AT THE STALIN MILITARY ACADEMY for armoured and mechanised troops Field-Marshal Lord Montgomery inspected a Stalin tank during his visit to Riga on 24th January 1945. He and his former enemy exchanged views on the employment of tanks in battle, and the Chief of the Imperial General Staff had a discussion with Marshal of the Red Army, Kutuzov, both experts in the Second Great War. On his return to England Field-Marshal Montgomery announced that Russia would be taught at our Royal Military Academy, Sandhurst. See also page 193.
Glimpsed by Our Roving Camera

A George Cross award was made to Sub-Lieutenant M. Dinwiddie, D.E., R.N., shown above, for his gallantry in sinking a German bomb which was surrounded with high explosives. His act, on Aug. 18, 1944, saved the lives of many of his shipmates.

A hundred tons of bombs were being unloaded from two ships at a British port when a German bomb was dropped on the dockside from a plane high above. It exploded, and 12 men were killed and 12 were seriously injured. There was grave danger that other bombs would also explode, and the bomb disposal team was summoned. Dinwiddie proceeded to dismantle one, to prevent, if possible, the onset of the explosion. On March 23, 1945, he was presented with a George Cross, presented by the Queen. The Queen wished to know if the rank of Lieut.-Commander, D.E., assigned to Dinwiddie by the Admiralty, was the highest one to which he was entitled. The Queen was informed that he had been granted the rank of Sub-Lieutenant, and that the award was for his gallantry in sinking the German bomb.

A V.1 was taken on board, the inner gunnery of the German V.1 specifies that it is to be used as a weapon. It is to be used as a weapon. In February 1945, there were several such "vapors," estimated to be worth about 180,000 dollars. Every one was made for defense purposes; now it all goes to civilians.

A surviving photograph of the Jervis Bay, taken at a reunion dinner held at the Maryknoll Station Hotel, London, on Feb. 1, 1945. A similar scene occurred when those who died in the Gallipoli action were honored at the German Consulate General in London on June 3, 1945, while presenting a memorial service.

Ferguson Tractors, of revolutionary design, are being manufactured in large numbers at the Crossley factory in Bradford, England. These agricultural machines, which are intended mainly for export, will help to overcome the world food shortage.
Great Stories of the War Retold

By KENNETH HARE-SCOTT

How the Australians Took Sattelberg

T[he 9th Australian Division, which had launched the first attack in the Allied thrust at El Alamein, was now on the verge of a decisive victory. On November 15, 1942, while the link-up was still in progress, the enemy on the beaches at the junction of the two main lines of advance, had already cut their losses to the minimum. They had prepared themselves for a long withdrawal of enemy forces, the next objective needed no searching.

SATTELBERG, the centre of Japanese resistance in the area, remained the one stronghold to be captured before the tide of advance might roll the Jap to the north and eventually tip him into the sea. In the days of the Lutheran missionaries the Settlement has been a Mission and Convalescent Centre, which apart from its position—perched on a rocky height with a difficult approach—possessed no other claims to the southern pivot of enemy resistance. With men and materials it had been easy to reduce. But our Australian forces had fought the Jap on Sattelberg with all their skill and training. The enemy had been driven from the heights and the Jap held in check. It was a triumph for the Allies.

The capture of Sattelberg depended upon the occupation of two features: one 2,500 feet high just south-east of the Mission, which we shall call "2200," and another about 1,000 yards east called "2300." The 2/4 Battalion was to attack along the lower rive, Sattelberg road, and form the centre of the thrust, having the 2/2 Battalion on the left flank moving north from Kairawa, and the 2/24 Battalion on the right flank advancing north-west up the slopes of the 2000 feature. For the first time tanks were to reinforce the assault—a squadron of British Matildas having been landed and a week earlier committed in the jungle beyond the road on the axis of the 2/4 Battalion's advance (see illus., page 256, Vol. 7).

They were to be a surprise for the enemy, in order to irrupt the sound of their movements an artillery shff was planned in all noisy a manner as possible—full use being made of the spooking effects of shells with wrought iron cover. During the night of November 15 the Japs were thoroughly spooked and launched an assault, not an assault upon Sattelberg, but an attack upon the beach area.

The seven days battle struggle which followed

Australian Mt. infantry captured Sattelberg on Nov. 25, 1942, in the first time tanks were used to reinforce the main thrust of the Australian forces. The enemy had held every advantage. Sattelberg stands on a rocky height in north-eastern New Guinea. PAGE 703.
MARCHING ahead of his forward section he personally destroyed with grenades an enemy post which had been holding up this section. He then ordered his second section to advance and was shot down while this section was coming under heavy fire from L.M.G.s and grenades from the enemy posts. With regard for personal safety, he clambered forward well ahead of the leading men of his section, and hurled grenade after grenade, so that all the enemy were driven out, they fled, leaving weapons and grenades. By this action alone the Company was able to gain its first foothold on the precipitous ground.

"Not content with the work already done, he returned to the first section and, together with the third section of his platoon, advanced to deal with the three remaining posts in the area. On four separate occasions he dashed forward and threw grenades at a range of six to eight yards, until three posts were finally silenced. In all, Sgt. Derrick had reduced ten enemy posts. From the vital ground he had captured the remainder of the Battalion moved on to capture Sattelberg the following morning."

Undoubtedly Sgt. Derrick's outstanding gallantry, fire leadership and refusal to admit defeat in the face of a seemingly impossible situation resulted in the capture of Sattelberg. His outstanding gallantry and thoroughness were an inspiration to his platoon and to the remainder of his Company, and served as a conspicuous example of dash, devotion to duty throughout the whole Battalion.

SATTELBERG fell at 9 a.m. on November 25, 1944. For his gallant action, "conspicuous courage, outstanding leadership and devotion to duty" Derrick was awarded the N.C. (see illus., pages 797 and 798, Vol. 7). His name will forever be associated with the action which I have tried to describe. The battle continued into the heart of Japanese-controlled New Guinea, until eventually the Australians destroyed their enemies there and moved on to the capture of other islands of the Pacific battlefront.

Derrick received his Commission on November 23, 1944. Six months later he died in action at Ternate, the oil island off the north-east coast of Borneo. He was hit by a machine-gun bullet on the morning of May 25, 1945, when the Japs counter-attacked positions from which the Australians, led by Derrick, had driven them in a fearless assault. The enemy held the positions strongly, but Derrick's men attacked the first crest and made way for another platoon's occupation of the knoll. His platoon cut the knoll in two, established a block while another group attacked the second feature. Being that a direct assault was essential if success was to be achieved before nightfall, Derrick moved his platoon and took command of the front. He led sixteen Owen gunners and six men with Bren guns almost shoulder to shoulder and ordered them to attack targets of opportunity. Inspired, the men charged forward firing from the hip. Derrick ran among the sections, indicating targets, organizing and giving encouragement. Carrying a rifle he stood up fully exposed and fired over the heads of his crouching, advancing men. The Jap defenders were killed or driven off.

The Australians consolidated in preparation for enemy attacks, overwhelming numbers on the third knoll. About 3.30 a.m., the enemy attacked, and a machine-gun burst wounded Derrick in the body and legs as he set up to organise resistance. Deciding his wounds he gave orders repulsing the attack. It was impossible to get the wounded out until daylight, and when he was being carried out, Derrick said: "Well, we lost one knoll - I'm hurrying now. Tell my wife I went down fighting. It's a curtain for me, but I'm happy."

21 bodies were found around the knoll.
Monty an Honoured Five-Day Guest in Moscow

"CHALK-TALK" ON ALAMIN by Field-Marshall Montgomery (1) to the students of the Academy of the General Staff. Highlights of his five-day visit to Moscow in January 1943. He attended the ballet, with Marshal Voroshilov (2). At the Russian Military Academy (3) he inspected the complex, with Marshal Zhukov. (4) At the Academy he inspected the guard of honour. See also Illus. page 30.
How Dover's Radio Jammed German Radar

From the naval point of view the success of D-Day depended to a great extent on the efficiency of R.C.M., or Radio Countermeasures, as its British grouping was known, in stopping the German radar equipment established on the northern coast of France. The object of R.C.M. was to jam the German radar equipment in order to prevent it from functioning and thus to prevent the German radar-directed wave attack on the Allied invasion forces.

The German radar used was the FuM 2, a long-range, multiple-beam, aerial wave-guide radar system which could detect ships at distances of up to 15 miles. The FuM 2 radar was also able to illuminate ships and provide range and bearing information. The German radar operators would then use this information to direct their anti-aircraft and anti-ship gunners.

The British R.C.M. teams worked tirelessly to jam the German radar equipment. They used a variety of techniques, including radio frequency jamming, to disrupt the German radar's ability to function. The British teams would move in ahead of the invasion forces and establish jamming stations along the coast. These stations would be used to disrupt the German radar's ability to track the Allies.

The success of the R.C.M. effort was critical to the success of the D-Day invasion. Without the jamming of the German radar, the invasion forces would have been at the mercy of the German gunners. The jamming of the German radar equipment allowed the Allies to land on the beaches without interference from the German guns.

To summarize, the R.C.M. effort was crucial to the success of D-Day. The jamming of the German radar equipment allowed the Allies to land on the beaches without interference from the German guns. The success of the R.C.M. effort was a testament to the skill and dedication of the British R.C.M. teams.
Preserving Law and Order at the Zone Frontier

Caught by our guards near Helmstedt, young Germans (1) had tried to enter the Russian area in search of food. Sgt. J. Terczinski (2), interpreter at the frontier post, is seen giving directions to a Russian officer as he was trying to get through. (3) A recent photograph showing the approach to the checkpoint, with Lieut. R. R. Primmer, of London, taking the picture. Everybody's papers are checked by an officer or by a guard stationed within a shelter. (4) A guard waves his gun. German brigades, slowly moving a truck and trailer with food (5) for Berlin, continue the bulk of the traffic.

See also illus., page 715. PAGE 715 Photo, Federal Press
HIS MAJESTY'S SHIPS

H.M.S. Arethusa

SEVENTH bearer of a famous name, H.M.S. Arethusa is a cruiser of 3,220 tons, launched at Chatham in 1932. The first Arethusa, however, was a hired blockade-runner in the war of 1588. The second Arethusa, launched in 1927, was the first British ship in Norwegian waters the following year for the Lofoten blockade. Thence she proceeded to the Mediterranean, to engage in various operations against the enemy. In March, 1940, she was on anti-aircraft duty in Home waters when concerted attacks were launched on the ship by aircraft from the air bases of Bodø and Trondheim. Burning oil showered abroad, starting further fires, which in spite of every effort threatened to spread to the forward magazines. The forward magazines were filled with an emergency system for flooding the magazines could not be used, and catastrophe seemed inevitable. Yet no explosion followed. Where at last the flames were under control it was found that the petrol had led the magazine to flood and that the petrol had been drawn from the magazine by the fire. A later eyewitness account states that it seemed incredible that she should have remained afloat.

In the second Arethusa, again filled with 300 tons of petrol, an explosion occurred in the berthing of operating H.M. the King across the Channel. A short while later she was set afire by a magnetic mine, which initiated her preliminary charge out of storage. Sunk by a German submarine, she reverted to the Mediterranean Station in time for the German surrender in 1945.
Records of the Regiments: 1939–1945

The Royal Engineers

By Brigadier C. C. Phipps, C.B.E., M.C.

There are many different types of R.E. units, which may be classified under many headings according to the work done. Field units form part of every division, whether infantry, armoured or airborne, and are included in Corps and Army troops. In attack they help to clear minefields and other obstacles, and build bridges, roads and prepare routes generally. In defence they have to construct concrete pill-boxes, gun emplacements, lay minefields, and demolish bridges and other installations. In both attack and defence they have to arrange water supplies.

Artillery Engineer Squadrons are provided with tanks fitted with special devices for clearing minefields, breaching anti-tank obstacles, and destroying road blocks and pillboxes. These tanks, known as A.V.E. (Armoured Vehicle, R.E.), may carry bulldozer blades, scrapers for clearing demolition charges, and bridges which can be launched by the tank without exposing the crew to fire. Other armoured vehicles, known as Arks, are used for crossing anti-tank ditches. These vehicles drive into the ditch and are designed so that other tanks can cross over the top of them.

Lines of Communication units have to carry out all engineering work at bases and on the L of C. Such work includes the building of depots, workshops, hospitals and other accommodation, construction of roads and bridges, repair and operation of electric power stations, water and sewage plants, and so on. Transportation units have to construct, repair and operate ports and railways.

Airfield construction in the field is mainly an R.E. responsibility assisted by units of the Royal Pioneer Corps. In the later stages of the war the R.A.F. also provided airfield construction units to deal with the very large number of airfields required in France and Holland. R.E. units are also engaged in chemical warfare, home disposal, survey work, and the making of camouflage. Certain duties of a non-technical nature are also carried out by special branches, such as control of the movement of all personnel and stores by rail or road and the staffing of the Army posts office, though mails are delivered in the field by the Royal Army Service Corps. R.E. units are, trained to fight, and have on many occasions taken their place in the line in an infantry role. When the Second Great War, more than any previous war, was one of movement, often under very difficult conditions, including millions of tons of road-building and the flooding of enormous areas, and most elaborate types of defences constructed over a period of many years regardless of labour and expense, it was the principal task of the Royal Engineers to over-run such obstacles and keep the Army on the move.

Space does not permit of detailed description of the many wonderful achievements of the Corps in all parts of the world. Only main activities in each theatre of operations can be mentioned, very briefly. Some idea of the magnitude of the work involved is gained when it is realised that in Italy over 5,000 Bailey bridges were constructed in the absence from Normandy to the Rhine, the Rhine to the British front alone, including several of over 2,000 feet across the Rhine and the Meuse, and at least one of 4,000 feet over the Meuse and its flooded approaches. These outstanding achievements were made possible by the invention of the Bailey bridge, designed at the Engineer Experimental Bridging Establishment. The main works in Burma were the construction of airfields, roads and bridges.

The long technical nature of these works was matched by the work in connexion with the two former, and the wide and fast-flowing rivers and the long

Huge cement-making plant in the Western Desert was erected by R.E. when they were constructing new additions to the British defences in December 1942. Once the campaign in the Desert had developed into a tug-of-war that swung backwards and forwards across Cyrenaica, the clearing of obstacles became the most important task of the Engineers. While defences on that front were crude and ever-changing, the Engineers were still required to clear minefields and other obstacles, and build bridges, roads and prepare routes generally. In both attack and defence they had to arrange water supplies.

The Royal Engineers are well known for their role in the construction of Bailey bridges, which were used extensively during World War II. The Engineers were trained to fight and took their place in the line in an infantry role. They were involved in road-building, water management, and chemical warfare, among other tasks. The Engineers were also responsible for the construction of airfields and bridges, and the repair of electrical power stations and sewage plants. Transportation units were responsible for constructing, repairing, and operating ports and railways.

The Engineers were involved in many operations across the globe, including Italy, where they constructed over 5,000 Bailey bridges. These structures were constructed in the absence of Normandy to the Rhine, the Rhine to the British front alone, including several of over 2,000 feet across the Rhine and the Meuse, and at least one of 4,000 feet over the Meuse and its flooded approaches. The Engineers were also involved in Burma, where they worked on the construction of airfields, roads, and bridges.
Roads, often little better than tracks, made bridging operations extremely difficult. The most important road construction was in Libya, where the 1st Division used 1,500 yards wide at the site selected for the crossing, and more than 30,000 vehicles were ferried over in about 12 days. A Bailey pontoon bridge with a span of over 1,000 feet was built over the Chindwin river, and later replaced by a more permanent structure.

Mine detectors were in their infancy and few in number; most of the work had to be done by providing for the mines while crawling on hands and knees! In 1941, Blagut of the Bombay Sappers and Miners,

AS a supply route to Russia. An R.E. force was sent there to improve the roads and railways. Many miles of new roads were constructed, and some 100 miles of new railway line were laid, as well as miles of new sidings. In addition to the constructional work on the railways, R.E. personnel were employed on the operating side to assist the Persian authorities. In 15 months they increased the capacity of the railway, in a northerly direction, from 1,800 to 43,000 tons a quarter.

In Libya and Cyrenaica a considerable amount was done on the coast road; but bridging was not much required. Many airfields were constructed, but the most important R.E. task was clearance of mines. In those earlier days the special tanks with flails and other means of destroying mines, which are now found in Europe, were not available, although it was here that first experiments with the equipment were made. Mine detectors were in their infancy and few in number; most of the work had to be done by providing for the mines while crawling on hands and knees! In 1941, Blagut of the Bombay Sappers and Miners,

Laying new tracks was part of the work of the R.E. Railway Construction and Operating Command in North Africa, July 1942. The R.E. had a large task of clearing mines and constructing new roads; this had been a major task in the earlier months of the war.

Indoe Army, was the first engineer officer in the Second Great War to win the V.C., for most conspicuous gallantry in clearing mines (portrait on page 760, Vol. 4).

Water supply was a difficult problem. Old Roman aqueducts were repaired and used, and a pipe-line constructed from the Nile to near Sidi Barrani. First large-scale use of camouflage as a means of deception was carried out by the camouflage unit of the Royal Engineers before the battle of Alamein. Collapsible dummy tanks and other vehicles were constructed and used to represent an armoured division. The enemy was completely deceived as to the location of our real tanks by this method.

R.E. work in Algeria and Tunisia consisted mainly in the construction of airfields and roads and a number of railway bridges. Heavy rains throughout the winter of 1942-43 made this work very difficult. Post reconstruction was a most important and vital task which was carried out in all theatres of war. In many cases the work had been captured. In spite of the most elaborate and effective demolitions by the
R.E. Everywhere Sped Advance of Our Armies

FIRST BRITISH BRIDGE ACROSS THE RHINE was a folding Bailey Bridge built at Xanten by VIII Corps Troops, R.E., on March 26, 1945. It was 120 feet long and 60 feet wide. This was a Bailey Bridge by special order of the Deputy Assistant Director of Bridges (T.A.). To show the weight of the Armies in Germany the largest Bailey bridge built, such as the one at Xanten, Pine (120 ft. by 60 ft. 6 in.), and associated equipment took 170 men in nine hours of driving. The weight of German tanks, the placing of a demolition charge is followed by a rocket for better results.
ON THE FROZEN ELBE AT HAMBURG, shipping ploughs through the ice which threatens to close the port. Like the rest of north-west Europe, Germany experienced bitter weather in January 1947, a number of people in Hamburg dying from the intense cold and more than 100 being admitted to hospital suffering from frostbite. The freezing of the inland waterways added to the difficulties of transporting coal from the Ruhr, and the British authorities instituted “warming” centres in buildings, such as cinemas and schools, for the civilian population, the majority being without fire in their homes.
Records of the Regiments, 1939–1945

GAPE CLEARED OF MINES were marked at night by colored lights. This picture of the 8th Army, near the Mareth Line on March 1943, shows lamps in three phases.

British Official

German gunners had partially occupied within a few days of their capture. In Sicily and Italy, R.E. work included a vast amount of mine clearance, and a very extensive programme of road making and bridge building. Altogether over 2,500 Bailey bridges were built and many hundreds of pontoon bridges. The buildings at Salerno and other operations in Normandy, although in neither of the former cases were the obstacles or the defences on the beaches nearly so formidable as in Normandy. Extensive port reconstruction work had to be carried out at Naples and other ports.

In the greatest invasion operation of all time the Royal Engineers played a very prominent part in initial landings. The special R.E. assault companies, with their A.V.R.E., cleared lanes through numerous obstacles on the beaches and the exits from them. Their task was to clear the minefields, cut lanes through obstacles of steel and concrete, and deal with hundreds of pill-boxes and concrete gun emplacements. All of which, however, would have been of little value without means of landing the thousands of tons of ammunition, supplies and vehicles required to keep the attack going—and this was made possible by the Mulberry Harbour. Many persons had a hand in this wonderful achievement, including civilian workers at home who produced a mass of material in a very short time, and, of course, the Royal Navy and the Merchant Navy, who were responsible for transporting all the parts across the Channel and for constructing and carrying out the breakwaters. But the Royal Engineers were the architects of most of the actual physical work, for the design of most of the parts and actual construction of a number of them, and for the erection of much of it, including all the large pontoons, piers, breakwaters and a considerable portion of the breakwater.

Once Le Havre, Boulogne, Calais, and Antwerp had been captured, these ports had to be made ready for the landing craft. The Germans had destroyed everything, except at Antwerp. Scanty ships had to be blown up, quays repaired, new cranes erected, electric power and water supplied, and all this in a matter of days. Although the cross-channel road-line known as Plato

see illustration on page 120, 133. Vol. 96 was not a R.E. project, the Engineers, assisted by Pioneer Corps units, were responsible for the continuation of the line across Europe to Germany. The R.E. were also responsible for ship-to-shore pipe-lines and for most of the larger pumping stations.

 mention has already been made of over 1,000 Bailey bridges built from Normandy to the Rhine and the Elbe. Hundreds of miles of railway lines and many railway bridges had also to be constructed; altogether nine road bridges, of an average length of 1,400 feet, were built over the Rhine on the British front alone, and a railway bridge 2,360 feet long. Another important task was the construction of fieldworks, the majority of which were constructed of R.E. and Pioneer Corps personnel. Additional airfields were constructed by R.A.F. Airfield Construction Groups.

The Royal Engineers were responsible for the improvement and provision of accommodation for British troops and Americans in the U.K. and Northern Europe. In addition to housing the personnel, hospitals, supply, ordnance and ammunition depots and workshops had to be constructed, and many training facilities, such as tank and anti-tank ranges, army and rifle ranges, provided. Amongst the many engineering works carried out during 1945 was the construction of two large new ports in Scotland, completed with railway sidings. These were not only constructed, but also operated, entirely by Royal Engineers and Pioneer Corps. One of these ports, at Gareloch, north of Glasgow, had six deep-water berths for ships up to 30 feet draught, and a large lighter berth. The other, near Scrobyness, had five deep-water berths and also a lighter berth. Work commenced on both ports in the spring of 1941, and Gareloch was operating in the summer of 1942 and Scrobyness later. This great engineering achievement was of the utmost value in training personnel to repair damaged ports in Europe. (See page 173, Vol. 96.)

On the Home Front the great bravery and skill shown by the Bomb Disposal Companies, R.E., will not be forgotten. Work on bombs often had to be carried out in most confined and awkward spaces and the men of the company might have meant instant death. When there was no further risk of invasion of this country Bomh Disposal Companies were employed in the clearance of thousands of British mines which had been laid on the beaches as anti-invasion devices; numbers had become very sensitive, and the work was of extremely hazardous. Bomb Disposal personnel were also trained for, and engaged in, removing demolition charges at captured ports and assisting with underwater repairs.

ROAD CHECKED sign denotes that this high- way has been cleared of enemy obstacles. To find a vacant space on the signpost, obviously contrived with German art work, see page 264, Vol. 96.
They Now Bear the Title ‘Royal’

In December 1946 a Special Army Order announced that in recognition of their part in the Burma Campaign, the King had been pleased to approve that the following regiments and battalions in the order named, enjoy the designation ‘Royal’: Their distinguished 1939-1945 records have been briefly outlined.

The Royal Hampshire Regiment

At the outbreak of the Second World War the 1st Battalion was stationed in Malta, having been moved there from Palestine in December 1940. The units took part in the attack on the Italians at Sidi Barrani in December 1941, and after the conclusion of General Wavell’s offensive the Ist moved to Egypt, breaking all records for time taken to unload ships. It fought throughout the Sicilian campaign, and also in the landings on the Italian mainland in September 1943, before being sent to England to refit and train for D-Day. The Ist Battalion was among the first troops to storm the Normandy beaches, and after the break-out had the honour to be the first infantry to enter both Belgium and the Netherlands. The 2nd Battalion served in France and Belgium during the 1939-40 campaign and greatly distinguished itself during the retreat and the evacuation at Dunkirk. Landing with the 1st Army in North Africa in November 1942, it went from Tobruk, Tunisia, on Nov. 30, 1942, in what has been described as one of the greatest infantry engagements of the war. It landed at Salerno on Sept. 9, 1943, and fought through-out the Italian campaign, except for a short period spent in Greece.

When 1st/4th, 2nd, and 5th Battalions, forming 128 Infantry Brigade, landed in North Africa in January 1943 and engaged in the operations that brought about the surrender of the Axis forces. The 5th Battalion fought at Sidi Barrani, distinguishing itself in the short but cruel stand at Sidi Nsoe. All these units fought at Salerno and remained in Italy until they went to Greece in 1944. The 1st/4th and 2nd Battalions returned to Italy after a short tour of duty, leaving behind the 2/5th.

The 5th Battalion did not see active service in Italy, but went to France in 1944. From 1944, it was in the heavy fighting in Normandy and the Battle of the Bulge. In the spring of 1945 actions were fought on the River Waal, near Arnhem, through the Netherlands to the Siegfried Line. Crossing the Rhine on the 7th of May 1945 was the vanguard of the 43rd Division and reached the Rhine without losing a man. This was one of the unconditional surrender of Germany.

As many decorations awarded to members of the Regiment were three V.C.s. The recipients of this honour were: Major H. W. Le Paimpont (portrait page 59, Vol. VII); Major R. Wakefield (portrait page 216, Vol. II); and Lieut. G. Norton (portrait page 478, Vol. II). In recognition of its outstanding record the Freedoms of Winchester, Aldershot, Bournemouth and Southampton were conferred upon it. Representative parties of all the battalions attended these ceremonies and, on each occasion, were under the command of Lieut.-Col. J. F. M. Lee, D.S.O., who successively commanded the 5th Battalion.

In conferring the title ‘Royal’ on the Regiment in December 1946, His Majesty the King gave great pleasure and satisfaction to the men of the Regiment who had taken part in the grand services rendered by the County Regiments.

The Royal Lincolnshire Regiment

The Ist Battalion was in India at the outbreak of war, and engaged in operations on the North-West Frontier until the end of 1942. It moved to Bengal in 1943 and took part in the first offensive in the Arakan in January 1943. It was the only battalion engaged in the attack to reach its objective at Akyah, and covered the retreat of the main body during the withdrawal to India. The Arakan offensive was resumed in January 1944, and in the following March the Regiment relieved the 7th Indian Division, which had been surrounded by the Japanese at Nakhodzalay Pass. In this battle the Commanding Officer, Lieut.-Col. Ginker, was given the immediate award of the D.S.O. and Major Charles Hoyte the immediate award of the posthumous V.C. (see portrait page 216, Vol. II). In 1945 the Ist Battalion was engaged in a series of amphibious operations on the coast of Burma, seizing Ramree Island on Jan. 21, and leading the assault on Rangoon on May 2.

The 2nd Battalion formed part of the Expeditionary Force sent to France in 1939 and was in action in Belgium and during the retreat in 1940. On returning to England it took its place in the Field Army and began training for the invasion of Europe. It landed with the assault troops of the British 2nd Army on the Normandy beaches on June 6, 1944, and was involved in the heavy fighting at Caen. After advancing through northern France, distinction was won in the bitter fighting at St. Lo, and the success being followed by victory at Odonville, Holland, on Oct. 12, 1944. The 2nd was in the prolonged fighting to clear the Rhine in February and March 1945, and fought its way across southwest Germany to reach the Rhine as the war ended.

The 4th Battalion was dispatched to North Africa in April 1942, and after the termination of this ill-starred campaign formed a part of the Italian Occupation Force until September 1942. It landed in Normandy with the rest of the 40th Division in July 1944, and fought in the operations preceding the Battle of Caen. After crossing the Seine it distinguished itself at the capture of Le Havre on Sept. 12, 1944, and further en-gagement in operations in the north of France and northern Netherlands. In 1945 it came under the command of the lst Canadian Army, and captured Arnemuiden on April 15, 1945.

The 5th Battalion went to France with the Expeditionary Force at the beginning of the war and was in most of the major engagements up to the evacuation at Dunkirk. It landed in North Africa in the Ist Army, and saw hard fighting before the surrender of the Axis forces in May 1945. With other units of the Anglo-American 5th Army the 4th landed at Salerno, where it was almost wiped out. It was re-formed, and subsequently engaged in important actions of the Italian Campaign. In one of these Capt. I. U. C. Bridg was awarded a posthumous V.C. (portrait page 24, Vol. II).

The Royal Leicester Regiment

Various battalions of The Royal Leicestershire Regiment saw active service in Norway, France, North Africa, and Italy. It also served in the Netherlands, Belgium, and the Netherlands and Germany.

A regular battalion left India for Malaya shortly before the Japanese landings in December 1941. Fighting against the overwhelming odds, it fell back to Singapore, where it was interned in the surrendered forces of Feb. 15, 1942. Another battalion landed in France early in July 1944 and gave good service in the fighting in Normandy. It was present at the surrender of Falaise on Aug. 21, and subsequently saw much fighting in Belgium and the Netherlands.

A second Regular battalion was stationed in India at the outbreak of war, and was soon in action against the Indians with General Wavell’s Army of the Nile, driving back the enemy 200 miles in six weeks. It fought with distinction at Sidi Barrani, Tobruk, Sollum and Bardia. Sent to Crete as a deterrent force, it was forced eventual-ly to evacuate the island, and after taking part in the relief of Tobruk the battalion was sent to Syria for the brief campaign against the Vichy French forces, June 1941. In 1942 this unit was transferred to India, and later to Burma, where it joined the Chindit Force under General Wingate. Another battalion took part in Wingate’s airborne invasion of Burma in 1944, capturing Taungbi Burn and seizing and holding the Kyaukri Pass.

A Territorial battalion, sent to work behind the lines in France in 1940, was drawn into the fighting line and fought its way gallantly to Dunkirk. After a period of training in England, it joined the Ist Army in its invasion of North Africa. This battalion took the full weight of the Italian defensive effort, in the Sicilian and Salerno, Green Hill, Hunt’s Gap and Thala. After evacuation from the Western Desert, it was attached to the units that assaulted the beach at Salerno and won a reputation during the advance north in Italy, storming Mondaino in April 1944 and Line. On the Mondaino the action of the Divisional Com-mander was notable, and the front rank of the mandoline was indeed a Tiger battle and will rank high among the many of arms of the Leicestershire Regiment."

Royal Army Educational Corps

I would be difficult to over-estimate the importance of the work done by the Royal Army Educational Corps; the wartime experience had shown the right mental attitude physical courage and the right understanding of the work that followed Dunkirk and the arduous period that followed. The corps was formally founded in January 1940 and operated under the orders of the Members of the Corps.

(Continued on page 7/3)
War Service of the New ‘Royals’

Supporting in the Western Desert was carried out by the Corps of Royal Military Police. Cat from petrol tins, these signs in a “shop” (1) were set up along tracks and trails to aid transport drivers. Traffic control was another task of the M.P.; an identity card is examined in Teheran in 1943 (2). In the Middle East (3) an Egyptian sheepdog of the Dog Section—an Emirnelli—receives attention. See page 723.

When the Royal Pioneer Corps was the Auxiliary Military Pioneer Corps (AMPC), an old soldier with his square box (4) leads a sing-song in Britain in 1930. In Tunisia in 1943, with native labour to assist, Pioneers at this enormous dump (5) handled 900 tons a day, working in shifts the clock round to do it.

Photos, British Official, Fru
**Uplift and Instruction in Intervals of War**

With the Royal Leicestershire Regiment in Italy in 1943, the 59th Battalion took its turn in carrying supplies through the mountains (1) to front-line units of the 5th Army. Tommy-gun instruction (2) in 1944 for Leicestrians in the Middle East. The Royal Army Educational Corps is as expert in putting over workshop lessons (3) as in lecturing in the field (4) on current events and other topics not necessarily connected with the art and craft of soldiering.

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**Time Off from Battle to Visit the Dentist**

As well as permanent centres at bases, the Royal Army Dental Corps has mobile field units such as this (5) in the Western Desert. They were over 600 men of the Corps in the Middle East giving dental treatment of all kinds to British and Allied troops. Tent and equipment can be swiftly transported and set up. At an advanced dressing station just behind the line in Normandy, during the Liberation of Europe, the Dental Corps were still busy (6).
Lincolns and Hampshires

Officers of the 2nd Battalion The Royal Lincolnshire Regiment engaged in 3rd Division exercises (1) in the St. Pol area in March 1940. More than four years later, members of the 4th Battalion made pets of two goats (2) which they found in the ruins of Willemstad, Holland, liberated on Nov. 7, 1944. Seventh Battalion The Royal Hampshire Regiment occupied a German slit trench (3) south of Casement, Normandy, in 1944. Bren carriers of the Hampshires (4) in Sicily in 1943.

Photo: British Official
from the military duties to which they had been dispensed at the outbreak of war. It became obvious that what the troops needed was an opportunity to discuss the topics of the day. By the autumn of 1941, such discussions, based on informative pamphlets issued by the newly created Army Bureau of Current Affairs, had become a recognized part of unit training.

The winter scheme of education launched in the autumn of 1942 represented a more systematic and extended approach to the problems and events of the war. Discussions were held in the realms of politics, military matters, and social and cultural developments. The training scheme had a tremendous impact on the morale. By the end of 1942, the cultural part of the training scheme had been abandoned in practice, as the basic education center had already been established in every command and station. The educational program, however, continued to be conducted at different levels. The training scheme had a tremendous impact on the morale. By the end of the year, the cultural part of the training scheme had been abandoned in practice, as the basic education center had already been established in every command and station. The educational program, however, continued to be conducted at different levels. The training scheme had a tremendous impact on the morale.

Experience in the field showed that the soldier still required some form of mental stimulus even when operating under the most arduous conditions. Education staff officers were with divisions in Egypt, Italy and India and, following the invasion of North Africa, Italy and Italy, formed education centers behind the front line. D-Day saw A.R.C. officers and instructors in Normandy with divisions and beach groups, and for the first time in military history their daily commentaries brought men news of the war front. The experiment then proved a success.

Demobilization came greatly increased and widened the scope of the activities, ranging from engineering to language courses and even to specialized academic studies. The experiment had to be scaled down and the specialized courses were abandoned. These courses were held at various levels in the army and were aimed at providing a broader education for the soldiers. The courses were held at various levels in the army and were aimed at providing a broader education for the soldiers. The courses were held at various levels in the army and were aimed at providing a broader education for the soldiers.

The Royal Pioneer Corps

The badge of the Corps is symbolic of the fact that without this military labour force behind the front lines no victory could have been achieved. Before the formation of the Corps, labour tasks were carried out by various units, including the Army Service Corps, the Royal Engineers, and the Royal Artillery. The Corps was formed to provide a dedicated force for the execution of labour tasks in support of the Army's main mission.

The men who went to France for labour duties with the first contingent of the Expeditionary Force in 1939 were Army reservists and it was from them that the first units of Auxiliary Pioneer Corps were raised. These units, which were initially small and undermanned, were expanded and by the end of the war had developed into large and well-equipped formations.

In 1940 and 1941, three new branches were formed: the Commandant Branch, the C.O.I.S. Branch, and the C.O.I.S. Branch. In 1942, the Corps was mobilized and activated as part of the draft system, and by 1945, it had evolved into an army of more than 160,000 U.K. personnel and over 270,000 non-U.K. personnel. The Corps played a vital role in the successful execution of the D-Day landings, the Normandy Campaign, and the liberation of France.

Pioneers contributed in greater measure to the build-up of the Army in preparation for D-Day, by the construction of docks, airstrips, railway stations, and other essential facilities. They also undertook the handling of thousands of tons of ammunition and supplies. The Corps was instrumental in the construction of the Mulberry Harbours, and contributed to the reduction of casualties and the reduction of casualties during the invasion.

The Corps members were trained to deal with a wide range of tasks, from the construction of temporary structures to the maintenance of essential infrastructure. They were trained to work under the most arduous conditions, often in close proximity to the fighting. The Corps' role was to provide a dedicated force for the execution of labour tasks in support of the Army's main mission.

Royal Army Dental Corps

During the Second World War this Corps was responsible for the provision of medical services to soldiers in every theatre and forward areas. Dental officers, who were trained in general dental surgery and assistant by specialist technicians, were employed with independent, mobile and static dental units both at home and overseas. They were trained for duty with the majority of medical units, including Infantry, Artillery, Airborne, Landing Field Forces, the Royal Engineers, and by specialist dental surgeons in the treatment of supply and factory medical personnel.

By 1945, the Corps was renowned as the official dental corps of the army and the Corps had become a recognized part of the British Armed Forces.
Militarily the R.A.F. Sir Arthur Harris, G.C.B., C.B., A.F.C., chief-bomber of Bomber Command and a natural leader, was never sure how much the public would accept. The British public, however, accepted him with enthusiasm and his deputy, Lord Dowding, took over as Bomber Offensive, which is now directed by Dowding Air Force.

"he writes, "had only to be applied to the new weapon which had rendered obsolete the old one, the bartitsu." His first task was to convince those in power that bombard could really be a decisive weapon. He first had to dispose of any wildfowling thinking engendered by optimistic forecasts of what might be done, and to make clear that the same thing had already happened.

He explains how the bomb was designed. "It is not an easy task to design a bomb of this kind, and it was not easy to find the right men for the job. But once the design was made, the problem was reduced to a matter of engineering.

The bomb was designed to be dropped from a high altitude, and to reach its target with great accuracy. It was powered by a powerful engine, and was capable of carrying a large payload of explosives.

The bomb was tested extensively before it was put into service, and its effectiveness was confirmed by the results of its first use in action. The bomb was a great success, and was widely used in subsequent operations.

A complementary requirement for the success of the offensive, however, was the provision of cameras in all aircraft of the Bomber Command, so that a complete and accurate assessment of any operation could be made. This was not completed until the autumn of 1943 when, he says, "the long deferred expansion of strength as last became effective, I was ready to start." Meanwhile, he had had other pressing work to do.

SIR ARTHUR HARRIS

Served Bomber Command into an offensive weapon of devastating power, mastering materially in the collapse of the German Air Force. This was achieved by the bombing of Germany, and the destruction of its industrial potential. The bomb was a great success, and was widely used in subsequent operations.

New and United Weapon Proved

Sir Arthur shows himself throughout his book to be a man of rare ability, backed by an unfailing will of his own. His belief in the value of a bomb was not without its limitations, however. Having watched the burning of London, he was convinced that a bomb dropped on a city was an attack on a country, not on a city itself. He was convinced that the only way to win was by destroying whole cities, and by killing as many people as possible.

The book is a fascinating insight into one of the most important and controversial periods of World War II. It is a must-read for anyone interested in military history.
To the Honour and Glory of H.M.S. Lively

SUNK BY ENEMY AIRCRAFT in the eastern Mediterranean on May 11, 1942, H.M.S. Lively (1), and badge, (2) and company were commemorated by the unveiling, on Feb. 2, 1947, of a stained glass window at St. Margaret's Church, Woodbridge. (3) The window is by Sir David Borwick, R.A., R.B.A., R.O.I., (4) was performed by Admiral Sir David Borwick, K.C.B., O.B.E., (5) was the H.M.S. Lively, a destroyer of 2,500 tons, with main armament of 4 x 2-pounders and speed of 29 knots. Her captain, Lieut.-Commander W. L. Honey, D.S.O., M.C., and 73 of his ship's company were lost, the destroyer sinking within four minutes of being hit. See also page 320, Vol. 5.
ABOARD THE BALKAENA, 35,000-ton whaling factory ship, three Walrus amphibians were on hand to do the work behind the scenes of the factory. Hour after hour, over 8000 miles offshore, three Walrus amphibians, were launched and picked up Walrus oil. Theodore Roosevelt's well-known Miocene flora, preserved on the platforms of the factory ships, and will be studied by scientists for years to come.
Hill 213 is really a long, barren ridge, rising steeply from the flat plain, with a knoll on either end, Point 213 on the west, Point 214 on the east. In full view of the Germans the Companions moved slowly through the waist-high green corn and the tall red poppies, unshackled by the rain of shells. Less than half of them reached the olive grove at the foot of the ridge.

We lay down beneath the trees to wait till nightfall before scaling the hill. It was not long before the German big guns and those abominable machines the six-barrel mortars came into action. They pounded the olive-grove systematically from end to end, working up and down the lines of stumpy trees. The ground had just been ploughed by some indubitable French colonists, but unfortunately for us the fortresses ran the wrong way, so that while we could press our heads and legs down below ground level our middles were protruded. But, of course, no cover was of any use against the heavy shells; the Regimental Sergeant-Major, for instance, and the tree he was sheltering behind disappeared in one piece.

One hundred and twenty men out of the four Rifle Companies and Battalion H.Q. reached Hill 213 that night. The rest lay down in the corn or in the grove crouching to the stretchy-beams, or silent and masked only by a rifle butt all bunched in the gloom of burning trench-huts. The top of the ridge was bare rock, with only a few pockets of earth. We worked all night, digging, hacking and slogging, to get slit-trenches built before dawn. Down below in the plain the mortars ran a shuttle-service from the Battalion's old position, bringing ammunition, rifles and cans of water up to the foot of the ridge and taking the casualties back to the Aid Post. The Germans, too, were busy.

We could hear the clank and clatter of their "half-nacks" ferrying up fresh troops, and we suspected that they were passing groups round behind us. That was exactly what they were doing. Every now and then there was a confused burst in the dark, the flare of a Verey light and a burst of wild firing. We expected a counter-attack at dawn. When none came, fatigue-parties went down the hillside to pick up the dumped stores. They managed to collect some twenty boxes of "303. three or four sacks of bread and bully, a large bag of cigarettes and some cans of water and tea before the Germans put a stop to these expeditions.

We then took stock of our position.

We were slacked out on a barren hill, separated from the nearest British troops by over a mile of open plain. We had enough water and food, and as long as one wireless—18 set—worked we could call for artillery support. None of the mortars had reached the hill, and now it did not seem that they ever would until another attack opened a clear way up the hill. Till then, through a few small parties— and in fact did—slip through to join us, the duty of holding this vital hill fell on 120 men, armed with rifles, rifles and bayonets and two grenades per man.

At midnight the Germans set to work to set up Hill 212. Salvos from the six-barrel mortars sounded through the air like Green Line boxes and crashed in quick succession along the ridge. About two o'clock, eight-millimetre guns and tanks in the olive-grove opened up on the crest. This fire was heavy, most unpleasant and very accurate. With their telescopic sights and at such close range the Germans could single out a man with solid armour-piercing shot. The main force was withdrawn to the top of the reverse slope, leaving look-outs in the best trenches. Both then and throughout the following day casualties were terribly heavy amongst these look-out men, but there was now no one to replace them.

At three o'clock the German fire intensified. The look-outs shouted "Here they come!"
I Was There!

The German had run away from us, and from then on no-one for one moment doubted our ability to thresh and go on threshing the Germans.

After this attack, the mortar and shell fire began again and went on steadily till the Friday night. I cannot remember any time when we were not being shelled or mortared, and later machine-gunned and sniped as well. But the worst of all was the thirst. We had only some half-dozzen jerricans of water and two petrol tins of cold tea. The water was strictly rationed, and by the end we were all croaking harshly. The tea we kept for the wounded.

It rained for half an hour on Thursday night and we caught a little muddy, but very sweet water in gunholes. The only other source of supply was the Germans: after dark, men used to crawl forward and sack the water-bottles from the dead bodies down the slope. One man got down to a wrecked carrier at the foot of the hill and brought back three tins of silicon peaches. He brought them to me for the ride at maximum elevation and minimum range, with alternative switches to left and right. We could judge the effect from the screams which followed each burst.

No. 4 Company and part of No. 1 slipped forward and destroyed the leading German who had been cut off from their friends by the mortar fire. The Germans then retired for the night, and in the darkness we could hear them collecting their dead and wounded in the plain below. Their roll was loudly called by what seemed to be a very bad type of sergeant-major; we were glad to note that he was deficient in a good half of his name.

The Germans did not attack again till nine o'clock the following morning. This was a mass attack, all along the ridge from 212 to 214, including both points. On the right, by Point 212, Lance-Cpl. Kenneth, V.C., broke up that half of the attack by going forward to meet it, firing a Bren gun from the hip. On the left the Germans drove an armoured car up the eastern slope of the hill. Lieut. Kagweir stopped it by firing four armour-piercing bullets into the engine. The crew fled out, but tried to salvage 

GERMANS CAPTURED BY IRISH GUARDS on Hill 212, in the Medjez sector, in April 1943. These Red Cross guards at a point where a number of Germans had been captured and held this key position.

wounded, and for the next three days I doted out the juice sufficient by spoonful at drooping times. It was the only physical comfort we had to offer them.

At six o'clock that evening the Germans began to work round the left of the ridge, into a gully below Point 214. At seven they attacked again, this time trying to scale the hill. The German attack was made with a dozen or so machine guns, and they took it eagerly. A small group of men—from 200 to 300—advanced, followed by two small groups of men—of whom we called them Nos. 1, 2, and 3. These groups of men—of whom we called them Nos. 1, 2, and 3—advanced, followed by two small groups of men—of whom we called them Nos. 1, 2, and 3.
who tried to get it was killed by snipers. At eleven o’clock that morning the Germans made their last attack.

They came on in greater numbers and with greater persistence than ever before. There was with them a higher percentage of officers than I have ever seen with any troops—half were in front leading (those were easily picked off), and half were behind (those were harder to hit). They swept over Hill 214 and along the top of the ridge—and the Guardsmen were ready for them. Each man fired a couple of steady aimed shots and then jumped out of his trench and rushed at the nearest German. This spontaneous charge shattered the enemy and the whole line of Guardsmen swept forward; charging and shooting. Up and down they went in the most remarkable thing I have ever seen.

They charged the Germans half-way down the ridge, shooting into the thick mass and beyonding the least feeble-footed. It was with the greatest difficulty that the two surviving officers stopped the Guardsmen from going downright into the cornfields. This last and complete failure of their biggest attack must have broken the German’s spirit for they never launched another one, though throughout the day they continued to work their way up in small groups only to be shot down.

That afternoon the plain behind was a cleared of enemy and we were joined by a company of Grenadiers. Hill 212 was safe just before the following morning we were relieved by a new battle. Of the 120 men who had reached the top of the hill on Tuesday night and the few parties who had joined us during the following days 72 came down on Saturday morning. The remainder who stayed there are commemorated on a great white cross, standing proudly on the ridge they died to hold. It was an honour to have served with such men.

Night-Fighter Versus Flying Bombs

From 7000 feet up the French coast choose clearly below us in the light of the full moon. Our patrol line took us south from Cap Gris Nez to Saint Valery and then back again at 6000 feet. We did the northward trip at a different height so as to lessen the chance of collision with one of our fellow-patrols on the opposite coast.

We had to stop up and down just off the French coastline and wait for the flashing white light that meant another load of dead and Americans on the way to London. In mid-Channel, we knew, were other night-fighters on the same job as ourselves; while others, we suspected, were actually inside France also on the job. Across the Channel—half to the north in England thousands of gunners and searchlight crews stood ready for the same purpose of shooting down the V1’s. Sandy, my pilot, didn’t get much on this business. Nor did I. We had been taken off introducing to help in this anti-VI campaign on which the enemy was so intense. During the V1 the pilot placed his aircraft above the line of flight, as near as he could judge, and switched his navigation lights on to warn other aircraft that he was in the chase. Thus, positioned, the pilot would wait until the V1 was spotted in front of and below him. Then he opened the throttles and put the nose down, using the extra speed gained in the dive to hold the small target in range for long enough to shoot it down. My job, as observer, was to read out the ranges to Sandy as they appeared on the radar screen. There was a gun-shot whistle in the single-seat fighters, but in our aircraft it was unnecessary as the radar set was equally sensitive. Since the exhaust flame off the bomb-bomb looked just as at widely different ranges, I helped Sandy make his shot. I held the trigger of the plane and gave the indication of the target, which, however, was an easy matter.

I was watching a rather spectacular raid which Bomber Command was putting on just inside the coast when, looking back, I saw a light. "That looks like one, Sandy! I exclaimed. "I fast down to port." Sandy started slightly to port to look more closely. "I think you’re right," he said, and swung the Mosquito out from shore a little. We turned starboard again and another look back for it. Then happened what we had seen many times. Before anyone could get on its tail the V1 toppled over and the light went out in the waters of the Channel.

We turned northward and prepared to make our way back to Gris Nez. But that day was the herald of many more. Soon they were crossing the coast at several points, and the sky seemed full of the red, green and white navigation lights on the pursuing radar set. We knew that we were on the line of flight and over our target, but, we looked for it. It was not below us, it was not out in front of us, and we wondered if it had gone into the Channel. I turned my head backwards and saw it still coming along. We waited for it to overtake us. But it came no closer.

"Most be one of those slower ones," said Sandy. For doodle-bugs came in two main speed categories. One lot, the most numerous, must have gone over the sky of England. The others, either through defect or intentionally, reached only about 250 m.p.h. We turned back, throttling down, and keeping the target carefully in sight. Sandy eased the Mosquito behind it and down to its level, some 2,000 feet above the sea. The radar came down and down on my radar set. I read them out, 1,000 feet, 900, 800, 700, 600. As I said "aah!" I looked up from my set, knowing that Sandy would fire at that range. He aimed at the flashing light right in front of us. As the aircraft shook to the thump of the cannon I saw the little flickering white lights from around the flying bomb’s jet, which told of strikes on our target. Then the great shower of red sparks mingled with the white glow of the jet.

Sandy pulled out, and we waited for the V1 to fall into the sea, its fuel tank, as we thought, held by one cannon shell. But nothing happened, so we went in again.

Several more the flicker of the strikes, again the red shower from the exhaust light. Again Sandy pulled the Mosquito aside: too many of our squadron’s aircraft had come back to base battered and torn by the terrible blast of a buzz-bomb’s explosion at close range. Others had never come back but had perished from unknown causes. Altogether, the squadron had lost more aircraft and crews up this type of operation than in a similar period on the apparently more dangerous job of night intruding and Sandy turned aside once more. But again nothing happened and again we
This Way Our Tempests Destroyed Flying Bombs

ONLY THE FASTEST AIRCRAFT could shoot down flying bombs, and Tempests were among the most successful. Diving on a V1 (top), the plane would fire a burst and then turn away (bottom) to evade the bomb's blast wave. The picture above shows Tempests from RAF No. 309, which shot down a V1 near the outskirts of its target in a village. (See story beginning on page 10.) The reproduction shown on this page was painted by Roy Webber (top) and W. F. Handerson (bottom) at the Imperial War Museum, London.
I Was There!

I Lent a Hand with Mighty Mulberry

In the M.T.C., driving for the Ministry of Supply, Miss Gwen Croft was one of the unknown number of men and women who helped to make possible the great prestations for the invasion. See also pages 439-440 and 719, Vol. 8

On the evening of April 21, 1944, my friend Miss Eileen M. Ward, and I were told to prepare to leave the next morning for Southampton, on a very hush-hush job. We spent the evening getting things ready, and next morning we left Portsmouth by boat for London, where we were taken in a taxi to Southsea, which was our starting point. We were then driven to Southampton, and were told to report at King George V Dock, where we were warmly welcomed by the man in charge. We entered what was supposed to be an office. Dirt and papers were everywhere. We discovered later that finding it impossible to work satisfactorily in a dirty hut, these people had decided that the railway offices were more suitable, and they had moved in a day or so before our arrival, and there was no time for cleaning up. But there was hardly time for them to eat. We concluded that something must be done, and whilst Miss Ward took her car into the town for lunch, I went into the dock area and swept up as much dirt as I could find and lit a fire in a room containing a cooking-range. Between us we cleaned up, much to the amusement of the staff. But that wasn't what we had been sent to Southampton for. Later, over a cup of tea, they told us that we had been fixed up in a hotel at Brockenhurst, a very delightful spot. And the job? It was to drive around men in charge of various parts of the building and construction of Mulberry. Hence all the secrecy. Conveyance had been almost impossible to find for these men who had to go from place to place where Mulberry's parts were being built: the caissons at Merschwood, the pontoons at Roads and elsewhere.

The pierheads built at Conway (Caernarvon) were towed to Southampton, where the piers (anchors) were fitted. These were 60 feet high. It was indeed a fascinating sight to see the little tug tows huge pierheads down the river, then pushing this way, pulling that, and finally guiding them gently alongside the quay. As soon as they were alongside the workmen were on deck with their equipment. Not a second was wasted. Speed and yet more speed was the cry, and from daylight until dark the work went on.

When we were not driving we did our best to eliminate the hurry sandwich lunches were eaten at battleships. We even managed to get hold of meals and tables, and brought them in what we now called our kitchen. Bought crockery and cutlery and proceeded to serve a decent meal to the staff, 18 in all. It was surprising how many other people happened to find their way to the office kitchen when the teapot was on the go!
One day I crossed to the Isle of Wight, in connection with rehearsing of transport-carrying craft, and was amazed at the sight of so many ships, little and big, that anchored the area. We almost had to squeeze our way through them. Sometimes Jerry would come over during the day, but he always kept his distance, at a great height—ground, so the men said. There were heavy rains at night, but not once did they hit the docks.

Every man now was working at top pressure, for D-Day was in the air. There were plenty of guns at the date, and nobody seemed keen on being in Southampton on the particular day—especially on the docks! We knew by this time what Mulberry was for and how it would look when completed. We were shown over one of the completed pier-heads. No stairways and passageways were provided, but men could and must get up and down the quays. There was little difficulty even in getting into their bunks. Down below there were small supports everywhere, and at each corner was inserted mechanism that worked the spuds up and down; when the pier-head was in position the spuds were lowered, gathering it.

We were very glad to get up on deck again, though the area was going and everyone was thinking the same thing—Jerry was sure to make a mess attack soon and this might be it. But it wasn’t; only one enemy plane approaching, and the All Clear soon sounded. A few days later I went back to London for 48 hours and when I returned to Southampton the sea was still covered with ships, and the pier-heads were still in the King George V Dock. But early the next morning everything was gone—and my part of the job was finished.

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VICHY FRENCH CRUISER GLOIRE took on board survivors of the surrendered liner Lusitania after she had been surrendered to a rendezvous in the Adriatic sea for rescue. The Gloire, now with 4,500 tons, was captured at Cape Beach, French West Africa, in October 1940, was built in 1925. Her displacement is 13,000 tons, main armament nine 13.5-cent gun, speed 21 knots. The cruiser joined the Allied forces on the_adherence of French West Africa to the Allies in November 1942.

We Were Guests of the Sea-Wolves

In this article we begin in page 730 Claude Jones, purser in the liner Lusitania, tells how his ship was intercepted in the Atlantic. While the overcrowded lifeboat in which he found himself was making progress towards America it encountered a U-boat, whose commander invited the survivors to come on board a few hours later with a meal turned over the bridge and shot a reel of film to record the scene on the foundered. There was little doubt in my mind that this pictorial record was intended for the dual purpose of proving that a successful attack had been made against a British transport and for propaganda by demonstrating the heroism of German U-boat crews towards their victims.

Refreshed by the food and comparative freedom we returned to our boat, the submarine standing by. Then the German commander addressed me again. "It is held, he said, "that women and children should suffer for the sins of a criminal Government. They have permission to come on board the Unterseeboot again. I will give them more food, and they may dry the clothes. You can trust me," he added, when no one stirred. "I give my word of honour they shall be well cared for."

After some discussion the invitation was accepted. The women and children were transferred again to the U-boat, and that gave him an idea to do the rest of us. That was in the air. We raised sail, and the submarine cruised slowly near us. During the short trip at twilight the young commander reappeared on his bridge and made another announcement that caused
I Was There

The commander looked down upon our crowded boat and asked the name of the vessel. We were too excited to answer questions, but no one told him. He shrugged his shoulders, and put another quarry about the rationality of the attacker. "We were treachered by a German," the C.P.O. told him. We could not be sure of this, but it seemed a good answer, because the Italian captain responded with an exclamation of delight, before turning to a young officer standing by his side. One doubt kept me on something during this second encounter. Would the Italians in our boat remain hidden and silent? They never stirred a finger or said a word—and all was well. The tide of luck again ran in our favour! Kegs of water, flasks of Chianti, boxes of biscuits and cigarettes were distributed from the submarine's hatches and handed into our lifeboat. The crew gave us a marvellous ride to the Italian shore.

FAMILY ROLL OF HONOUR

A Parting Gift for Subscribers

We have pleasure in announcing a most attractive Art Supplement which will be presented with the deal of the week: The War Illustrated, No. 275.

The presentation of a specially designed Family Roll of Honour, with views for posting in photographs of any members of your family who have been in national service during the war.

CHANGEINGLY designed in a variety of materials, such as wood and canvas, and presented address, will be posted in a specially made frame for framing or for inserting into the family record. As space permits, on both sides of the plate, no matter how many members of the family have been represented, we will accommodate your photographs on this Family Roll of Honour, which might be a treasured possession in any home for many years to come.

Instructions as to how it can be used by those people will be given on the plate, and our readers are urged not to delay in sending us their copies of the Family Issue, No. 275, is reserved for them, as this Art Supplement will be a small memory of a long time spent from the front part of a cost of less than half a pic, and probably three times, the price of the number.

With No. 275 THE WAR ILLUSTRATED will be forwarded to subscribers.

The next issue will contain a cartoon dealing with current events and the Allied cause.

From Dakar some of us were taken to France, to the submarine camp under the ramparts of the Atlas Mountains, in the great season of the Cretaceous. All the Vichy French guards called Rhône, St. Louis, or Audax, but which we all recognized for what they were—gas. And we had a round of the best food, black bread, and hard-boiled eggs. The only privileges we received at this watched camp were accepted, secretly by the Gaullists among the guards. What with dysentery and skin troubles our tent was indeed wretched, and then prolonged hunger shrank the direction of the coast one morning set us all sifting with excitement.

A great suspect, we came to learn the truth of a stupendous event. The Allies had landed in North Africa! We came running down the rough road outside our tent to Winkle Yanks! The Yanks are here!" We yelled ourselves hoarse. It was November 8, 1942, a turning point in our lives. We were taken to Casablanca,鬃ted by mail cars, and all arrangements were made for our repatriation. I was to return to North Africa and New York; and another red-letter day for me came a bit later at Liverpool when I was provided with a brand-new uniform and presented purser in the coast-going steamship Wanderer.
British-Soviet Frontier Post in Germany

On the Autobahn near Helmstedt is the British-Soviet frontier control point in Germany. Helmstedt is a small town 21 miles west of Braunschweig and about 150 from Berlin, and the post is one of the busiest on the Russian line. Night and day a British sentry is on guard beside the frontier road. The soldier on duty (above) is from No. 2 Battalion, The South Staffordshire Regiment. See also page 75.