and Allied armies. These were all issued during the last war but are not yet, as far as the author does not claim that his record is complete.

A few formations in the British Army, armoured since their 1914-18 badge in the First World War, the Guards Armoured Division bore the "aces" of the former Guards Division; the South (Highland) Division retained its famous HDR, and the 35th the red rose of Lancashire. Beyond the original intention of distinguish- ing personnel and vehicles, the names of formations were often signified by means of a directional arrow and a symbol for a particular division. For example, the horse and cap of the Shrewsbury and Shropshire Yeomanry is known as the White Horse. The Canadian Army, with the help of the XX Corps and the Royal Canadian Artillery, was the last to appear on the field of battle.

On June 18, 1945, released from the Service command; at first modified, the War for the armed forces and industry, in institutes controlled by Local Government authorities, Ministry of Education, separate and for rehabilitation of 2,417 women, the number of 3,297 women, the number of 8,700 women; occupational training, for 3,707 men. Further education was also provided for 2,754 non-commissioning officers.

On June 22, 1946 (the fifty-anniversary of the opening of Hitler's underground train from the Rhine to the Black Forest), a train was announced that mines had been cleared from all formerly occupied Soviet territory. More than 70,000 mines, shrapnel and bombs were detected and disposed of in two and a half years. Helping in this work of clearing were units of the Civil Defense organizations.
The New Uniform for All Ranks of Our Army