

Vol 10 *The War Illustrated* N° 254

SIXPENCE

MARCH 28, 1947



AT STIRLING CASTLE men of the 2nd Battalion The Argyll and Sutherland Highlanders paraded in a snowstorm on Feb. 5, 1947, for the first ceremony of its kind in Scotland. The occasion marked the passing of the Battalion into "suspended animation." Major-General G. H. A. Macmillan, C.B., C.B.E., D.S.O., M.C., Colonel of the Regiment, took the salute, and the Colour Party, headed by the Pipes and Drums (above), placed the Colours in the Castle, there to remain until the 2nd Battalion is restored to the active list in 10 or 12 years' time. In the meantime the men will be drafted to other Highland regiments. *Photo, G.P.U.*

Edited by Sir John Hammerton

NO. 255 WILL BE PUBLISHED FRIDAY, APRIL 11

Personalities Smile for Our Roving Camera



BELGIAN MINISTER OF NATIONAL DEFENCE, Col. de Fraiteur (left), arrived at Victoria Station, London, on March 5, 1947, and was greeted by Mr. H. Hynde, Parliamentary Private Secretary to Mr. A. V. Alexander, Britain's Minister of Defence.



APPOINTED U.S. AMBASSADOR IN LONDON on Feb. 26, 1947, Mr. Lewis Williams Douglas, aged 53, is President of the English-Speaking Union of the United States. He was a member of Congress from 1927 to 1933, representing Arizona State.



SOUTH AFRICAN WAR VETERANS were greeted by General Sir Ian Hamilton (left centre) when members of the Defence of Ladysmith Association laid a wreath at the statue of Field-Marshal Sir George White in Portland Place, London, on March 2, 1947.



VISCOUNT MOUNTBATTEN OF BURMA, President of King George's Fund for Sailors, opened the campaign for Sailors' Day (April 15) at Admiralty House, London, on Feb. 19, 1947. Lord Mountbatten assumed office as Viceroy of India in March 1947.

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Photos, G.P.U., Keystone

Great Stories of the War Retold

How Germany Came to Grief at Sea

By
FRANCIS E. McMURTRIE

THE reasons that led to the ultimate defeat of Germany at sea are explained in three documents of enemy origin released by the Admiralty at the end of January 1947. One is a summary of papers relating to the supersession of Grossadmiral Raeder as Commander-in-Chief of the German Navy by his subordinate, Karl Doenitz, in January 1943; a second is a review by Doenitz of the whole course of the naval war; the third a somewhat acid commentary on the general conduct of the war at sea, produced by two anonymous writers of the German Naval Staff.

All three are in general agreement that the causes of German failure to accomplish more in the naval sphere were mainly political. It was apparently the genuine belief of Hitler and his chief advisers that Britain would not go to war when Poland was invaded in September 1939. This was typical recklessness on Hitler's part, for the strength of his fleet was admittedly inadequate for such a conflict. Though submarine construction had been resumed, the number of U-boats available at the outbreak of war was wholly insufficient. Doenitz intimated that to give the submarine campaign real assurance of success, 1,000 U-boats should have been at his disposition in 1939. Actually he had about 50, with 20 more nearing completion.

Naval War Staff Advice Unheeded

Throughout the struggle the co-operation of the Luftwaffe with the navy was no more than half-hearted. "It could not achieve the right conception of naval warfare, and thought primarily on a military basis. Its ideas were superficial, and the navy's advice on the finer points of naval tactics, etc., were unheeded." Raeder is contrasted as "an experienced leader of sound judgement" with the supreme head of the Luftwaffe, Goering, who is stigmatized as "a narrow-minded dilettante." Nor could a solution be reached by arbitration when their views disagreed, owing to lack of specialized

knowledge on the part of the Commander-in-Chief of the Wehrmacht, the only authority who could decide between them.

At every crisis the opinion and advice of the Naval War Staff went unheeded by the Supreme Command. Though Raeder was an extremely able man from the professional aspect and highly esteemed by Hitler in that capacity, his personal characteristics put him at a disadvantage when presenting to the Supreme Command the unpopular viewpoint of the Naval War Staff. He was not gifted with a persuasive manner, nor with the tenacity to force his opinions on his listeners.

Assumed Britain Would Be Neutral

Not only did this have a deleterious effect on co-operation between the navy and the Luftwaffe, but it severely limited Raeder's influence over Hitler. It is true that when alone with the Fuehrer, Raeder would occasionally succeed in convincing his chief of the wisdom of the naval arguments; but as soon as he had left, other influential persons, such as Goering, would very quickly bring Hitler round to the opposite view. This actually occurred when the question of the conduct of the war in the Mediterranean was in question, and again over the possibility of French collaboration.

Doenitz was on much better terms with Hitler, and his appointment as Raeder's successor caused no surprise. Not only did he enjoy the full support of the younger officers, especially those in the U-boat service, but he possessed the qualities of ruthlessness and persuasiveness that Raeder lacked, though he was his inferior as a master of naval warfare in all its aspects. Doenitz himself declares that the German Navy was inadequate from the outset, the proportions of the armed forces having been planned for a purely Continental war, on the assumption that Britain would remain neutral. This was partly due to the fact that the navy

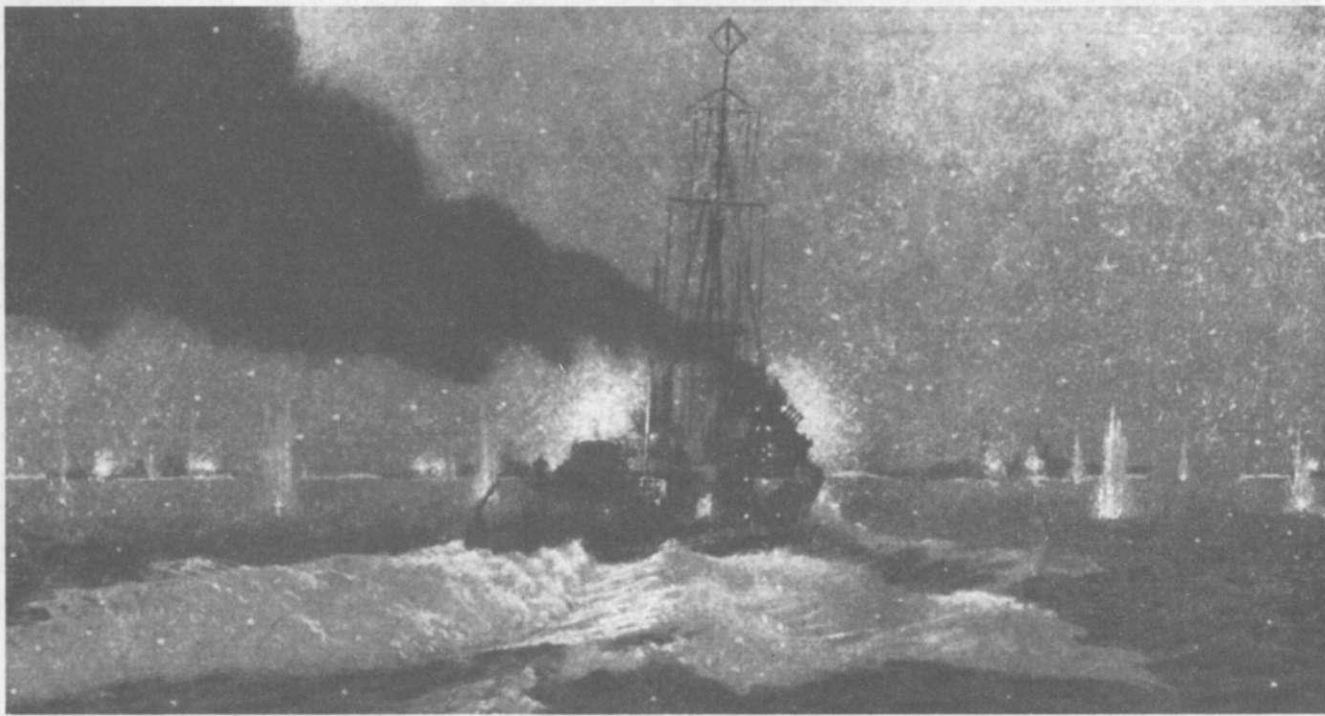
was but weakly represented in Germany's highest councils.

After Dunkirk, the possibility of ending the war quickly by an early invasion of England was mooted. Owing to the unexpectedly rapid development of the war in the Low Countries and France, no kind of preparation for such an operation had been made. It was not possible to produce suitable landing-craft in large numbers in time to participate in the invasion of 1940, so it became necessary to utilize the available tugs and barges of the coastal and inland water transport systems. A considerable number of these craft were modified for landing purposes, but their seaworthiness was limited and few were self-propelled, involving the necessity of relying upon towage for the passage across Channel. Detailed reports on landing conditions in the south of England and on currents and weather in the Channel were prepared, and troops were trained in landing operations.

It was clear that the German navy was far too weak to protect the landing forces against the British fleet, the full weight of which would have to be encountered. This protection must be furnished by the Luftwaffe. But first the Luftwaffe would require to wipe out all air opposition, and render untenable any ports near the projected landing places which might serve as bases for British naval forces.

Invasion Prospects Became Dim

Ordered in July 1940 to prepare his forces for an invasion while good weather could be expected, Raeder informed Hitler that the navy would be ready to do its part by September 15. As the defeat of the British air defence was not achieved, the prospects of success became dim, and the invasion was first deferred and then abandoned. It was urged by the Naval Staff that the resources assembled for invasion purposes should be devoted to securing control of the Mediterra-



OFF THE NORTH CAPE on Dec. 31, 1942, British destroyers commanded by Capt. R. St. V. Sherbrooke, D.S.O., R.N., engaged a vastly superior German force and beat off an attack on the convoy, which reached Russia unharmed, though the British destroyer *Achates* was sunk and *Onslow* damaged. The failure of this German attempt to destroy a convoy infuriated Hitler and "spelled the end of the High Seas Fleet." Capt. Sherbrooke was awarded the V.C. for his great gallantry in the action.

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From the painting by Charles Pears, Crown copyright

Great Stories of the War Retold

nean theatre. Ignoring this recommendation, the Supreme Command had decided by the end of 1940 to summon all its strength for an attack upon Russia, whose attitude had been causing increasing uneasiness to the Reich.

It was found impossible to obtain even temporary command of the sea in the Mediterranean in face of the offensive spirit displayed by the British Fleet under Sir Andrew Cunningham. No realization was shown by the enemy of the strategic importance of Malta. Against Crete the German airborne assault met with success, that island's geographical situation rendering it peculiarly open to this form of attack.

Involving Risk of Heavy Losses

Doenitz describes the Italian navy as badly led, insufficiently trained, suffering from "inferior technical equipment and lack of offensive spirit." Except in the Aegean, the German navy was unable to play much part in the Mediterranean operations, so the direction of sea warfare in this area was largely in the hands of the Italian fleet, over whose operations only limited influence could be exerted by the Germans.

is attributed to the "unfortunate decision" of Captain Langsdorff to make a raid on shipping in the Plate estuary, which led him into the encounter with Commodore Harwood's squadron.

At the end of 1941 it was decided to withdraw the Scharnhorst, Gneisenau and Prinz Eugen from Brest and to employ them in conjunction with the Tirpitz and other ships in attacks upon Allied convoys bound for North Russia. Though the Gneisenau received such serious damage that she never operated at sea again, the other two ships duly appeared in Norwegian waters and added materially to the perils of the Arctic convoy route.

Doenitz, while commanding the submarine service, appears to have expressed dissatisfaction at the demands made by the large surface warships upon dockyard resources, on which he considered the U-boats should have had first claim. It is observed by the authors of the Naval Staff paper that Doenitz evidently "failed to acknowledge the tactical and strategical significance of the battleships, particularly

rewarded by the V.C., beat off every enemy attack (portrait in page 544, Vol. 6). Not only did he partially disable the heavy cruiser Admiral Hipper, but a large German destroyer, the Friedrich Eckoldt, was sunk.

Hitler's fury was not easily quenched. After violently abusing the naval personnel concerned, and comparing them unfavourably with their British opponents, he proclaimed that "the whole thing spelled the end of the High Seas Fleet." Raeder was sent for and told peremptorily that, apart from such ships as might be required for training, the whole German surface fleet must be put out of commission. Though Raeder commented that the ships might just as well be scuttled, the Fuehrer overruled his objections and refused any reprieve. The resignation of Raeder was the immediate sequel.

Actually the course followed by Doenitz on taking over the chief command on January 30, 1943, was less drastic than the Fuehrer had originally ordered, for both the Tirpitz and Scharnhorst remained in commission in the waters of North Norway until their ultimate destruction. Otherwise the admiral continued to devote his energies to the energetic prosecution of the U-boat campaign, ordering new submarines of greatly improved design for which he was able to secure priority, though, as it proved, too late to influence the issue of the war. Doenitz attributes the sinking of the Scharnhorst in December 1943 to "a misjudgement of the local situation," and observes that "the superiority of British radar became very evident." To radar-equipped aircraft he attributes in large measure the defeat of the U-boat campaign in the same year.

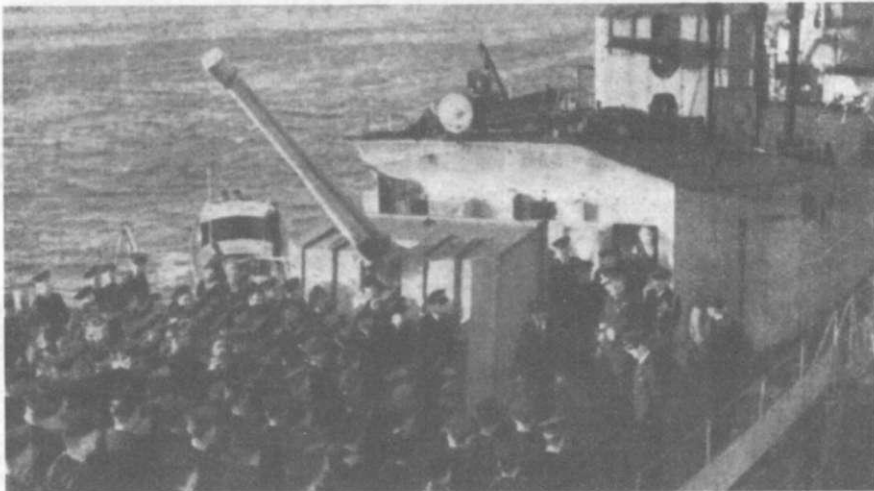
Sunk by Mistake by the Luftwaffe

Failure to repel the invasion of Normandy is ascribed to lack of suitable mines. "The precautionary laying of mines, apart from those already laid, was rejected so as not to paralyse prematurely our own freedom of movement in the narrow coastal waters still unmined, and to prevent the limited number of mines fitted with new fusing devices being laid in wrong positions, whilst the laying of mines equipped with old type fuses, which could be easily swept, seemed to serve no useful purpose." This somewhat lame excuse is bolstered up with the remark that "the new type fuses, considered unsweepable, had been brought into operation in isolated cases only with the greatest precaution, so as to prevent their falling into the hands of the enemy and being copied by him. The use of these mines in the shallow waters of the Baltic would have had a catastrophic effect."

BOMBING of industrial targets in Germany did no more than slow up the production of war material until the autumn of 1944. In fact, the maximum output of the war industries was achieved in May 1944. The output of U-boats did not reach the desired figure of 30 a month until then. The first industry to show a fall in production was steel, and this was partly the result of the loss of Upper Silesia. By January 1945 German communications had become the target for intensive air attack, starting the collapse of the armaments industry.

An interesting footnote refers to the mysterious loss of the destroyers Leberecht Maass and Max Schultz in the North Sea in February 1940. It had generally been supposed in British naval circles that these two ships had run into a minefield; but it is now revealed that the German court of inquiry into their loss decided that they were sunk by mistake by the Luftwaffe—yet another instance of its failure to co-operate effectively with the navy.

The foregoing is a mere summary of the more important matters referred to in the German documents, which occupy 139 foolscap pages of typescript.



REAR-ADMIRAL R. L. BURNETT, C.B., O.B.E., CONGRATULATED THE SHIP'S COMPANY OF H.M.S. Onslow for their gallantry in the action off the North Cape, on their return to Scapa Flow in February 1943. The destroyer has a displacement of 1,550 tons, main armament of four 4.7-in. guns, speed of 32 knots and complement of 230. Admiralty photograph

By implication, the handling of the Russian Black Sea Fleet is also criticized. It is pointed out that it possessed an overwhelming superiority over the few units of the Rumanian navy, which were poorly trained and without sea experience. German reinforcements amounted to only half-a-dozen U-boats of the 250-ton type and a number of landing-craft, trawlers, and small auxiliaries. The conquest of the Crimea and the advance into the Caucasus in 1942 forced the Russian Fleet into the extreme south-east corner of the Black Sea, where it was almost impotent. When the tide turned in 1943-44 the Soviet navy was given a good chance to fall upon the German sea communications with Sebastopol across the Black Sea, yet "the activity of the Russian Fleet, in comparison with its size, was remarkably small." During the evacuation of the Crimea in June 1943 "Russian naval forces again appeared only in small numbers."

Doenitz points out that the German surface forces could not embark on a battle for sea supremacy on account of their inferior numbers. For the same reason, any attempt to protect German sea traffic was impossible. With the whole focus of the war at sea turned to submarine attack upon shipping, it was obvious that surface forces must as far as possible be devoted to the same task, involving the risk of heavy losses. Instances cited are the sinking of the Admiral Graf Spee and the Bismarck. The loss of the Graf Spee

for creating a diversion from the war in the Far East. He had considerable influence over Hitler, though it cannot be stated definitely how far the representations he made influenced the decision of the Supreme Command to remove the battleships from Brest. Hitler appears to have feared a British landing in North Norway, and had "an unwarranted faith in the suitability of battleships for repelling such a landing."

Hitler Distrusted His Own Ships

In December 1942 the climax came with news that a German surface squadron was in action against a British convoy off the North Cape. For over 48 hours no further reports were received, driving the Fuehrer into a state of frenzy. Raeder rightly refused to agree to ships being asked to break their wireless silence, exciting Hitler into the taunt that "big ships were useless," and the suggestion that the older officers who commanded them lacked ability and daring. Recalling the events of 1918 the Fuehrer proceeded to describe large surface ships as "breeding ground for revolution."

Ultimately a message came from Norway revealing utter failure of the attempt to destroy the convoy. Though a British destroyer had been sunk and various ships damaged, the gallant and skilful handling of the destroyer escort by Captain R. St. V. Sherbrooke, R.N., whose fine service was

Anglo-French Pact at Dunkirk of Solemn Memory



TREATY OF DUNKIRK, binding France and Great Britain in a 50-year military and economic alliance, was signed on March 4, 1947, by Mr. Bevin, British Foreign Minister (top, right), and M. Bidault, French Foreign Minister (top, left), in the sub-prefecture, which was the only public building in Dunkirk left undamaged by the war. Afterwards the two Ministers visited the beaches (lower) where, nearly seven years earlier, the B.E.F. had made its magnificent stand against overwhelming German onslaught and experienced the "miracle of deliverance." PAGE 741 Photos, G.P.U., Keystons

The 'Skins' Return Home to Omagh in Tyrone

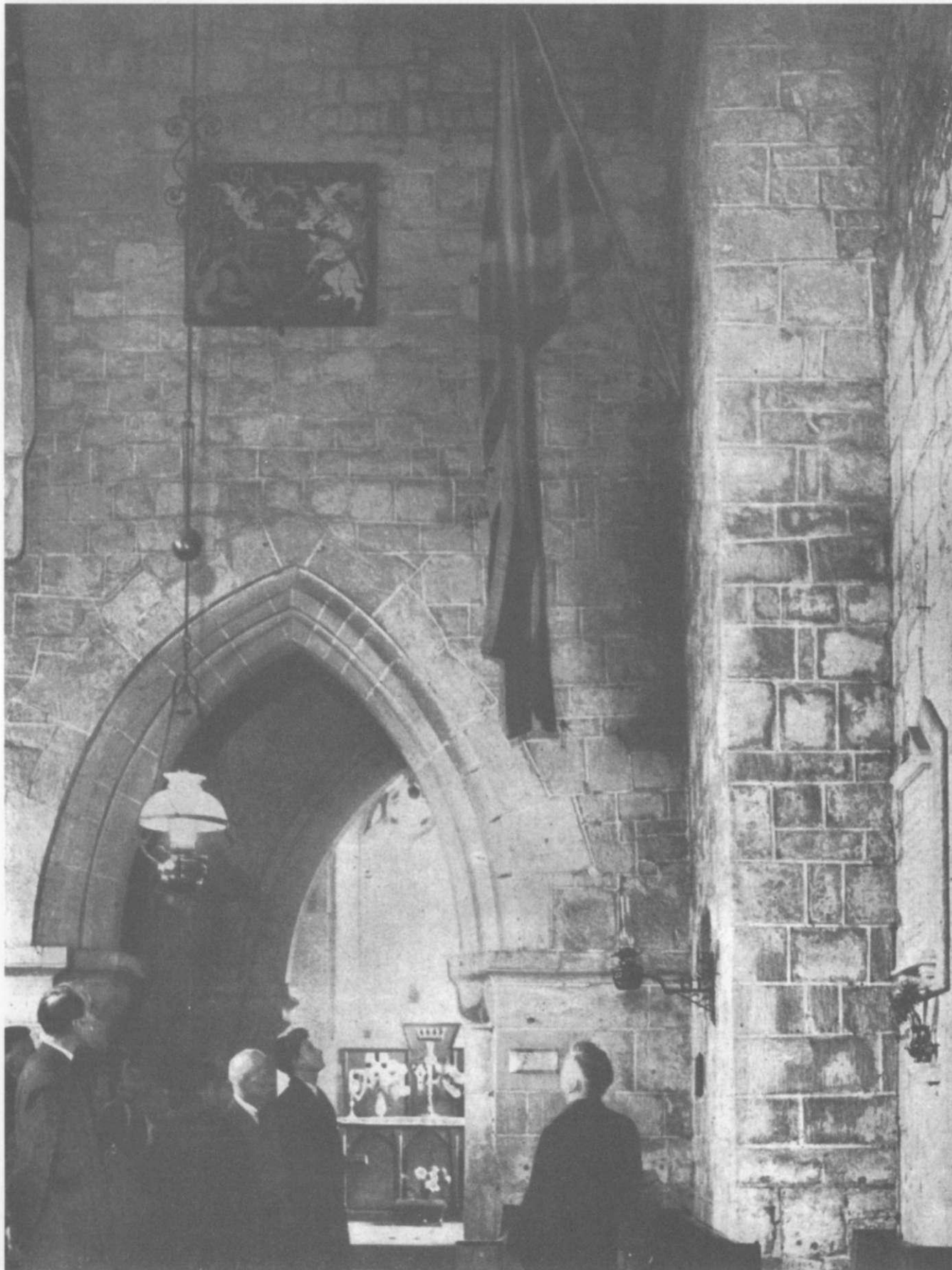


LED BY SAFFRON-KILTIED PIPERS the cadre of the 2nd Battalion The Royal Inniskilling Fusiliers (the "Skins") came home to Omagh, Co. Tyrone, Northern Ireland (1), on Feb. 11, 1947. Under the scheme for the reorganization of the Infantry this Battalion has been placed in "temporary suspended animation." Madagascar, Persia, Syria, Sicily, Italy and finally Austria were among the countries visited by it during the war, and smiling faces at the carriage doors and windows (2) testified to pleasure at homecoming. Lieut.-Col. T. T. Macartney Filgate, O.B.E. (3), commanding the Battalion, handed over the Colours, which were laid up in the Officers' Mess (4) at the Regimental Depot in Omagh. The Battalion had previously been disbanded in 1922, but was re-formed in 1937. See also pages 459-462.

Photos, International News Photos



From Monty's H.Q. to Ancient Village Church



UNION JACK WHICH FLEW ON LUNEBURG HEATH, at the H.Q. of Field-Marshal Montgomery, after the German surrender in May 1945, now hangs in the church of Englishcombe village, near Bath. The Field-Marshal presented it, in Jan. 1947, in response to an appeal by the Vicar of Englishcombe, who made it known that in the old church were hanging three war-tattered flags—ensigns of the Royal Navy, R.A.F. and Merchant Navy; the Army was not represented. And now has arrived this honoured trophy. See also illus. page 79, Vol. 9. PAGE 743 *Photo, Topical*

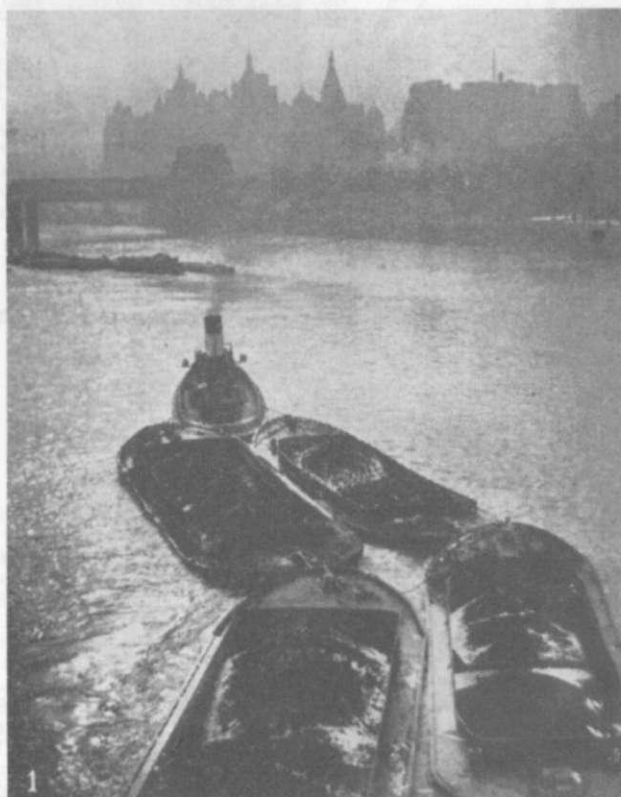
Our Fight to Mitigate Hardship and Peril of



DISRUPTING Britain's industrial and home affairs as never before, snow and intense cold and shortage of coal led to such serious constrictions of power, light and warmth in February and March 1947 that the general activities of the country were brought almost to a standstill. Northern England was cut off from the South by snowdrifts: jet aircraft engines (1) were used to clear the railway between Brecon and Newport, Mon. The R.A.F. dropped bread in containers (2) to snowbound villagers of Longnor, Staffs. Fisheries Patrol Protection vessel H.M.S. Mariner (3) kept watch on ice floes in North Sea shipping lanes. Girl farm-worker (4) at Lawford, Essex, was one of many who used a pickaxe for lifting turnips from the frozen ground. German P.O.W. helped to clear the Scarborough-Bridlington road (5). The intensity and duration of the cold spell, and its incidence over the whole of Great Britain, made this one of the most severe winters in the last 70 years.

Photos, G.P.U., I.N.P., Keystone

—Fuel Crisis and Prolonged Freeze-Up Combined



BLIZZARDS and tremendous seas had to be faced by colliers from north-east coast ports to bring coal to the Thames, where it was discharged into barges and towed (1) to London's power-stations. Some 3,000 troops helped with transport: at Bolsover Colliery, Chesterfield, the first coal-laden military vehicle left the pithead (2) on February 17. Coal wagons were icebound (3). Coal from the Army reaches gasworks at Saltley, Birmingham (4). Westminster (South) Area Committee, appointed to consider the staggering of working hours in that part of London, met by candlelight (5), owing to cuts imposed on the use of electric lighting in offices and other industrial undertakings. During this Arctic spell the lowest temperature was that taken on the night of Jan. 28-29, when 41 degrees of frost were registered on the grass on the outskirts of London.

Photos, Planet News, Associated Press, G.P.U., Topical Press



HIS MAJESTY'S SHIPS

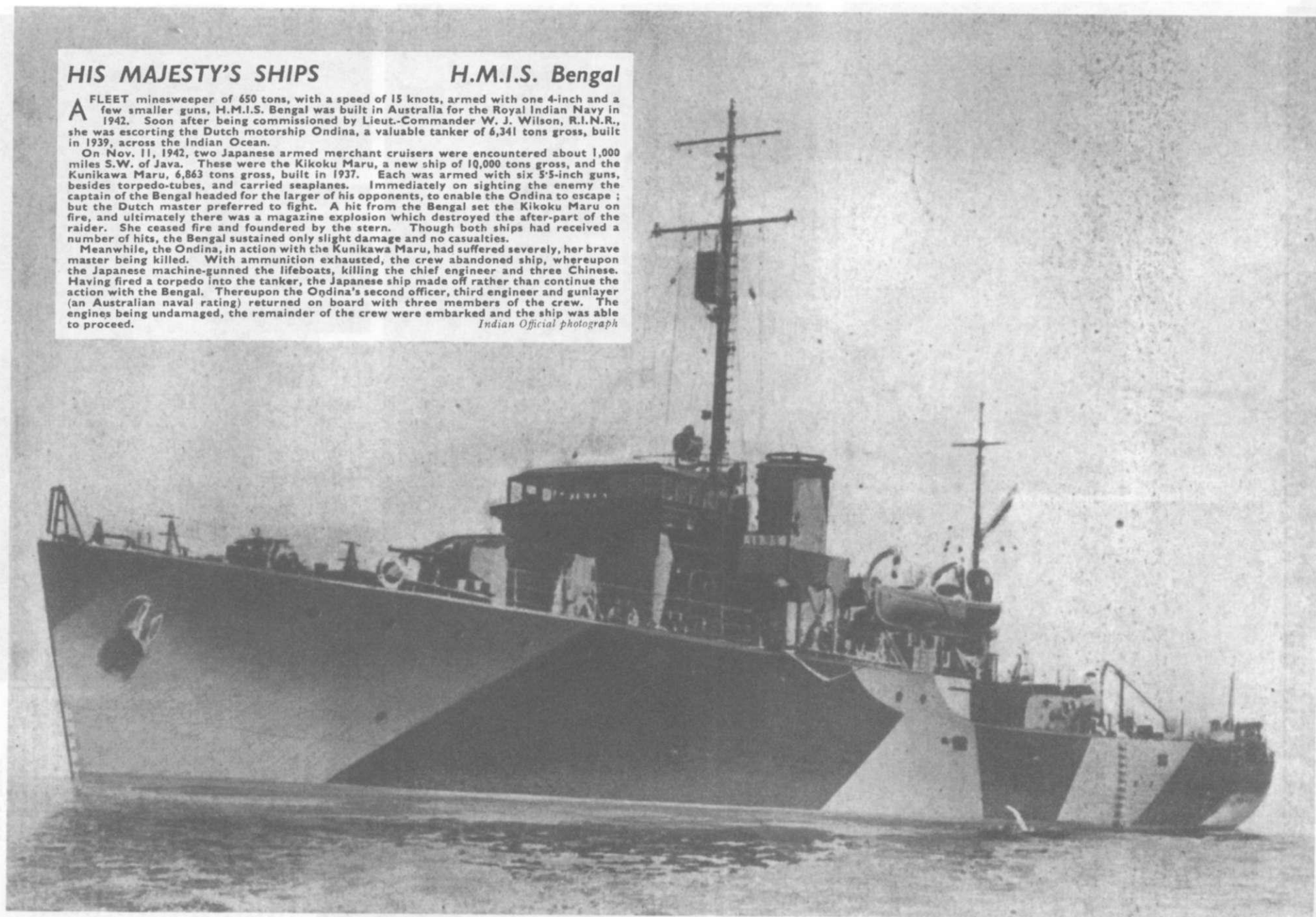
H.M.I.S. Bengal

A FLEET minesweeper of 650 tons, with a speed of 15 knots, armed with one 4-inch and a few smaller guns, H.M.I.S. Bengal was built in Australia for the Royal Indian Navy in 1942. Soon after being commissioned by Lieut.-Commander W. J. Wilson, R.I.N.R., she was escorting the Dutch motorship *Ondina*, a valuable tanker of 6,341 tons gross, built in 1939, across the Indian Ocean.

On Nov. 11, 1942, two Japanese armed merchant cruisers were encountered about 1,000 miles S.W. of Java. These were the *Kikoku Maru*, a new ship of 10,000 tons gross, and the *Kunikawa Maru*, 6,863 tons gross, built in 1937. Each was armed with six 5.5-inch guns, besides torpedo-tubes, and carried seaplanes. Immediately on sighting the enemy the captain of the *Bengal* headed for the larger of his opponents, to enable the *Ondina* to escape; but the Dutch master preferred to fight. A hit from the *Bengal* set the *Kikoku Maru* on fire, and ultimately there was a magazine explosion which destroyed the after-part of the raider. She ceased fire and foundered by the stern. Though both ships had received a number of hits, the *Bengal* sustained only slight damage and no casualties.

Meanwhile, the *Ondina*, in action with the *Kunikawa Maru*, had suffered severely, her brave master being killed. With ammunition exhausted, the crew abandoned ship, whereupon the Japanese machine-gunned the lifeboats, killing the chief engineer and three Chinese. Having fired a torpedo into the tanker, the Japanese ship made off rather than continue the action with the *Bengal*. Thereupon the *Ondina*'s second officer, third engineer and gunlayer (an Australian naval rating) returned on board with three members of the crew. The engines being undamaged, the remainder of the crew were embarked and the ship was able to proceed.

Indian Official photograph



Records of the Regiments: 1939-1945

At the outbreak of war in 1939 the Regiment had two battalions: the 1st in Gibraltar as part of the garrison on the Rock, the 2nd Battalion, recently formed, doing guard duty at the Tower of London. On October 30, 1939, the 1st Battalion received orders to move to France; on November 7 it embarked on the troopship Devonshire, rounded the Europa point and headed for Marseilles. There followed a triumphal march through Paris, and a great



welcome was given to them by the Parisians. The next day the Battalion moved to Doullens and then to Izel le Hameau, as part of G.H.Q. troops.

Meantime, the 2nd Battalion had received warning orders to proceed to Norway, but these were changed and the Battalion came under command of the newly formed 20th Guards Brigade. On May 10, 1940, Germany invaded Holland and Belgium. Part of the 2nd Battalion was immediately formed into a Composite Battalion with the 2nd Battalion Irish Guards to proceed to the Hook of Holland, the plan being to hold the Hook and then to advance to The Hague to render such assistance as required. On May 12, the Composite Battalion embarked from Dover and next day formed a bridge-head around the Hook. The advance to The Hague was found to be impracticable, so the Battalion held on to the bridge-head to cover the evacuation of the British Embassy Staff and the Dutch Royal Family. This done, they returned to England.

Whilst that was happening the 1st Battalion was concentrated inside Arras, to guard

The Welsh Guards

By Authority of the
Officer Commanding, Col. Sir
ALEXANDER B. G. STANIER,
Bart., D.S.O., M.C.

RAISED during the First Great War, on February 26, 1915, the 1st Battalion Welsh Guards was in action at Loos, in France, in the following September. It fought in the battle of the Somme and took part in actions at Ginchy, Flers, Courcellette and Morval in 1916. After the third battle of Ypres, Aug.-Sept. 1917, it was engaged at Cambrai. In 1918 the Welsh Guards fought in the critical battles of March and April and in the final Allied victories, including the battle of Bapaume, the crossing of the Canal du Nord and the attack at Bavai five days before the Armistice. They formed part of the Army of Occupation in Germany and returned to England in March 1919. There was also a Reserve Battalion which was absorbed into the 1st Battalion in March 1919. The 2nd Battalion was formed on May 18, 1939.

G.H.Q., on which the enemy were advancing. The 1st held out in the town, against air and ground attacks, until the early morning of May 24, when they were ordered to withdraw to join G.H.Q. in its new location. One road only was open, and along this the Battalion moved. During the withdrawal the column came under fire near St. Nicholas, a suburb of Arras. The carrier platoon engaged the enemy, and by their action the further successful withdrawal of the Force was made possible. For his leadership and gallantry in this action, Lieutenant the Hon. Christopher Furness was posthumously awarded the Victoria Cross (portrait in page 103). From

Arras the 1st Battalion moved to Douai, Premesque and then to Cassel. On May 28 it was ordered to move to counter an enemy threat south of Bergues. Positions were taken up and the Battalion, with elements of the 48th Division, was the last rearguard in this section south of the canal. It had a severe task. The position was outflanked, and after a sterling defence during which Number 2 Company had to fight its way out of a chateau at West Cappel, the Battalion withdrew to the beaches at Bray Dunes and embarked for England.

The 20th Guards Brigade in England, under command of Brigadier W. A. F. L. Fox-Pitt, D.S.O., M.C., a past Commanding Officer of the 1st Battalion, was ordered to Boulogne to hold up the German advance along the coast. The 2nd Battalion took part in this operation. For two days and two nights they held the Germans at bay, until orders to withdraw were received. A last stand was made on the docks before the final evacuation took place. Remnants of Number 3 Company held out until May 25, when owing to shortage of food and ammunition, they were eventually overrun.

THE 1st and 2nd Battalions both back in England, the great task of reorganization and training began. The Guards Armoured Division was formed, and the 1st Battalion became the first lorry-borne battalion in the Division. The 2nd Battalion was converted into an Armoured Battalion in September 1941, and training began on Salisbury Plain.

In February 1942 the 3rd Battalion was training, outside London, with the 33rd Guards Brigade. This training continued for nearly a year, when on January 8, 1943, orders were received to mobilize. And on February 26 the Battalion sailed for North Africa to join the 1st Guards Brigade, commanded by Brigadier F. A. V. Copland



MARCHING THROUGH PARIS to the music of their drum and fife band on Nov. 12, 1939, the 1st Battalion Welsh Guards were accorded a very warm welcome by the Parisians. From the French capital the 1st went to Doullens, 17 miles S.W. of Arras; and the latter town was defended by them in May 1940 to cover the withdrawal of British G.H.Q. In 1941 the Guards Armoured Division was formed, and the 1st Battalion became part of the lorry-borne infantry of that formation.



HOSPITALITY AT ST. NICHOLAS, a suburb of Arras, was freely offered by the people and gladly accepted by men of the 1st Battalion Welsh Guards in May 1940, and regimental M.O.s acted, in emergency, as family doctors (below). An officer of the Battalion won the V.C. here during the withdrawal towards the end of the month.

Photos, British Official



Griffiths, D.S.O., M.C., the Commanding Officer of the 1st Battalion in 1939-1940. The 3rd moved up towards Tunis, and in April had its first major battle, at Fondouk, in the final effort to break Rommel's forces who were retreating up the coast in front of the 8th Army.

The Battalion, now in the 6th Armoured Division, took part in the final attack on Tunis, and a few days later carried out a highly successful attack on Hammam Lif, thus sealing off the German forces in the Cap Bon peninsula—which resulted in their ultimate annihilation and capitulation. After the capitulation of the German forces, in Africa in May 1943, the 3rd Battalion settled down to a long period of waiting, until on February 4, 1944, they were ordered at two days' notice to embark for Italy.

the town falling the next day. Although well below strength, the 3rd continued on and took up positions opposite the Gothic Line.

FROM October 2 to November 19, the 3rd Battalion was holding positions on Monte Battaglia feature, 2,000 feet above the sea. The cold was intense, the mud thick, the positions were exposed, and considerable hardship was experienced. These operations were continued until February 1945, when the 1st Guards Brigade were withdrawn into reserve prior to the final offensive. On April 9 this offensive began, the 3rd Battalion taking a prominent part in it, crossing the River Po, following up the enemy and capturing many prisoners. May found the Battalion in Carinthia after the German

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Colours: Yellow on Red Background

19TH (INDIAN) DIVISION

FORMED in the Secunderabad area in October 1941, the original number of the famous "Dagger" Division was 18, and it was commanded while on active service by Major-General T. Wynford Rees. At a time when the threat of a Japanese invasion of India was only too real it was entrusted with the defence of a part of Southern India, remaining there for three years.

The Division went into action in Burma on December 4, 1944, when it began to advance in extremely bad country between the Chindwin and Irrawaddy rivers. At Leiktu, on the edge of the Shwebo Plain, it fought its first set battle, which lasted for five days; and on Jan. 8, 1945, Shwebo was entered. The main crossing of the Irrawaddy was made at Kyauk-myau, 46 miles north of Mandalay.

THE Japanese counter-attacked the bridge-head with two divisions, but all the attacks were held, and early in March the 19th broke through the Japanese lines, thrusting southwards along the east bank of the river to Mandalay. On March 8, 1945, the outskirts of the city were reached, but the Japanese made a very determined stand, holding on grimly to Mandalay Hill and Fort Dufferin. On the hill the Japanese troops barricaded themselves in a tunnel beneath the great reception hall; they were burned out by rolling petrol drums into the tunnel and flinging grenades after them to ignite the oil. The end came on March 20, but most of the garrison had managed to slip away during the night. The British 2nd Division and 20th Indian Division now joined the 19th, and the city was cleared after a few days.

In the meantime a detached brigade had driven the enemy out of Maymyo and cut the railway to Lashio. The Division then moved south and took Toungoo; again a brigade column was detached, having as its task the liberation of Kalaw. This was accomplished during the second week of June, in the face of bitter opposition.

forces had surrendered, and in June the Battalion was ordered home to England. The 3rd was later disbanded.

While the North African and Italian campaigns were taking place, the 1st and 2nd Battalions were training in England with the Guards Armoured Division, the 2nd Battalion taking on the new role of an Armoured Recce Battalion. About two weeks after D-Day, both Battalions landed in Normandy and were soon in action, first in operation "Goodwood," the armoured drive north and east of Caen, fighting in the Bocage country, the attack on Montchamp, and in August on the village of Le Bas Perrier. All these actions were carried out successfully, although at Montchamp the enemy put in a strong counter-attack with the 9th S.S. Panzer Division.

Then came the advance to Brussels, the advance that will be recorded in history as

Welsh Guards 3rd Battalion Triumphant in Italy



FROM TUNISIA THE 3rd BATTALION arrived in Italy in February 1944. Before going into action all weapons, including Vickers machine-guns (1), were overhauled. In the Arezzo area in July 1944 choir practice on a grand scale was held (2). After the capture of Cassino on May 18, 1944, the Battalion advanced up the valley of the Garigliano, or Liri, river to Arce, some of the men riding on Sherman tanks (3). The seizure of Monte Piccolo on May 26 by the 3rd Battalion opened the way to Rome.

PAGE 749

Photos, British Official

Records of the Regiments: 1939—1945



WELSH GUARDS 1st AND 2nd BATTALIONS on the road to Caen (left), where they engaged in heavy fighting. They landed in Normandy with the Guards Armoured Division in June 1944, and at the end of August came the crossing of the Seine and the epic advance—probably unequalled for speed—which took the Armoured Division through Amiens, Arras and Douai and into Brussels on Sept. 3, 1944. A 2nd Battalion tank (right) on the way to the Belgian capital, cheered by the populace.

Photos, British Official, Central Press

the finest ever made by an Armoured Division. The 1st and 2nd Battalions were formed into one group, tanks and lorry-borne infantry working as one. The Group were the first to liberate Arras, the 1st Battalion having been the last troops to leave the town in 1940; they were first into Brussels, where a tremendous reception was given to them by the populace of the liberated capital. The advance

continued on into Holland. Heavy fighting took place at Hechtel, where the 1st Battalion launched a series of attacks supported by tanks of the 2nd Battalion. The village was finally captured on September 13.

Five days later the 2nd Battalion resumed their advance. They crossed the Nijmegen bridge on September 21, the day of its capture by the Grenadier Guards Group, but failed,

owing to the waterlogged country, to reach Arnhem and to relieve the 1st Airborne Division. After a series of engagements in "The Island" between Nijmegen and Arnhem, the Guards Division moved to Sittard, a quieter sector; but on Christmas Day 1944 both Battalions were ordered to move down to Namur to hold the bridge there against Rundstedt's last great counter-offensive, but this offensive failed and the Battalions were not committed.

In February 1945 the Division returned to the Nijmegen area to take part in operation "Veritable," planned to drive the Germans back beyond the Rhine. The Regimental Group fought actions at Hassum and Bonninghardt, both highly successful. On March 23 the 1st Battalion was relieved by the 2nd Battalion the Scots Guards and returned to England. The 2nd Battalion at the end of March took part in operation "Plunder," the last great advance of the war.

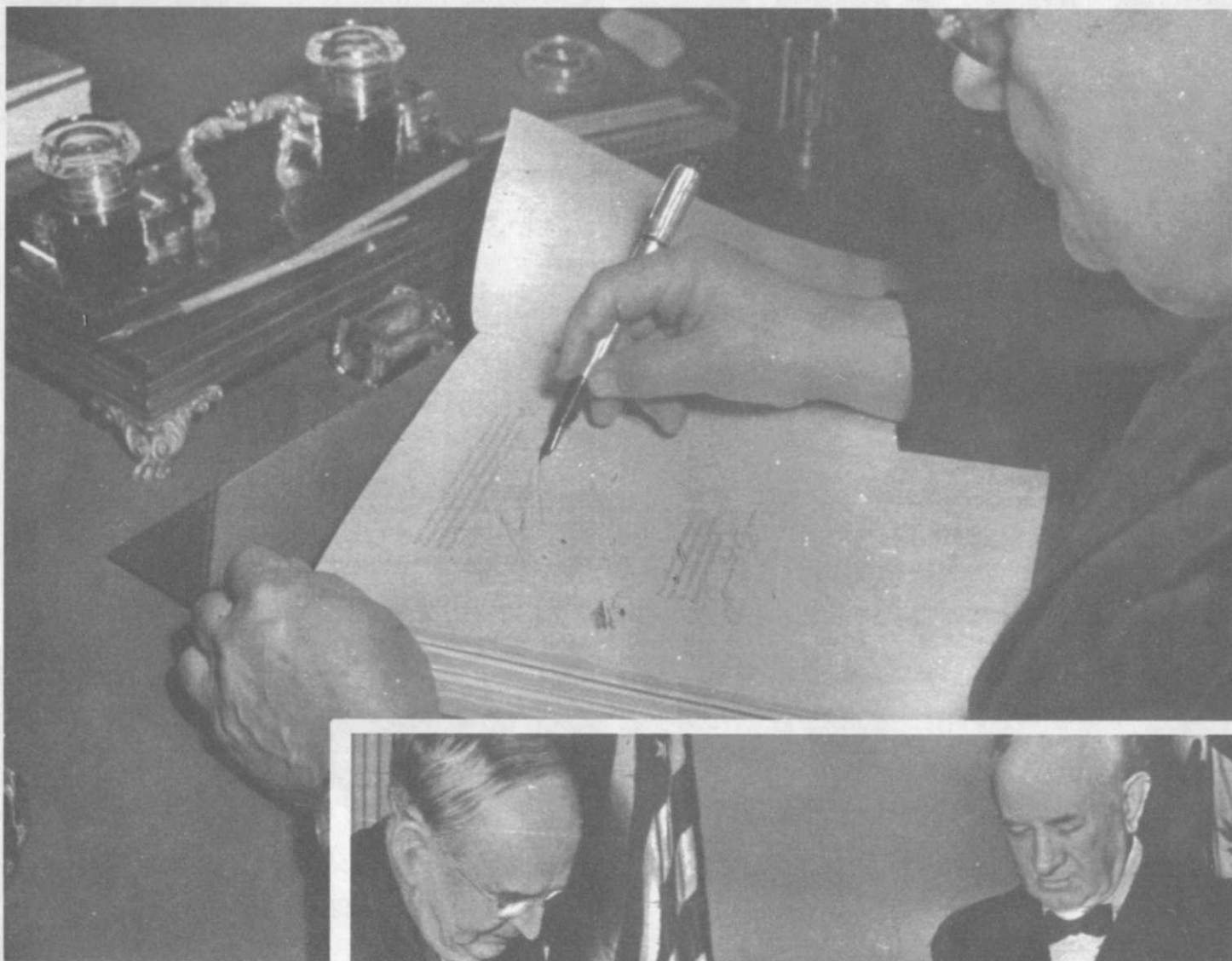
THE 2nd Battalion crossed the Rhine and led the Division through Germany, moving via Lingen and Menslage to Cappelen, then across the main autobahn between Bremen and Hamburg. At Vesselhovede, a counter-attack was launched against the leading Squadron and Battalion H.Q.; this involved a two-hour ordeal of what became almost hand-to-hand fighting. The counter-attack was eventually beaten off and the advance was continued. The 2nd Battalion was in Cuxhaven, on the North Sea, on VE Day.

So ended the war in Europe. The 2nd Battalion remained in Germany, and is now stationed at Lübeck on the Baltic. The 1st Battalion embarked for Palestine on October 6, 1945, and are still there as part of the 1st Guards Brigade. A brief mention should be made of the Training Battalion, which was formed on October 1, 1939, and for most of the war was stationed at Sandown Park, Esher. It was responsible for training men before they went to a Service battalion. The admirable way in which this was carried out was proved by the great achievements in battle of the three Service Battalions of the Regiment.



AT CUXHAVEN, after the German surrender at Lüneburg, advanced elements of the Guards Armoured Division were met by the German commandant, who rode back on a British tank (above) to surrender the town, at the mouth of the River Elbe. The 2nd Battalion Welsh Guards was in Cuxhaven on VE Day, May 8, 1945.

Five Peace Treaties Signed at Last



MONTHS of difficult preparatory work came to fruition in February 1947 with the signing of peace treaties between 21 Allied Nations and ex-enemy States (see also illus. pages 303-306 and 513). At the Foreign Office, London, on February 4, Mr. Ernest Bevin, our Foreign Secretary, placed his signature to the treaties with Italy, Finland, Rumania, Hungary and Bulgaria. On the one he is signing above is seen also the signature of Mr. James F. Byrnes, for the U.S.A.

As his last official act as U.S. Secretary of State, before he resigned that office for health reasons, Mr. Byrnes (right) signed, in Washington, four of the five treaties—the U.S.A. had not been at war with Finland. They were then taken by air to Moscow where Mr. Molotov, Soviet Minister for Foreign Affairs, signed all five. After Mr. Bevin, in London, had added his signature (these three signing as the ones responsible on behalf of their respective governments for negotiating the treaties) the documents were removed to Paris for the official ceremony on February 10.

Photos, Associated Press, I.N.P.

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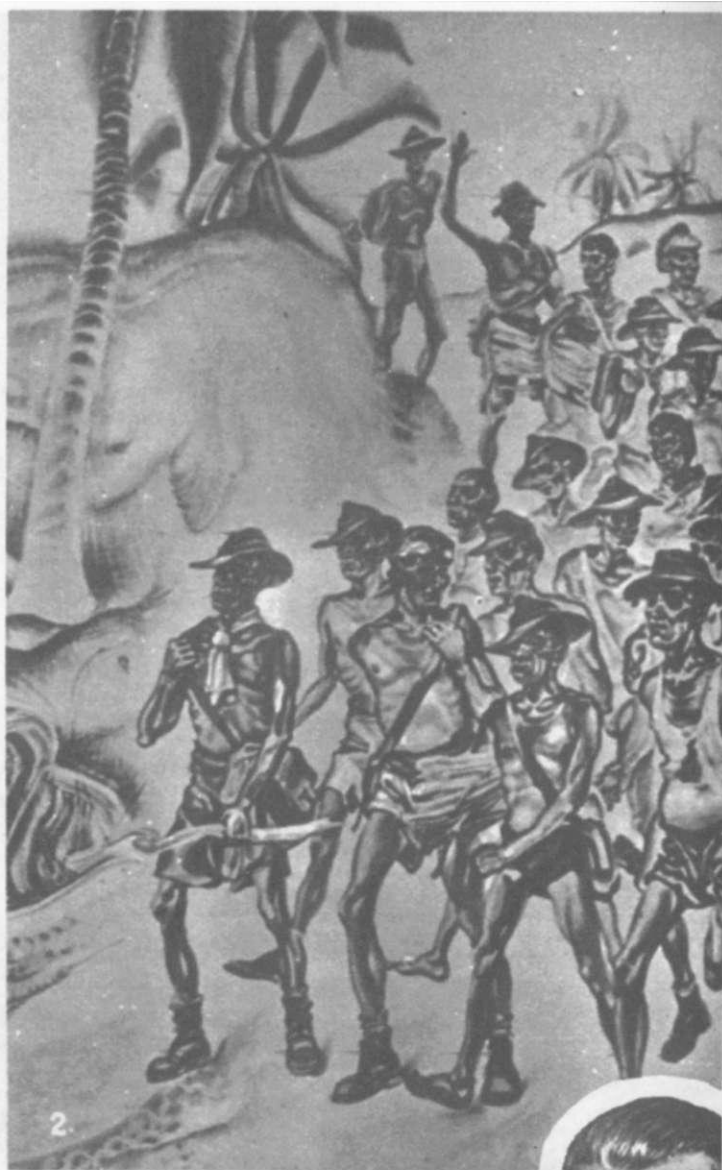
Ceremony in Paris Seals Solemn Pacts With—

At the Foreign Office on the Quai d'Orsay in Paris on February 10, 1947, the peace treaties were signed again, by accredited representatives of the Allied Nations, including Mr. Duff Cooper (1), the British Ambassador there; Mr. Bogomolov (2) for U.S.S.R.; Mr. Masaryk (3), Czechoslovakian Foreign Minister. A welcoming address had been delivered by M. Bidault, French Foreign Minister, to delegates assembled in the Salon de l'Horloge (4), the famous Clock Room,

Photos, Keynote, Janet News, International News Photos

—States That Waged War as Hitler's Satellites

Italian Ambassador in Paris, the Marchese di Soragna (5) signed for his country; Karl Enckell (6) for Finland; M. Obbov (7) for Bulgaria; Mr. Gyongyossi (8) for Hungary; Mr. Tatarescu (9) for Rumania. Thus one more important stage in the post-war settlement was reached. Just one month ahead was the Moscow conference, opening on March 10, 1947, for the framing by the Big Four Foreign Ministers of the German and Austrian peace treaties.



Japanese Nightmare

Australian artist Murray Griffin (4) in a P.O.W. camp in Malaya set down in nearly 100 paintings and drawings some of the gross brutalities of the Japanese and the sufferings of his fellow prisoners during the enemy occupation. Recently exhibited in Melbourne, Victoria, their nightmarish quality is exemplified in reproductions in this page. To safeguard his pictures he adopted ingenious ruses—his portrayal of captives labouring on a railway bridge (1) was concealed from his guards between sheets of tin used to patch the leaky roof of his hut. A working party returns to Changi camp (2) carrying oddments of wood for a fire to heat-up their meagre rice rissoles. Ghastly scene in a camp hospital ward (3).

Our Empire's Proud Share in Victory

BRITISH WEST INDIES AND BERMUDA

LONG association with Great Britain has developed a loyalty in the West Indies (see page 104) which is in many respects more intense and personal than that found in many other Colonies, and when war broke out the whole of the Caribbean rallied their full resources. As stated in a previous article (page 147), one of the major problems was the feeding of the widely scattered populations. The West Indies are primarily agricultural communities, and with the exception of Trinidad and British Guiana they have not developed mineral resources.

Their pre-war economy was built on growing for overseas markets, sugar, bananas and other primary products, and importing in exchange foodstuffs, clothing and machinery. By a gigantic effort the whole balance of this economy was changed, and by an intensive production of locally grown food much valuable shipping space was saved. By the middle of 1944 the British West Indies had contributed over £750,000 to the United Kingdom for general war purposes, nearly £400,000 for war charities, and had given over £425,000 for the purchase of aircraft for the Royal Air Force. Their Governments and peoples had lent over £1,400,000 free of interest.

MOBILE canteens provided by the West Indies served in London and other towns during the air raids on Britain. They also contributed to the funds of the "Queen's Messengers," the mobile food convoys which helped to feed people in bombed towns. Gifts in kind were on an equally generous scale: lime juice and honey from the Bahamas, 80,000 lb. of cocoa for H.M. Forces from Grenada, hospital supplies and clothing comforts from little St. Kitts, and so on. In a number of the islands clubs and canteens were maintained for men of the Royal Navy and the Merchant Navy. The Government and people of Bermuda by September 1944 had given over £235,000 for general war purposes, and had lent over £1,000,000 free of interest. In addition, over £55,000 was contributed to war charities, and over £35,000 to buy aircraft.

In spite of all this effort, however, the British West Indies felt a very serious sense of frustration. There was a great desire to form fighting battalions to serve overseas, but for a long time the War Office refused to allow this to be done. In December 1943, however, the War Office relented, and it was agreed that a West Indian contingent should move to the Mediterranean as soon as possible.

THE Regiment duly left the West Indies for the United States, where it carried out training; the first British unit to train on American soil since the War of Independence. In July 1944 it landed safely in Italy. The Battalion still required some months of training before being fit to go into battle, and in the autumn, as the weather had become too cold, they were sent to Gaza in the Middle East. In the spring of 1945 the Regiment was ready to move back into Italy, but before this could be effected German resistance had collapsed; and the West Indians after all had no opportunity of fighting, at least as a separate entity.

Back in the West Indies the situation had to some extent changed. The building of the American bases in the West Indies and Bermuda had led to the recruitment of considerable labour forces. In addition to Bermuda, the other Colonies affected were

By HARLEY V. USILL

A QUICK survey of the wartime activities of the Caribbean area, with which this series detailing our Colonies' war efforts concludes, indicates the magnitude and complexity of the assistance given by the British West Indies and Bermuda to Great Britain and the Allied cause.



the Bahamas, Jamaica, Antigua, St. Lucia, Trinidad and British Guiana, and much energy which had previously sought an outlet in military service was absorbed in the building of this network of offensive and defensive bases. Although, at first, labour troubles arose owing to varying rates of wages and the tendency of the Americans to apply the colour bar in British territories, these difficulties were eventually ironed out and the work proceeded without serious trouble.

One of the outstanding features of the West Indian war effort was the determination of the men and women to break through officialdom and by hook or by crook, even at their own expense, to get into the fighting zone. More than 4,000 men and women

harvest in America. In 1944 the number from Jamaica was nearly doubled, and in addition 3,000 went from Barbados.

And so we could go on, but enough has been written to indicate the unflinching loyalty of the British West Indies and Bermuda to Great Britain in particular and to the Allied cause in general. Although frustrated in their main endeavour to get to grips with the enemy as a Caribbean Force, West Indians, both men and women, played their part nobly in every task which they were called upon to perform.

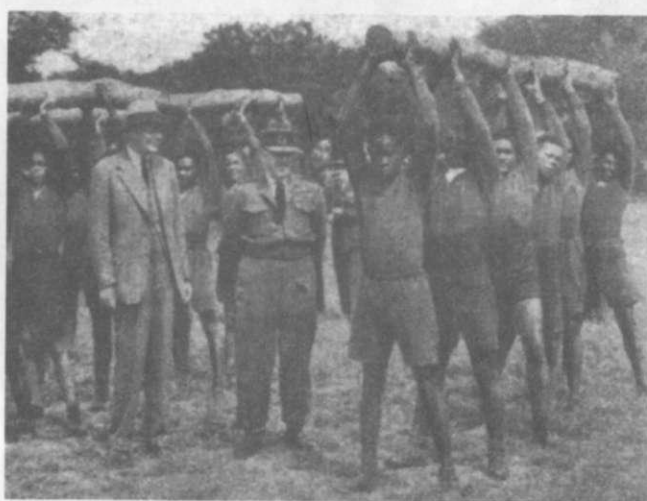
WE have now come to the end of the story of the war effort of the British Colonial Empire. Taken as a whole it is a record of which all concerned may be justifiably proud, and although there is no justification for the indiscriminate use of such terms as "loyalty" and "patriotism," the fact remains that no other Metropolitan Power succeeded in achieving such a result. It may be that the West African who wrote the following to a Gold Coast newspaper summed up the feelings of many people of the Colonies:

"To show that we are fit to lead a better life, higher life, we are contributing our best to the British cause, which is our cause too, to ensure victory. We are not called upon to contribute to an aircraft purchasing fund because we are a subject people. The contribution is voluntary and we have undertaken it as an intelligent deed to register our disapproval of Hitlerism and all that is connected with it."

In the West Indies and Bermuda the main difficulty was to utilize to the full the desire of so many to enter the fighting zones. Now the impact of war has given rise to renewed claims for a greater degree of self-government within the British Commonwealth and Empire. Those Colonies occupied by the Japanese raise one of the most important questions of Colonial administration. Few would deny the basic principle of British Colonial policy that Colonial peoples should be nurtured in the arts of peace, but the acceptance of such a policy implies the ability of Great Britain to

provide defence for Colonies, whose people are not temperamentally fitted for soldiering. Ceylon has every reason to consider her part in the war as worthy of adult nationhood, and even during the war conversations were proceeding in an attempt to formulate a new constitution which, with certain Imperial safeguards, would give her control of her own affairs. In the Mediterranean, Malta has the twofold problem of repairing the appalling devastation occasioned by constant bombardment at the same time as she is considering a new constitution. Cyprus suffered little material damage, but she is in the throes of political controversy revolving round the Enosis (union with Greece) movement. Gibraltar, reasonably free from political problems, has the task of housing her population and developing social services.

THE war, then, had the effect of accelerating political and social problems and making Colonial peoples increasingly aware of the outside world; there is evident a real determination to have a greater share in the management of their own affairs. In some cases progress may be rapid, in others it must be slow. The degree of understanding which Great Britain displays will determine the future of more than 60 million people of many races and diverse colours and creeds.



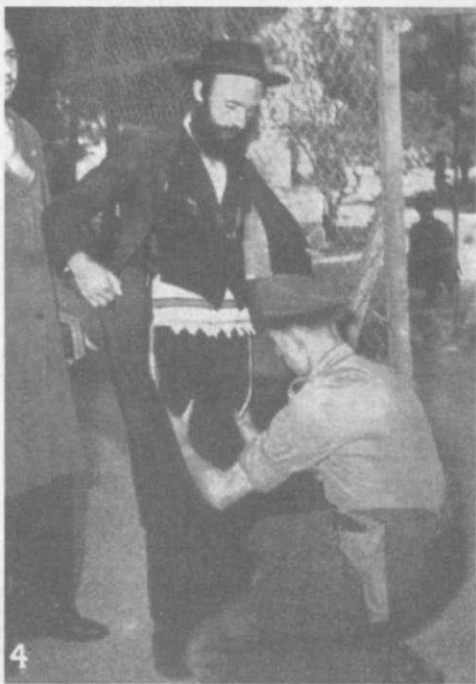
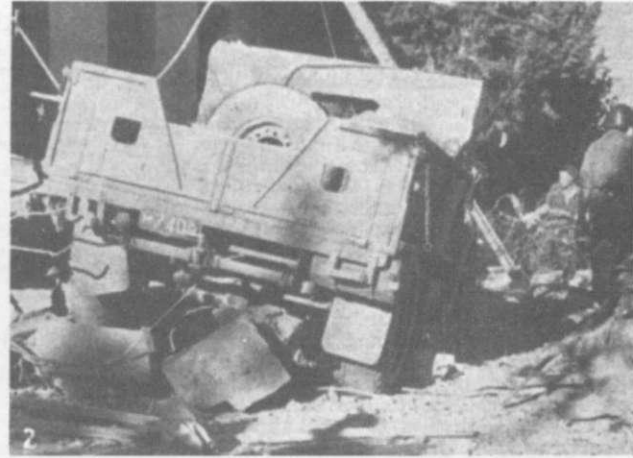
PHYSICAL TRAINING WITH LOGS engaged these West Indian recruits to the R.A.F. in 1944. They were inspected at a training centre in northern England by Col. Oliver Stanley (in mufti), Secretary of State for Colonies, and Air Marshal Sir Arthur Barratt, K.C.B., C.M.G., M.C., A.O.C. Technical Training Command. Photo, Keystone

from the Islands and from British Honduras and British Guiana left their homes to join the British and Canadian forces. A contingent from the Bermuda Volunteer R.F. Company came to the U.K. in 1944 to join the Lincolnshire Regiment, with which the Bermuda unit has old-established connexions.

It was the R.A.F., however, which made the greatest appeal, and many men from the West Indies served with distinction as members of air crews, and others as R.A.F. tradesmen. Close association with the Royal Navy and the Merchant Navy over several centuries (and all but two of the Colonies being islands) has developed a special interest in the sea. Many West Indians served in these Services. Contingents of the West Indian A.T.S. came to Britain, and others served at home and in the U.S.A.

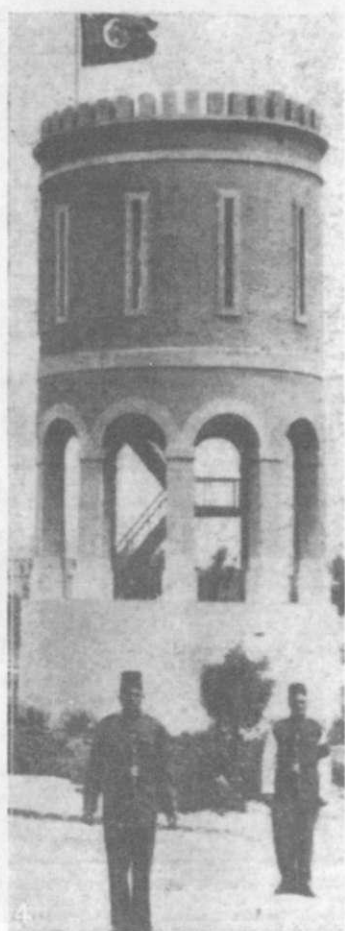
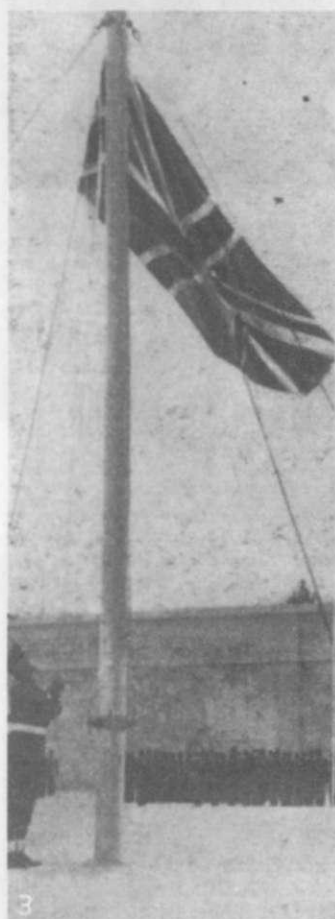
Another very welcome addition to the war effort was the several hundred technicians from Jamaica, including welders, riveters, fitters and motor mechanics, who volunteered to come to Britain to work in war factories. And there was the Forestry Unit of 900 men from British Honduras who served for two years in Scotland, and the 4,000 farm workers from the Bahamas, and over 9,000 from Jamaica who went to help with the 1943

Terrorists Strike Again in Uneasy Jerusalem



IN THE MOST DARING ATTACK since the King David Hotel explosion (see illus. page 295) terrorists blew up the British Officers' Club (1), Jerusalem, on March 1, 1947, killing 13 and injuring 14. This was one of a series of lawless acts designed to enforce the establishment of an independent Jewish state. Explosives were taken to the site in an Army truck (2). Many people were removed for questioning (3). Jewish civilians were searched for arms (4), and the R.A.F. Regiment manned a post (5) overlooking the Damascus Gate. PAGE 756 Photos, Planet News I.N.P., Keystone

Union Jack Flutters Down at Mustapha Barracks



AT ALEXANDRIA THE MUSTAPHA BARRACKS were handed over to Egyptian troops on Feb. 8, 1947, in furtherance of our policy for the military evacuation of Egypt. Egyptian troops arrived in Bren carriers (1) to take over the barracks, which had been occupied by British troops for 64 years. Brigadier Horlington and General Abdul Azim Ibrahim (2) took the salute at the march past. The Union Jack (3) was lowered, and the Egyptian flag hoisted on the tower (4) of the so-called dunoon. See also illus. page 264. PAGE 757

Great Italian Naval Base Passes to Yugoslavia



UNDER THE TERMS OF THE ITALIAN PEACE TREATY, Pola, beside the Adriatic, 86 miles by rail south of Trieste, was awarded to Yugoslavia, and by the end of February 1947 about 2,000 Italian nationals were leaving the city (population 32,000) every three or four days. For hours they queued at the emigration office (1) for permission to enter Italy. Movable possessions accompanied them, including cattle (2) and household chattels (4). Food had to be purchased (3) for the journey before boarding the steamer (5).

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Photos, Keystone

Welsh Industries Shine in London's Limelight



FIRST SHOW of Welsh manufactures to be held in London opened on Jan. 1, 1947, at the Royal Horticultural Hall, Westminster. It was organized by the National Industrial Development Council of Wales and Monmouthshire to demonstrate that "Wales can make it—and sell it." Stands of some of the 83 exhibitors are seen (1). The multi-coloured wedge shoes (2) are the only shoes of their kind made in Britain. Members of the Welsh Ladies' Choir tried on ball-bearing roller skates (3) from a factory on the Treforest Trading Estate. Artistic metal furniture (4) was displayed, and steel yachts (5) were among the toys. A wide range of aluminium utensils (6) attracted attention. Photos, Planet News, P.A. Reuter

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Spr. F. AUSTIN
Royal Engineers.
D/W. : Libya. 27.1.42.
Age 25. (Ellesmere)

The NCOs' Roll of Honour & MEN 1939-1945

Since its inception on page 88 of this volume our Roll of Honour has displayed 950 portraits. It is regretted that no more can be accepted. A final 78 will appear in No. 255. Attention is drawn to the announcement in page 767.



O/S S. BATES
Royal Navy.
Act. : Atlantic. 2.10.42.
Age 19. (Overseas)



L/Cpl. W. BENNETT
Royal Welch Fusiliers.
Act. : Normandy. 19.8.44.
Age 27. (Heswall)



Pte. W. J. BOWL
Dorset Regiment.
Act. : N.W. E'pe. 8.6.44.
Age 18. (Hornchurch)



W/O R. BRYANT
R.A.F.V.R.
Act. : Pas de Calais. 24.6.44.
Age 30. (Colchester)



Pte. G. CARHART
Wiltshire Regiment.
D/W. : Nijmegen. 3.10.44.
Age 26. (Warminster)



L.A.C. W. CHAMBERLIN
Royal Air Force.
Act. : Istres Airfield. 5.9.45.
Age 20. (Nottingham)



Sto. CAWTHRA, D.S.M.
H.M. submarine Salmon.
Action: At Sea. 14.7.40.
Age 30. (Castleford)



Cpl. C. T. COOK
Oxford & Bucks L.I.
Act. : France. 13.8.44.
Age 19. (Dartford)



Pte. A. CLARE
6th Airborne Division.
D/W. : Rhine. 25.3.45.
Age 21. (Lte. Totham)



Pte. W. A. COOPER
Herefordshire Regt.
Act. : Eudem. 27.2.45.
Age 18. (Beaston)



Sgt. R. COZENS
Royal Air Force.
Act. : Brunswick. 22.5.44.
Age 19. (York)



Pte. A. E. DALBOCK
S. African Eng. Corps.
Died : Egypt. 12.6.41.
Age 24. (East London, S.A.)



Pte. C. E. DIXON
Royal Hampshire Regt.
Act. : Italy. 25.6.44.
Age 20. (Southampton)



L.A.C. P. DYER
Royal Air Force.
D/W. : Egypt. Nov. 1941.
Age 29. (Watford)



Pte. F. C. E. ELLIS
Suffolk Regiment.
P.O.W. : Siam. 25.11.43.
Age 27. (Herongate)



F.Sgt. W. A. FOWLER
Royal Air Force.
Middle East. 25.6.45.
Age 21. (Offord D'Arcy)



Pte. R. HODGES
The Buffs.
D/W. : Alamein. 30.9.42.
Age 19. (Welling)



Sgt. G. W. HOLFORD
R.A.F. Bomber Command.
Act. : England. 24.7.44.
Age 20. (Brentford)



Sgt. D. JOHNSON
Royal Artillery.
P.O.W. : Far East. 12.9.44.
Age 24. (Brockley)



F/Sgt. I. JAMES
Royal Air Force.
Act. : Greece. Oct. '44.
Age 21. (Caio, S. Wales)



Pte. J. H. KEANE
The King's Regiment.
Act. : Burma. 6.3.44.
Age 32. (Castleton)



L/Cpl. A. LAMB
Loyal Regiment.
Act. : Anzio. 30.5.44.
Age 25. (Lancaster)



L/Cpl. A. E. LEE
Rifle Brigade.
Act. : Normandy. 31.7.44.
Age 22. (Ilford)



Sgt. D. McASSEY
Cameron Highlanders.
Act. : Burma. 10.6.44.
Age 26. (Liverpool)



F/Sgt. E. NEWMAN
R.A.F. Bomber Command.
Act. : Nuremberg. 19.10.44.
Age 28. (Blundellsands)



Pte. F. NOTTLE
D.C.L.I.
Act. : Normandy. 3.8.44.
Age 25. (Bodmin)



F/Sgt. A. PARRATT
R.A.F. Coastal Command.
Act. : Off Norway. 13.10.41.
Age 20. (Birmingham)



L/Cpl. N. PERKINS
S. Wales Borderers.
Action : Italy. 1942.
Age 28. (Blackwood)



Sto. I. PICKLES
Royal Navy.
Action : At Sea. 1.11.44.
Age 19. (Colne)



W/O R. E. RALPH
Royal Air Force.
Act. : Germany. 14.1.45.
Age 24. (Margate)



Cpl. J. F. RIPPIN
Rifle Brigade.
Action : Italy. 11.1.45.
Age 25. (Walthamstow)



Dvr. W. ROBERTS
Royal Army Service Corps.
Action : Caen. 21.7.44.
Age 24. (Birmingham)



Spr. A. SMITH
Royal Engineers.
Act. : N.W. E'pe. 20.10.44.
Age 20. (Manchester)



F/Sgt. R. SMITH
Royal Air Force.
Act. : Biscay. 18.3.44.
Age 22. (Newport, Msn.)



A/S.M. G. STANLEY
18th Division.
Off Malaya. 5.2.42.
Age 29. (Seaton)



Sgt. J. STARSMORE
R.A.F.V.R.
Act. : Frisian Is. 29.8.44.
Age 19. (Workington)



O/Tel. L. TURRELL
H.M.S. Penelope.
Act. : Off Naples. 18.2.44.
Age 27. (Barking)



Knocking Around in the Indian Ocean

An Ordinary Seaman in the cruiser Caledon, later transferred to the aircraft carrier *Illustrious*, M. C. Hyde looks back on busy and perilous months in 1942. In both the first and second expeditions to Madagascar, in May and September of that year, the *Illustrious* was prominent.

I LEFT England in January 1942, in the crowded troopship *Strathmore*, with 200 other very raw Naval recruits intended to form the nucleus of a Fleet replacement pool at Colombo, Ceylon. We arrived on March 10, and were promptly dispatched to the Naval barracks at the converted St. Joseph's College, which was full of survivors from Singapore and the many ships sunk since the wave of Japanese aggression had swept across the East Indies. Two weeks later I joined the cruiser *Caledon*, and the following day we were visited by the C-in-C. of the Eastern Fleet, Admiral Sir James Somerville, who told us what was going to happen to the Japs should we get at them. Unfortunately the Japs turned up shortly afterwards with a much stronger fleet.

After sinking the cruisers *Dorsetshire* and *Cornwall* and the carrier *Hermes*, and delivering to Colombo its first air attack, they looked around for the rest of the Fleet. But having refuelled at a remote atoll south of Ceylon and having picked up survivors from the two cruisers, we were making a strategic withdrawal in the direction of East Africa. It was obvious that Ceylon was too near the Japs and too short of effective aircraft defence to provide any reasonable sanctuary for us.

MOMBASA was to be our new base, and it soon took on the air of an old-established Naval port. Canteens appeared, and most of the best hotels and restaurants were put out of bounds to ratings, and Fleet exercises and manoeuvres became regular features of our lives. Towards the end of April 1942 it became apparent that some operation was pending. Rumours were as numerous as they were fantastic. Singapore, Rangoon and the Andaman Islands were all included in the speculations, but not until the Fleet had put to sea was it made known that our objective

was Madagascar. This was to be our first offensive move in the Far Eastern war, even though we were not going to attack the Japs themselves. Japanese military and naval missions had been in Madagascar negotiating with the Vichy French for the use of the island—and we were going to forestall them.

Mad With Relief at Being Spotted

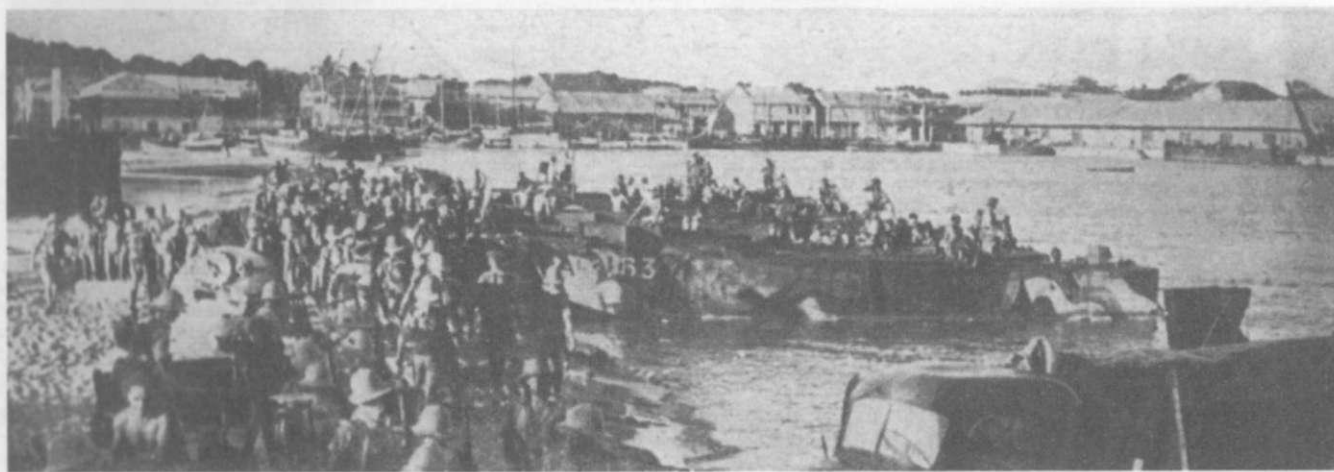
On leaving Mombasa the Fleet split up. The aircraft carrier *Indomitable* with other units joined the carrier *Illustrious* and the large convoy of troops that had set out from England. The *Caledon*, with the carrier *Formidable* and other ships, was to patrol the north Madagascan coast to ward off any surprise Japanese counter-attack, while the rest of the Fleet went to cover the actual landing operations. I was serving as an Ordinary Seaman, and my action station was in the shell handling room—an unenviable position, as on those old cruisers armour-plating left much to be desired. The presence of oil tanks and magazines in adjacent compartments did not add to my sense of security, and the magazine gunner, knowing I was raw, delighted in telling me of magazine crews who had gone to the bottom with their ships.

Whilst we were closed up at action stations in the early hours of May 5, the Commandos were storming the beaches of Courrier Bay, which lies about 8 miles west of the port of Diego Suarez. They reached Diego Suarez 12 hours later, without having met much opposition. The main objectives of Antsirane and the harbour were captured 48 hours later. An ultimatum from Rear-Admiral Syfret, leader of the expedition, on May 5 had been immediately rejected. Shortly after the Commando landing at Courrier Bay, bomber aircraft from the *Illustrious* and *Indomitable* attacked the airfield, shipping and harbour

installations. The auxiliary cruiser *Bougainville* and a submarine were sunk and a destroyer beached. In a later attack the submarine *Le Héros* was sunk. Swordfish torpedo-bombers dropped leaflets explaining the object of the attack and calling on the French to surrender. Dummy parachutes were also dropped, to give the impression of an assault by paratroopers. During these operations we were maintaining our patrol north of Madagascar and meeting no opposition.

Following the capture of Diego Suarez, though not equipped with anti-submarine devices we spent arduous weeks on submarine patrol with two other old cruisers, the *Dragon* and *Danae*, for Jap submarines were very active on the Cape Town, Durban and Mombasa run. One night in June 1942, whilst watch-keeping on the bridge during the first watch (8 p.m. to midnight), I heard shouts, apparently from the sea on the port bow. I reported, and the *Caledon* slowed down to half-speed ahead, and the water was swept by the ship's searchlight. Presently, about 100 yards distant, we saw three men clinging to what appeared to be a spar or broken mast. They shouted and waved to us, obviously mad with relief at being spotted. We moved closer to pick them up, but before we had completed a half-circle the most frightful and nerve-racking cries pierced the still night. In the beam of our searchlight was just a broken mast. Death had come suddenly to those three seamen. Exhausted by long exposure they had been washed from their handhold by our wake. Later it was learned that the victims of this tragedy were from a torpedoed Greek merchant vessel.

SHORTLY after that I was transferred to the carrier *Illustrious*, and on the same day, July 17, we left for Colombo. I had known nearly everyone of the *Caledon*'s small company; the *Illustrious*, with its complement of over 1,400, seemed more like a barracks. I had a good watch-keeping billet, in harbour and at sea, as member of an Oerlikon anti-aircraft gun's crew on the island (the bridge), but because of an injury to my right foot I was transferred to the



BRITISH ASSAULT CRAFT REACHED THE SHORE AT TAMATAVE, a port on the east coast of Madagascar, on Sept. 18, 1942. Aircraft carrier *Illustrious* was among the vessels forming the naval covering force (story above). There was no fighting at Tamatave, the French garrison surrendering after a few shells had been fired by our warships. Lessons learnt by each of the Services in the landings on Madagascar were applied to later amphibious operations undertaken by the Allies.

I Was There!



DUMMY PARACHUTISTS were dropped by Swordfish of the Fleet Air Arm during operations near Diego Suarez, Madagascar, in May 1942, to simulate an assault on the Vichy French by paratroops. *Photo, M. C. Hyde*

captain's office to do clerical work, retaining my action station on the gun.

We spent a few days in the Bay of Bengal on an offensive sweep, brought down a Jap seaplane, and after a brief sojourn at Colombo returned to Mombasa. On arrival our air arm squadrons were sent ashore, as was the usual practice in harbour, to maintain their high standard of efficiency. Towards the end of August we began to comment on the large number of troop and supply ships that came to Mombasa and it was not long before word went round that we were off to capture the southern part of Madagascar.

With the battleship Warspite, veteran of Narvik and Matapan, and the rest of the Fleet we sailed en route to Madagascar; aircraft from the Illustrious occupied an airfield on the Comoro Islands, west of Diego Suarez. Whilst we lay off Majunga on September 10, large-scale landings were taking place down the entire western coast. Majunga and Morondava, two major west ports, were occupied on September 11. From Majunga the 19th King's African Rifles began their march to Tananarive, the capital, some 250 miles distant. Most of the way had to be hacked through dense jungle and across raging streams with barely a bridge left intact

by the retreating French; supporting aircraft from the Illustrious helped clear French pockets of resistance holding up our troops.

With the capture of Majunga we sailed for Diego Suarez, where we lay for a few days, with opportunity for shore leave. The magnificent harbour is one of the largest and deepest in the world. It has a narrow entrance, is surrounded by thick jungle and verdant hills, and as the water is always rough the journey ashore in a small ship's motor pinnace is hazardous. I was drenched to the skin before stepping on to the jetty, but soon dried under the blazing sun. The main street, Rue Colbert, possessing many cafés and drinking houses, proved to be the sole attraction. Not knowing its potency, I drank two glasses of absinthe. . . . Many sailors who drank too much of it passed out without warning.

We left Diego Suarez to cover further landings at Tamatave, a large port on the

east coast, on September 18. Our envoys, under the white flag, were fired upon and their demands rejected. After a further time limit had expired British warships fired a few shells on the town. The echo of their explosions had scarce died away when the white flag of surrender was hoisted.

With the occupation of Tulear on the south-west coast on September 29 hostilities were brought to an end, and an armistice was signed on November 5. Immediately after the capture of Tamatave we left the landing forces, and to our great joy made our way to Durban for a short refit period—the first civilized port I had visited for nearly a year.

In January 1943 the Illustrious left for England. It was a comfortable feeling when passing through the Mozambique Straits in a hurricane to know that Madagascar on our port side was not a haven of Jap submarines!

Wartime Life in the Lonely Falklands

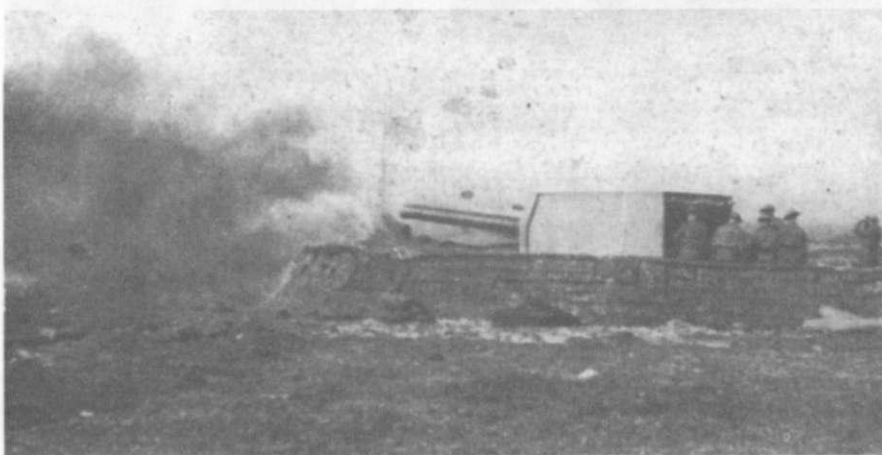
The loyal inhabitants of the most southerly of our Crown Colonies gave warm hospitality to their wartime Naval visitors. Life in this outpost, where roads and railways are non-existent, is described by Kenneth J. Buckley, who was stationed there from 1943 to 1945.

By July 1943 I had finished my training as a Coder and was patiently waiting at the Royal Naval Signal School, Devonport, for my first draft. At last my name was called; with nine others I had been detailed for H.M.S. Pursuivant, which we later discovered was not the name of a ship but the R.N. Shore Station at Port Stanley, Falkland Islands, South America.

We sailed from Liverpool and travelled via Freetown to Montevideo. The luxuries

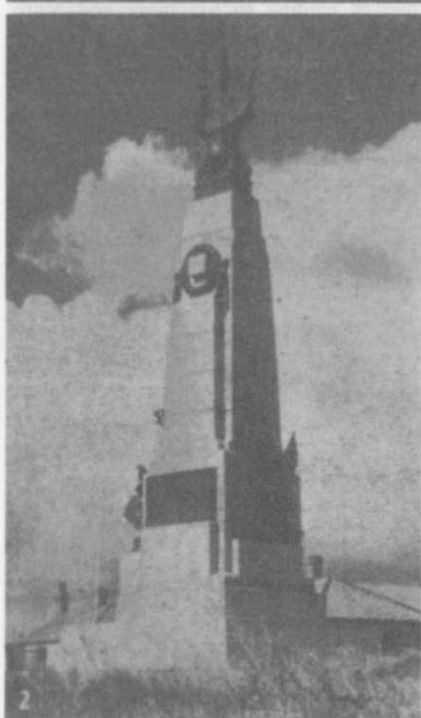
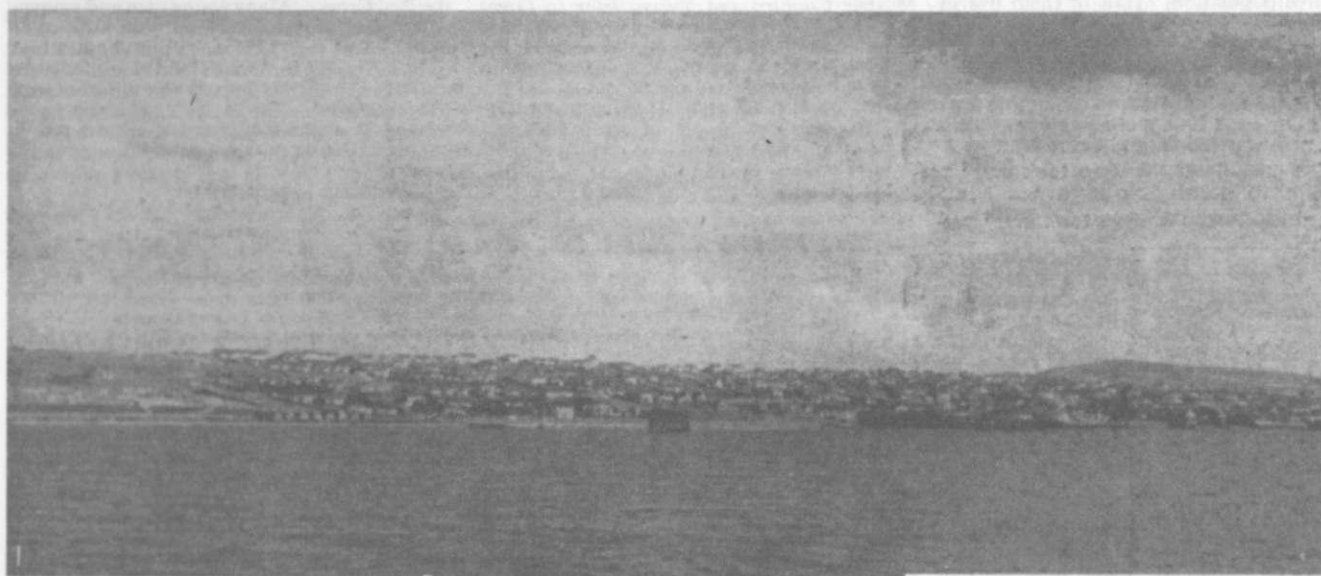
and pleasures of this great South American city were unbelievable after wartime Britain, and we were fortunate enough to stay there for two weeks before continuing our voyage to Port Stanley in a 500-ton packet steamer. This last stage of the journey was very bad indeed. The little ship tossed and rolled, and each day, as we approached Cape Horn, became stormier and colder.

On November 11 we sighted the bleak brown cliffs of the Falkland Isles, passed the



SIX-INCH COASTAL DEFENCE GUNS on the Falkland Islands were manned by the local Defence Force. March past of the 11th Battalion The West Yorkshire Regiment, part of the island's garrison during the war, took place at Port Stanley, the Governor (upper, wearing plumed hat), Sir Allan Cardinal, K.B.E., C.M.G., taking the salute. *Photos, R. Laxton*

R.N. Shore Station in the Wartime Falklands



AT PORT STANLEY (1), capital of the Falkland Islands, was the Royal Naval Shore Station, known as H.M.S. Pursuivant, to which the author of the story in facing page was detailed in 1943. Close to the town is a First Great War memorial (2) to those who fell in the Battle of the Falkland Islands, Dec. 8, 1914, in which a British naval squadron annihilated a German force under Von Spee. Sea-lions (3) are to be found on the many uninhabited islands. Cape Pembroke Lighthouse (4) is about seven miles from Port Stanley and is manned by the Islanders; on the rocks at the left is a derrick used for hoisting supplies ashore.

Photos, R. Laxton

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2,000. The inhabitants are mainly descendants of the original British settlers; there is no native population. Half of them live in Port Stanley, which is the only town. The Falklands occupy a strategic position in the South Atlantic, and the Navy has had a large wireless station there for many years. An important naval action took place here in 1914 (see page 104), and an enemy attack was feared during the Second Great War.

The inhabitants therefore took every precaution to guard their town and beaches, but with so small a population it was a



K. J. BUCKLEY

difficult task, and even the appearance of a strange vessel on the horizon was enough to raise the alarm. There were many such "alarms" during the war, especially as the 1914 battle was still vividly remembered by the older inhabitants, and on two occasions children were hurriedly evacuated from Port Stanley and taken by boat to lonely farms. After the entry of Japan into the war the position became so serious that troops from Britain were posted there, until 1944, and although their task was to defend the Islands, they occupied their time by training on the beaches for the D-Day invasion of Europe.

FOR the naval rating, when his duties for the day were over, there was little to do. There are no roads or railways in the Falklands, and the continual wind and rain made sports almost impossible. During summer, though, the weather did improve sufficiently for us to play football. Our favourite pastime was the shooting of wild geese, which were very plentiful. Not only did this sport provide us with excellent meals, but the Government paid us one penny for every goose we shot. The reason for this reward is that twelve geese eat as much grass as one sheep, and as sheep-farming is the main industry of the Islands the geese were quite a menace. Visits to the penguin rookeries and the seal-infested islands also occupied some of our free time, but we did not explore too closely, for seals and sea-lions can be dangerous when disturbed.

Food was not scarce, but there was little variety. Nothing, not even trees, could be grown locally on account of the wind, and therefore most of our food had to be imported. Our only link with the outside world was one little packet steamer, and when this was delayed certain foods had to be temporarily rationed. Mutton at 3d. per pound was always plentiful, and offal could be obtained free from the slaughter-house. In fact, mutton was often used as manure.

MAILS were received at intervals of approximately two months, but we sometimes had to wait much longer for news from home. There were no newspapers, except a weekly typewritten account of local events, and had it not been for the wireless we would have been in complete ignorance of world affairs. Many isolated farms on small islands had no means of communication with each other, except by lighting fires to signify distress. On one occasion such a fire went unnoticed for a long time, and when assistance finally reached the farm in question it was found that a young lad had died of appendicitis—had been dead for five weeks.

But in spite of the loneliness of our task, constant bad weather and the infrequency of our mails, life in the Falkland Islands was

quite enjoyable. The inhabitants—who have a very warm spot in their hearts for the Mother Country and always refer to Great Britain as "Home"—were exceptionally kind to us, and local dances and cinema shows were arranged every week. Our pleasures were hampered very much by the loss of the Port Stanley Town Hall, which was accidentally destroyed by fire in April 1944. This massive wooden building contained all the public offices of the Colony, the Naval offices, the public library and a dance hall.

Berlin's Black Market As I Knew It

In the grim aftermath of war the pernicious black market flourishes despite rules and regulations. Holding the community to ransom, those who exploit the Schwarzmarkt or Marché Noir—call it what you will—go on and on. John Fortinbras presents this picture as he saw it in Berlin in 1945.

SHORTLY before dusk, preferably of a week-end, although most week-days would do, sauntering from Berlin's British to the Russian sector, one could visit the steps (no need to go farther) of those now historically infamous ruins—Hitler's Chancellery—and find the Black Market in brisk operation. If you looked the least degree affluent, as if you might own cigarettes, a hungry-eyed crowd would jostle about you. In the crowd would be Russian soldiers, officers included, and German civilians (with appealing-looking blondes), all of them vying for your favour. Several would be fluttering, quite openly, Reichsmark notes in their hands. Assuming you were there to sell (I am libelling you for the moment) there would

The Falkland Islanders were extremely loyal and raised large sums of money for the Red Cross. Many young men and women volunteered for service in Britain, and after the Battle of the Plate, when our ships retired to Port Stanley for repairs, the wounded were nursed in private houses as the little hospital was unable to take them all. Those who died as a result of that battle now rest in a special corner of the cemetery alongside those who were killed in the 1914 action (see illustration in page 763).

within our sector, were black marketers exposed to risks of raids by police and armed troops, sometimes with tanks in support.

Avid indeed was the civilian appetite for cigarettes in Germany. Prices offered ranged, in my experience, from two to six marks per cigarette, English or American, with home produced cigarettes rated approximately one mark less in value. Whilst Allied troops were the chief sources of supply, civilians were themselves tending to use more and more cigarettes in lieu of money in payment for goods and for services. In some districts it was impossible for a householder to get his walls rebricked or missing roof tiles replaced unless he could bargain with the contractor in terms of cigarettes or tobacco. Again,



OPENLY CONDUCTED BLACK MARKET near the ruins of Hitler's Chancellery operated mainly in the Russian sector: mingling with Berlin civilians are Russian soldiers and Americans. Cigarette shortage amongst the Germans and lack of faith in their own currency were largely responsible for the establishment of this trading by barter. Photo, Associated Press

be no need to quibble about prices. The rate was a fixed one—everybody knew it—100 marks for 20 cigarettes—equal to half-a-crown a cigarette. And Berlin's beggars, the really professional ones, scavenged the streets all day for Allied butt-ends. It was their cheapest way of keeping body and flesh together, and some looked pretty healthy on it. The fact that the Russians received only a meagre distribution of cigarettes from their own sources, though of course their allowances were heavenly in contrast to German civilian supplies, maintained the Schwarzmarkt rate.

By virtue of exploiting this disgraceful business many men were coining packets of money. Official interference appeared slight. Only in the Brandenburg Gate vicinity, just

half a dozen cigarettes expended at the cobblers resulted in a pair of shoes being heeled and soled, whereas the offer of 20 marks would have been sniffed at.

A LOT of troops bought cameras and watches from German civilians in exchange for cigarettes, paying as much as 1,000 cigarettes for a Voigtlander, Rolleiflex or Agfa camera, and a similar amount for one of the Wehrmacht wrist watches. From their viewpoint, such exchanges seemed a first-class snip. The embargo on Duty Free exports of tobacco to this theatre, whilst it curbed such activities slightly, served to steady the tip-top prices and bring lower rates of exchange into line.

I dislike intensely the individual who exploits circumstances, even a defeated people, for his own private gain. One day,

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a newcomer from England drew me on one side, said he had something priceless in his bag, and wanted to know where he could "shop" with it. That something priceless was 2-lb of ground coffee of a well-known brand. He was a little taken aback when I said it would make a very acceptable gift for our mess! The coffee "black rate" varied between 400 and 800 marks a lb.

A MEMBER of a Belgian Fusilier Battalion, on service in Germany, by using his head and some coffee clinched one of the cleverest deals in black marketing history. When he returned from short leave in Belgium he brought back with him a half-kilo of coffee and some cigarettes; he disposed of the coffee in the German Schwarzmarkt for 600 marks; then, adding his cigarettes to this sum, he purchased from a Hanoverian leather dresser some strips of well-tanned cattle-hide. Back in Brussels, on his next short leave, he sold the leather strips in his local Marché Noir for a total of 10,000 francs, and thus helped himself to a heap of money in his native currency by means of a simple transaction.

It must be said that frontier guards took every precaution to stop such racketeering. In many instances they succeeded in confiscating articles, like clocks, shot guns, pistols, clothes, items of haberdashery and jewellery, carried for cash exchanges. But, like the Customs Officials in our own ports, they couldn't check each item. So leakages occurred and profits accrued.

Displaced persons, too, have been known to try their hand at this illicit game. The really bad hats among them did not hesitate to slaughter a German farmer's stock and then sell the meat to civilians in the vicinity

at black market prices, somewhere about 40 marks to the pound, or in exchange for Schnapps or other high-powered intoxicant.

I was called once to inspect in the offices of a bomb-wrecked station yard an ingeniously improvised still which had been vacated in haste by some Polish D.P.s. Sugar crystals coated the still's body, all the sugar being looted. It was revealed that the purpose of this still was not to brew for home consumption but to manufacture a fiery brand of Schnapps to be retailed to German civilians at 60 marks a bottle. Its potency was terrible. Its toxic qualities according to a medical expert, equalled its alcoholic content, which was about 60 per cent. Perhaps it appealed to those Polish nationals as a means of working off long-standing scores to make the Germans pay for being poisoned.

UNDER a regulation of the Allied Military Authorities it was illegal for German producers to sell direct to consumers. As a further check to black marketing, the civil authorities established price controls for essential foodstuffs, and both civil and military police made frequent "spotchecks" of parcels, suitcases and other packages carried by civilians, and of luggage recesses inside civilian cars. The semi-derelict out-buildings, hutments and cellars lying within the boundaries of large railway stations, in which hundreds of homeless people daily find temporary lodging, are always fruitful sources for investigation.

Despite a tightening of precautions, the Schwarzmarkt goes on. And this winter, with food supplies bordering on starvation levels, its exploiters have struck their pernicious bargains not so much in terms of cigarettes or Reichsmarks as in terms of life and death.

of scared birds, scattering down into the valley. "Come, sahib," he said in the vernacular. He saw in their flight the panic that is caused by the presence of Man.

We began to climb, and presently my companion clutched my arm and pointed. "There, sahib!" he whispered.

Some distance off, among the trees, a troop of monkeys leaped screaming as though something had frightened them. Then I heard sounds. Chinese voices were raised. I saw two figures, loaded down with heavy boxes. We crouched behind a tree trunk.

The Gurkha gave a call, a strange call, the sort of noise you might easily ignore if you heard it in the jumble of sounds that fills the jungle in the evening. But it was not lost on our quarry, who immediately broke cover and began crashing through the undergrowth as fast as they could. Our other parties were a fair distance away, judging from the faintness of the answering calls.

There was nothing I could do until they arrived, for the Chinese were in force; how many they were I could not tell. Neither could they know how many we were—fortunately for us. Before we knew it, we were at the side of the road at the top of the hill. There the bandits were hurriedly loading big steel packing-cases on to a lorry. Our own truck was hidden in the foliage round a bend in the road.



D. M. ELIAS

We Hunted Bandits on the Ledo Road

Number 553 Field Security Section of the Intelligence Corps "covered" the area of the Ledo Road which figures in this story by D. M. Elias, formerly a sergeant in the Section. Their off-duty living quarters consisted of a tent at Hell Gate, at the foot of the Pangsau Pass.

"I SAW a lot of 'em," the lorry driver declared to the officer. "They had boxes and suchlike. Murderous-looking Chinese boo-haws. About two miles down the road. They were unloading the stuff off lorries. I guess they're aiming to take it along some path in the hills."

The scene was the Ledo Road, running through Assam to Kunming, China—an excellent route for bandits and smugglers. We were on a control post at the foot of Hell Gate, the most hazardous pass on the entire road. Above us the Pangsau Hill climbed and twisted for seven miles.

"Did you notice what was in the boxes?" the officer queried. And then, being told it was "cloth, mostly," he added, "I suppose you passed them a few minutes ago?"

"No, sir. My engine seized up on the last hill and I was delayed for an hour." An hour! By now they would be picking their way along some secret path high up in the Pagtai hills. They were heavily loaded, however, and the route would be so roundabout that it would take them some hours to reach Pangsau.

STRICTLY speaking, it wasn't an Intelligence job. But we decided to join the American M.P.s, who were sending out a pursuit party. We formed two parties; one consisted of a driver and his escort, their job being to take a truck up to the top of the hill and wait there. The rest of us were to "beat" the jungle. If our quarry escaped us and got to the road, we could give chase in the truck. The jungle party soon split up into several bands, each containing a few Gurkhas who could lead us along the

mountain paths. It was a steep climb, and the undergrowth was wet after recent rain. Our boots became covered with Assam mud—and leeches were plentiful.

Each patrol took up its post on a pathway. Dusk was setting in, and the cicadas, with a thousand other jungle noises, provided an eerie background to our vigil. We lay there for half an hour without seeing a thing. Then, "Dekko, sahib!" cried the little Gurkha at my side. He pointed to a flight

I stood there and said heated things. In taking all the available man-power for the search party we had omitted to leave a pursuit party in the truck. Now there were just four of us on the spot; the driver, his escort, the Gurkha and myself. And there were 20 Chinese. We stood silent and unobserved while the bandit lorry was loaded. Their work done, the Chinese fastened up the back and climbed aboard. A few of them were carrying Tommy-guns, so it was no use starting an argument. They set off rapidly—in the general direction of China.

It was a good quarter-hour before the others reached us. Then we clambered

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Motto: "Close to the Sun" **No. 250 SQUADRON**

FORMED at Aqir, Palestine, on April 1, 1941, and equipped with Tomahawks—American fighter aircraft—the first action of No. 250 Squadron was recorded on May 13, 1941, when it was stationed at Amriya, 25 miles from Alexandria, an Italian flying-boat being engaged over the port. Later, from desert aerodromes, the Squadron hunted Stukas until 1942, when it moved back to Port Said to re-equip with Kittyhawks. Returning to the desert on April 12, it carried out many escort missions with bomber aircraft. Before the Battle of Alamein the Squadron was doing a certain amount of bombing on its own account; and after November 1942 it was chiefly employed in a fighter-bomber role. From North Africa it went to Malta for the invasion of Sicily, and by July 1943 it was in Sicily, assisting in the rapid conquest of the island by bombing and strafing.

It moved to Italy on Sept 16, after supporting the landings, and moved up the Adriatic coast through Bari and on to Foggia. Close-support bombing in the battles for the crossings of the Trigno and Sangro rivers followed. German forces in Yugoslavia were also bombed, the R.A.F. giving a good deal of support to Marshal Tito's partisans. It made sorties over Cassino and Anzio, and in June 1944 attacked the Italian royal yacht in Ancona Harbour, where the Germans were making it a blockship.

The Squadron supported the 8th Army's successful attacks on the Hitler and Gothic Lines, a large bridge over the Savio River being destroyed during the latter action. In February 1945 it attacked targets in the Southern Alps and shipping at Venice, and in the following April it shot up the retreating Germans in the Po Valley as the war was ending.

hurriedly into the truck and the driver revved up. I have driven with American negroes who get gas-happy and feel nervous when moving at less than 50 miles an hour. I have driven in police jeeps after a party. Never in my life had I had such a whirlwind ride as this. We swung out at corners until it seemed we must be hurled over the roadside to roll hundreds of feet down the slope and break our necks in the valley below. We roared up a hill and skipped over the crown, to lurch sickeningly downhill and swivel around another of those figure-eight corners for which the Ledo Road was famed.

At last we spotted the tail of the lorry disappearing around a bend. We began to catch up on it—and we let fly at the tires. But that sort of shooting isn't easy, and every shot missed. Now we were speeding down a hill. Our driver forced a fantastic pace, and the fugitive lorry in front was swerving

I Was There!

perilously from side to side. We fired again. The Chinese lorry was slowing down now. The fellow next to me opened up with his automatic and tore a rear tire to shreds. We saw the mangled rubber lash at the mudguards—and the lorry swerved into the ditch. Just by way of encouragement we fired a few more shots into the air. When we reached the fugitives they were sprawling,

very frightened and confused, in a debris of shawls, scarves, toilet soap and what-not from burst packing-cases. The Gurkhas shouted happily, and brandished their kukris. But the bandits had had enough for one day. They ignored their Tommy-guns and allowed themselves to be disarmed, searched, and bundled back into the lorry for transport to headquarters.

I Saw Jap Suicide Pilots in Action

First encountered over the Philippines in October 1944, attacks by Japanese Kamikaze (suicide) pilots reached their peak during the Okinawa campaign of the following year. The experience of being the target of these onslaughts is described by John Herbert, then serving with H.M.S. Grenville.

DAWN was just breaking as the British Pacific Fleet weighed anchor and steamed slowly into the fine drizzling rain. On our port hand American L.S.T.s lay loaded to capacity, each ship carrying a smaller landing-craft on her upper deck; to starboard were palm-fringed islands, many no bigger than those in park lakes at home. Today was a memorable occasion: we were setting out on Operation Iceberg.

This was to be the first opportunity which the Royal Navy had been given of carrying the war into Japanese home waters and of fighting alongside the United States Navy. Coming straight from the Normandy beaches, those of us in H.M. destroyer Grenville found that we were having to master in four months those problems which the Americans had overcome so successfully since they first checked the Jap advance in the Battle of the

not forget that their own aircraft and ships were close at hand and endanger these with a stream of tracer. . . . It was, therefore, with unusually expectant interest that we left the island of Ulithi and went to sea.

The object of the operation was to seize the island of Okinawa, 350 miles to the southwest of Japan. Headed by their indefatigable Marines, the landings were going to be made by the Americans, while the Royal Navy were engaged in attacking a group of islands to the south of Okinawa, called Sakishima Gunto, and preventing any aid being flown or dispatched thence to the Japs on Okinawa.

For several days before the landings, strikes were flown off the aircraft carriers Indomitable, Indefatigable and Illustrious, to bomb the airfields on the various islands,



AFTER THE CRASH of a Japanese suicide pilot on the deck of the carrier Formidable a fire-party hastened to extinguish the flames preparatory to removal of the enemy wreckage. This incident occurred during an attack by British warships on Sakishima Gunto, south of Okinawa, in April 1945. See also illus. pages 176-177, Vol. 9. Photo, R. N. Official

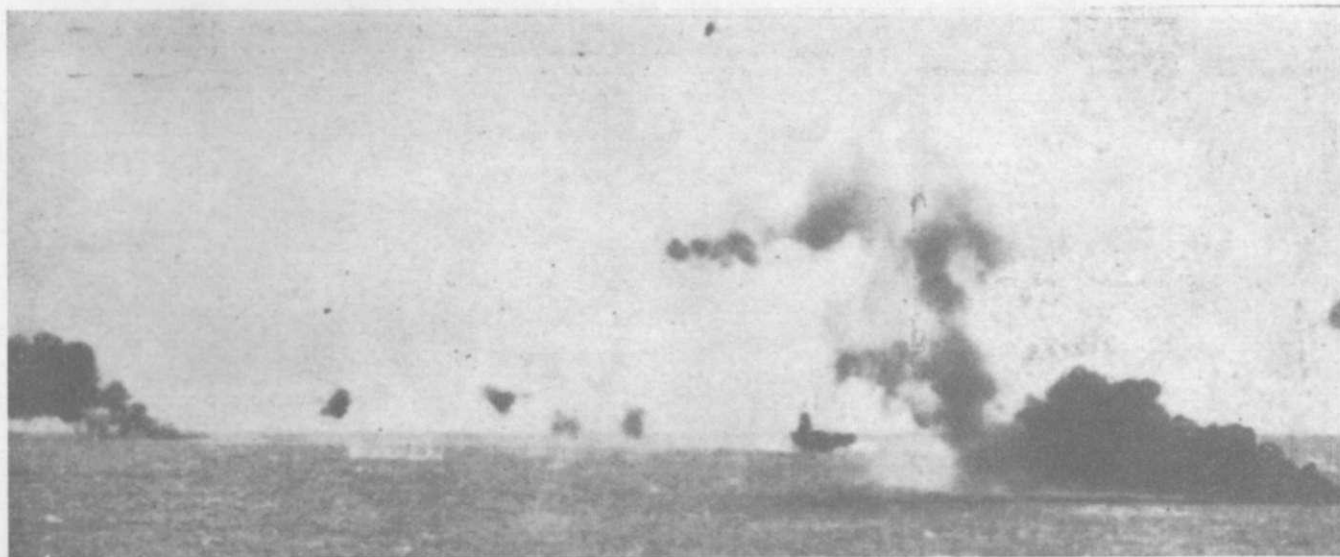
Coral Sea in 1942, and this I think was what every officer and man in the Fleet felt—for us it was to be a new war, and each one of us had to adapt himself to the new situation.

THE war in the Pacific was fought at such great distances from a rear base that a "Fleet Train," comprising tankers, provision ships and other auxiliaries, was absolutely essential. The Battle Fleet had to accustom themselves to remaining at sea for several weeks at a time. Battle and screening formations were different; the close-range weapons had to be trained daily so that they could put up the fiercest and most accurate barrage; fire discipline had to be improved in order that gunners in the heat of an action would

When Officer of the Watch in my destroyer, which was one of 24 stationed in a circular formation around the "big ships," I always had a very good view of what went on. As a rule the watch below were just being told to rise and shine when the first strike of the day was flown off.

With the sun rising on a calm sea I would watch the first of the clumsy Avengers waddle up the flight deck; as it reached the end of the runway there was always a sickening moment when it went over the edge and dropped low in front of the sharp bows of the carrier, as though the armourers had overloaded it with bombs. But somehow the pilots always managed to gain height and then take up formation. Next the flighty Corsairs, the fighters, and last the Fireflies,

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END OF TWO JAP SUICIDE PILOTS is indicated by dense black smoke (extreme left and right), whilst the British aircraft carrier (right centre) which was their target pursues her course unharmed. Our carriers generally suffered little damage even when enemy aircraft succeeded in crashing on their decks, the armoured decking more or less resisting the terrific impact. As the author of this story says, "In most cases the Kamikazes were either avoided successfully or blown to bits by the heavy guns of the carriers."

Photo, R.N. Official

armed with rockets and cannons, would take off, circle the Fleet once, then turn towards the islands and the enemy.

THE first attacks which our aircraft made were highly successful, and although they encountered heavy flak none was lost. After a few days of this kind of work, which was beginning to prove boring for all but the carrier boys, the smaller ships were running low in fuel, and the Fleet retired to rendezvous with the oilers. During the next 36 hours every ship replenished her supplies with the little that was available and received some welcome mail. The efficiency of the Fleet Mail service was one of the high points of the Fleet's organization; letters posted in England took only a fortnight to reach me in mid-Pacific after a round trip of 17,000 miles.

On Easter Sunday, April 1, 1945, the American Marines landed on Okinawa, and we renewed our attacks on the Japanese islands. I remember that morning well because I was awakened by the alarm bells ringing, and as I was bounding up the ladder to my gun I remembered that on the first of every month it brought you luck to say "Hares and Rabbits" on getting out of bed—so I quickly said it. As I reached my action station the 4.7s opened fire and the fun started. This was the first attack from the Kamikaze (suicide) Corps that we had experienced and was therefore a little more alarming than usual; but it was short and sharp, and after one Zero had made a successful crash-dive on to the Indefatigable, and another had damaged a destroyer, the rest of them flew off pursued hotly by a number of Seafires.

IN a desperate effort to effect losses which would prove crippling to the Allies, the Japanese had recruited these suicide squadrons of pilots who pledged themselves to dive their aircraft on to Allied ships. This form of attack was naturally very difficult to counter when met for the first time, and the Americans had suffered some losses as a result of the attentions of these maniacs. It appears to be an authenticated fact that the Kamikaze pilots had their funeral service read over them before they took their places in their Zeros, and each one was assured that he would win everlasting life by dying for the Emperor. The ritualistic atmosphere was further enhanced by the airmen being made to wear a green robe and fly into action with their Samurai swords between their knees.

In flights of five and six they would approach the Fleet and fly about waiting for a

convenient moment to strike. Very often they tried to attack when our aircraft were either trying to land or take off. The usual sequence of events would be something like this. Everyone is at action stations when suddenly the armament broadcast blares out "Bogies have been reported ten miles away!" We all begin looking up, after putting on tin hats and adjusting lifebelts. Once more the broadcast blares out "Bogies sighted at 10,000 feet—five miles away flying towards the Fleet." Those of us who had

stopped looking up owing to the crick in our necks search the skies again. A lookout reports one of the Combat Air Patrol as an enemy aircraft, but he is gently hushed by the action officer of the watch. Again the voice breaks the silence and in bored tones declares, "Bogies four miles away, three, two, one—they should be overhead now."

Every officer and man looks about him and then, suddenly, before any but those in the ships nearest the target have time to see it, an aircraft has dived straight from 3,000 feet. The pilot is aiming for one of the carriers—always the Number One target of the Kamikaze. But he is spotted in time, and the huge vessel is manoeuvring under full helm with her 5.25-inch guns coughing away.

When one of the suicide planes hit a carrier it was a horrible and awe-inspiring sight. Aircraft ready for the take-off were exploded in a rolling wave of flame which enveloped the whole ship and left a column of smoke several hundred feet high. A successful attack often slowed up a carrier, but not once was a big ship put out of action. Within half an hour the debris of the plane and the grisly funeral pyre of the Jap pilot had been cleared away and aircraft were landing on once more. At other times the enemy came in low from astern.

I REMEMBER one evening when, as the last flight was coming in to roost, the rear destroyer opened fire at an aircraft which was just skimming the surface. With every ship in her path firing every gun from 5.25's to 20-mm. Oerlikons, the Jap flew straight into the Fleet, hedge-hopped over the King George V, over two cruisers, and made for the nearest carrier. Every few seconds it disappeared in a cluster of shell-bursts, but still it came on. Just before it rocked to its destruction I saw that its one engine was on fire.

In most cases the Kamikazes were either avoided successfully or blown to bits by the heavy quick-firing guns of the carriers. Other Jap pilots plunged to a watery grave, having accomplished nothing for their Emperor save to give a British gunner a soaking. They never really looked like being anything more than a frightening menace to our aircraft carriers, for the armoured decks of these ships, unlike those on many of the American "flat-tops," were able to withstand the suicide aircraft and prevent them bursting through to the hangar beneath. If it had not been for their construction the British Pacific Fleet would have found it difficult to fulfil all the tasks set by Admiral Nimitz.

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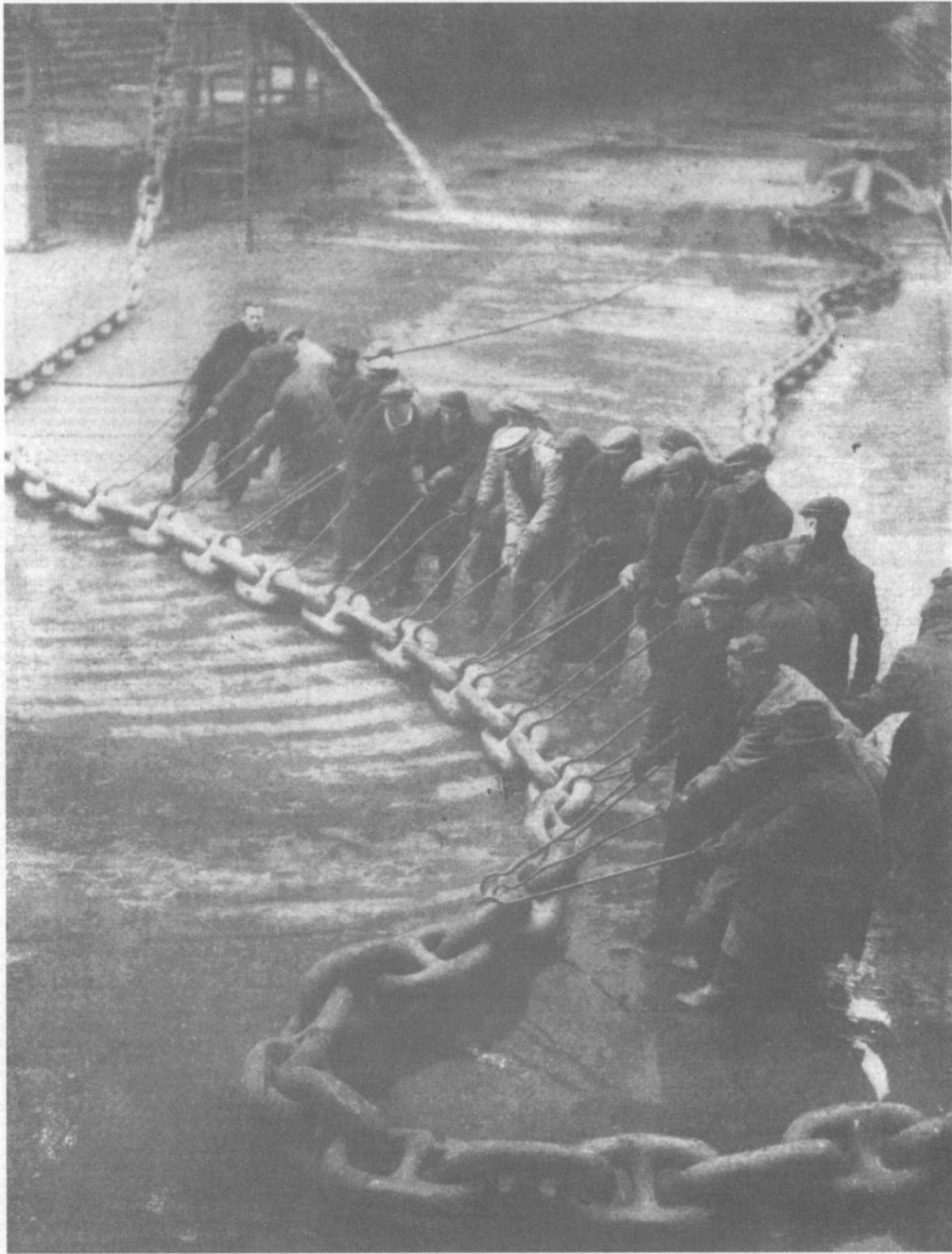
CHARMINGLY designed in a variety of colours, such as are customarily used on presentation addresses, it will be printed on specially stout paper suitable for framing or for inserting into the bound volume. As spaces are provided on both sides of the plate, no matter how many members of the family have been in uniform it should be possible to accommodate their photographs on this Family Roll of Honour which ought to be a treasured possession in any home for many years to come.

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Troopship Queen Mary is Being Demobbed



HUGE ANCHOR CHAINS OF THE LINER-LATE-TROOPSHIP Queen Mary receive close attention as she goes through the process of being returned to civilian service. At Southampton in February 1947 her chains were straightened out on the dry-dock floor for the removal of rust flakes, preparatory to red-leading and repainting of the links. Each of her anchors weighs 16 tons and has 990 feet of this chain attached. Her fastest peacetime Atlantic passage made in 1938, took 3 days, 20 hours, 42 minutes. See also pages 168-169, Vol. 9. *Photo, Keystone*

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