

Camp News

GRATIS TO H.M. FORCES **ARMY, NAVY & AIR FORCE WEEKLY** 8 PAGES PRICE .. 2d.

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Wellington, Friday, December 11, 1942.

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Camp News

As this is not an official publication of Army Headquarters of the New Zealand Military Forces, all matters intended for publication should be addressed to The Editor and reach this office not later than 2 p.m. Mondays. Correspondence is invited on topical items of interest. Only business communications should be addressed to the Manager. Extra copies of "Camp News" may be obtained on application to the Manager, "Camp News," 3rd Floor, Whitaker's Buildings, 11 Manners Street, Wellington.

VOL. 3. NO. 152 Wellington, Friday, December 11, 1942.

HOMeward BOUND But the fights are still on

From the "Daily Mirror," London.

A convoy has to return. We are inclined to think only of the laden ships, fighting their way TO their destination with the desperately-needed munitions of war. But they have to return. And the U-boats and the planes are always waiting.

Here is a seaman's account of the return from a North Russian port of a convoy—its cargoes safely delivered, but the fight still going on.

We left a North Russian port in the evening, but it never got dark. The light continued all through the night.

We had had a pretty hectic time at the docks, and everyone was pleased to see the last of the place.

But peace did not last long. One afternoon the alarm bells started. Every gun was manned.

The cooks and stewards were ready with their stretchers and fire-fighting gear. All eyes were divided between the sky and the escort ships.

When the plane came into view, it was a Focke-Wulf. This was on reconnaissance. The flanking escort ships fired their long-range guns, and he was driven off.

An hour or so afterwards, while we were still at the ready a number of Junkers 88s appeared. These came in to attack. This was dive-bombing proper.

The attack lasts but a few minutes but during that time the excitement and racket is tremendous.

The crash of the bombs—mingled with the gunfire and rattling Marlins and flashes and water-spouts—went on for two or three hours.

At one time we were in the throes of a direct attack. At another, we would witness bombs being dropped round another ship.

Suddenly, we were horror-struck to see one of the ships one big red flame, her attacker crashed, on fire, a short distance from her.

To our amazement, when the flames cleared, the ship was still afloat, but not under control.

Steam was belching out of the engine-room. The steering gear had gone, and she was wallowing around.

The commodore ship signalled to a ship to stand by and pick up survivors.

Afterwards we were pleased to hear that sixty of the crew were saved, but although she was still seaworthy, dam-

age to the engine-room had made her unsailable.

Later things quietened down to intermittent alarms.

Had we been sailing on any other route, the darkness of night would have given us respite, and also a chance to escape. As it was, the continual twilight kept us always under observation, and gave us added worries.

One morning a Focke-Wulf dropped flares on the horizon and soon afterwards there was a tremendous explosion on the port quarter.

A ship began to sink. Slowly and silently, her stern slid below the surface and with sparks drifting from her funnel she dipped her bows and was lost to sight.

Torpedoed.

During this short time an alteration of course was made, and signals sent by the commodore to a rescue ship.

The submarines were apparently satisfied with their work because no more attempts were made by them, but aircraft made their appearance again.

Individual low-level bombing attacks were made throughout the day. Everyone was on the alert the whole time. Rum, coffee and sandwiches were brought round at intervals.

The a major attack commenced.

Approximately forty dive-bombers simultaneously attacked the convoy. Coming from all directions about five would concentrate on one ship and the bombing was carried out mast-high.

At this time a ship alongside us was badly holed below the water line. Fortunately she was able to carry on.

A few minutes later we—as commodore ship—were singled out for the main attack. Planes came at us from all directions.

The 12-pounder gun blew one of the machines to pieces. Everybody, despite the tenseness of the situation, cheered uproariously. Hardly had we got to grips again when four bombs exploded near us.

The ship's compass jumped out of the binnacle. Consequently the helmsman was unable to steer. Electricity failed in the engine-room, and in the darkness, the engineer was hard put to keep control.

For the moment the entire crew was under the impression that we were



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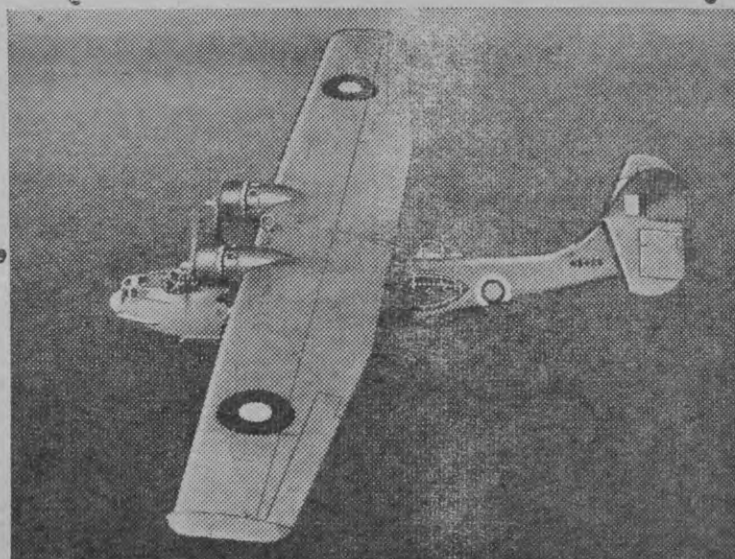


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or Dept. 3, N.Z. Insurance Buildings,
Queen St., Auckland.

Even now we were still fighting off attacks. I can still vividly see the great black shadows as the planes came across the bridge. And I can still hear my Hotchkiss, as I pounded round after round into the bodies of the Junkers.

We were certain of three victims. We could see them limping towards the Norwegian coast—losing height, and doing their best to keep up above the sea.

A few minutes later we were surrounded by thick fog. Usually our worst enemy, it was now our best friend.

Several days later we reached port, thankful that we had come through an action which, without great luck, would almost certainly have been fatal for us.

sinking, but fortunately she was not making excessive water.

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Royal Oak Hotel
and the

Occidental Hotel
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TO-DAY'S GREATEST DRINK

WAITEMATA
ALES and STOUT

THE SERGEANT WHO MISSED THE BUS

A certain sergeant asked for leave,
Then promptly donned his hat,
And started out for Hamilton
To try and find a flat.

At least that's what he told us,
And we took him at his word,
We know he got to Hamilton
But 'twas there he got deferred.

Now whether or not he found the flat
We've never yet defined;
He said he'd be back at five o'clock,
But must have changed his mind.

For he didn't return 'till early morn
And his story sounded phoney;
He told the lads he missed the bus
And travelled on Shank's pony.

Now fifteen miles is a long way
And perhaps I'm a doubting Gnome,
But I'm inclined to think he found
the flat
And the young lady was still at home.

She probably asked him in for a while
And gave him a spot of supper;
For if he had walked the fifteen miles
He'd a had nought to his boots but
upper.

However, we have to believe him,
And it makes no difference to us,
Still he might have thought up a new
one
Instead of just missing the bus.
—J.P., Ngaruawahia.

HOLIDAYS FOR WIVES OF SOLDIERS

Waikato Scheme

ASSISTING ARMY MORALE

"If a soldier can feel that while he is away his wife and family are in some way protected, that man's morale will be tremendously helped," said Captain-Chaplain O. T. Baragwanath, when addressing a meeting convened by the Bryant House Trustees to further the scheme initiated by Mr. D. V. Bryant, Hamilton, to give the wives and children of men in the armed forces a free holiday. The mayor of Hamilton, Mr. H. D. Caro, presided, and asked for the whole-hearted co-operation of women's organizations and the Returned Services' Association in selecting suitable families who would benefit by the scheme.

Captain Baragwanath said a worried man could not be a good soldier. There was a surprising number of young married men in the forces, and if a chaplain could write to a responsible organization and receive assurances that the men's families were being cared for the effect on the morale of the unit would be of incalculable benefit.

Explaining the scheme Mr. Bryant said the trustees had set aside £3000 a year to be spent in taking the wives and children from their homes and giving them a holiday by the sea. They would be the guests of the trustees till they returned. A start had been made at Raglan, where 18 householders had offered accommodation. They had agreed to accept £2/2/- a week for adults and 30/- for children. There would not be much profit in this, but the Raglan people had accepted the terms as a patriotic gesture. Fares both days would be paid. Mr. Bryant said it had been estimated that the money allotted would provide holidays for a continuous stream of 30 people at a time.

Some Distressing Cases.

The trustees were not confining the scheme to Raglan and homes at other seaside resorts and in the country would be considered. Mr. Bryant said many distressing cases had come under his notice.

The appeal board, of which he was a member, heard an appeal from a young woman with three children who wanted her husband released from camp. She had to undergo an operation and did not know what to do. The husband was a key man in the Army and could not be released. An

CONDUCTED INDOORS

Air Force Relations' Fete Opened By Lady Newall

Though rain prevented the holding of the Air Force Relations garden party on Saturday afternoon in Wellington, an indoor fete, held in St. Andrew's Church hall, was most successful from all viewpoints. Generously supported by a large number of buyers, the stalls did excellent business and as a result the comforts for airmen fund will be largely helped. Her Excellency Lady Newall officially opened the fete, which, had the weather been fine, was to have been held in the grounds of Mrs. W. E. Herbert's home.

Mrs. R. V. Goddard thanked all the workers who did so much to ensure that stalls would be well laden. Air Commodore Goddard was present, also Mrs. P. Fraser, and Mrs. A. de T. Nevill. Miss Nora Walton accompanied Lady Newall. The R.N.Z.A.F. orchestra played throughout the afternoon. Produce from the country, home-made cakes and an abundance of Christmas novelties were among the goods for sale.

Mrs. Goddard had faithfully and successfully carried on the work of Air Force Relations, so ably started by her predecessor, Mrs. H. W. L. Saunders, Lady Newall said. In assembling that afternoon, all were co-operating with her and her committee to continue this essential and much appreciated war service. Already more than 20,000 airmen had been equipped with woollen helmets, pullovers, scarves and gloves. The quota for gloves was 500 pairs a month and more than 90,000 garments had already been made and distributed.

Lady Newall suggested that more workers would be welcomed at the Wellington headquarters of Air Force Relations, Aitken Street. There were now 52 branches of this organization in the Dominion, where many voluntary workers met each week to sew and knit for gallant airmen. Moreover, each member of the Women's Auxiliary Air Force was supplied with half a pound of wool which she could knit herself into pullovers and gloves. Where necessary, W.A.A.F.'s doing night duty were given their fair share of comforts, too.

Her Excellency congratulated the organizers of the attractive stalls as well as all who worked so faithfully in Air Force Relations.

DEATH PRESUMED

Major-General Mead

Posted in a casualty list published yesterday as presumed dead, Major-General O. H. Mead, C.B.E., D.S.O., commander of the New Zealand Expeditionary Force in the Pacific, was reported missing in July last as a result of an aircraft flight over a sea route. An Army lieutenant and four Royal New Zealand Air Force personnel were also reported missing on the same flight.

Born in Blenheim in 1892, Major-General Mead was educated at Marlborough College. He served in the New Zealand Expeditionary Force in the last war and rose from the rank of lieutenant to major in March, 1917, and later to that of lieutenant-colonel. Till his return to New Zealand in November, 1919, he held command of the 1st, 2nd and 3rd Battalions, Canterbury Regiment. He was wounded twice, mentioned in dispatches twice and was awarded the Distinguished Service Order.

Following his appointment as captain in the New Zealand Staff Corps in 1919, Major-General Mead for two years was at the Staff College at Camberley and was later attached to the War Office in London in 1929. He subsequently held the position of Adjutant and Quartermaster-General of the New Zealand Military Forces and was second member of the Army Board. In November, 1937, he was appointed officer commanding the Northern Military District, and in 1939 he became Adjutant-General at Army Headquarters. He later went to Christchurch to command the Southern Military District with the rank of brigadier, and was also appointed to command the Southern Division. Major-General Mead was appointed to command the land forces in Fiji last February. He relinquished the appointment of officer commanding the Southern Military District and succeeded Major-General W. H. Cunningham.

organization such as he suggested could care for the children while the mother was in hospital.

Mr. Bryant said he was anxious that similar organizations should be set up throughout New Zealand. There were many wealthy men with large homes who could offer hospitality to women and children whose breadwinners were away fighting.

Mr. F. Findlay, chairman of the Waikato Hospital Board, said the Government should support the scheme and assist in its development throughout New Zealand.

Dr. H. L. Gould, superintendent of the Waikato Hospital, and others, supported the scheme, and offered their assistance.

A list of names was taken and from this a committee will be selected to assist the trustees in the selection of guests.

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Not open on Saturdays or Sundays.

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Saturdays 7.0 p.m. to 11.30 p.m.
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9 a.m. to 12 Midnight Daily.
Saturdays and Sundays inclusive.

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(Over J. R. McKenzie's)
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MODERN & OLD TIME DANCING
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Excellent Supper.

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Saturdays 3 p.m. to 11 p.m.
Sundays 3 p.m. to 9 p.m.

Everyman's Hut

Up, up, my soul, the long spent time redeeming;
Sow thou the seeds of better deeds and thought;
Light other lamps while yet thy lamp is beaming—
The time is short.

Think of the good thou might'st have done, when brightly
The suns to thee life's choicest season brought;
Hours lost to God in pleasure passing lightly—
The time is short.

If thou hast friends, give them thy best endeavour,
Thy warmest impulse, and thy purest thought,
Keeping in mind and word and action ever—
The time is short.

Looking forward from the days of childhood and youth, old age seems far away, and the days pass slowly, but looking back from maturity the youthful days are just behind and the years seem to fly. In the days of time in which to do everything that youth there appears to be so much we would, but with the advancing years comes the realisation of so little accomplished, so much yet to be

cisive battles at sea are fought, the navy is confident that it will be on the winning side. For the U.S. has the largest and most versatile fleet in the world.

Deduct something for ships on convoy and raiding duties elsewhere, in drydock for refit and ships hit by enemy subs or bombers in the opening stages of the war, and the net total of the U.S. Navy will still be greater than that of any other nation.

General specialization in sea-keeping qualities has given the Navy a fleet with the longest cruising range. Other navies seek speed; to the U.S., speed is desirable, range, armament and armour are necessities. The oldest vessels in the U.S. battle line are better prepared for the shock of battle than the newest in the service of most navies.

The ships of America's Navy have also the greatest combined gunpower of any fleet. The Navy's gunnery standard has long been the envy of other nations.

Its gunners can achieve "dematerialization"—hits that will sink—on the second salvo at a 15-mile range.

The navy is certain of the final outcome because of all these facts and one more. In all its 167-year history it has never lost a war. In every full-fleet naval battle in which it has participated, the U.S. has destroyed or captured every ship of the enemy. Not one has ever escaped.

done, and so little time in which to do it

To-day there is more for each to do than ever before, if the world is to be made a better place to live in. We know that the Bible tells us that men shall become worse and worse and that there will be no peace—real peace—on the earth until Christ shall come and reign in righteousness. But this knowledge does not give the liberty to sit back and say, "Well, what's the use? Things are going to get worse so why try to make them otherwise?"

Rather does it place a responsibility upon every one that names the name of Christ to be working to expand His Kingdom—to help some one out of darkness into light—to fight against the odds, no matter how overwhelming. "The time is short." Does not the very conditions in the world to-day show that the time is getting shorter, so that our efforts should be redoubled. No use in thinking of what might have been done. Yesterday's opportunities have gone beyond recall. To-day's are here for our use. Time may run out before to-morrow's opportunities arrive—so let us "work while it is yet day, for the night cometh when no man can work."

EVERYMAN'S THOUGHT FOR THE WEEK.

Even virtue is no longer such if it be stagnant. A man's life should be as ever-fresh as the river: the same channel, but a new water flowing every instant.

—Thoreau.

STILL INCREASING

Service Clubs Report Crowded Attendances

With Christmas very near, service clubs in Wellington will no doubt be in the midst of plans for special celebrations to mark the occasion. In the meantime, ordinary activities are proceeding and attendances are reported as being always increasing.

From the smallest to the largest, these clubs, if visited on a round-the-city tour, would almost certainly reveal that accommodation at weekends is taxed to the utmost and helpers, perhaps hampered by lack of room and sometimes lack of crockery, contrive somehow to serve the hundreds of servicemen who appreciate the home-made and cooked meals and teas dispensed.

In some clubs, the girl members bake and bring fresh cakes, scones or pikelets to help in catering at tea time. Not only town but country friends are constantly sending in foodstuffs that are gratefully received. Fresh cream, meat, preserves, jams, cheeses, cakes and hampers of assorted goods arrive regularly at weekends, when the demand on the cafeterias' service is greatest. Further help is given by artists, who provide entertainment in floor shows and concerts at the dances and socials.

An innovation enjoyed by the men was arranged by girl members of several clubs, when beach picnics were held yesterday, the picnickers returning to the rooms for tea and dancing.

NOTICE TO ADVERTISERS.

Instructions as to the insertion or withdrawal of advertisements in the "Camp News" must be in writing. Advertisements received without such instructions will be inserted until countermanded and charged accordingly.

Alterations to standing advertisements should be handed in by 12 noon each Monday.

While every care is exercised in regard to the insertion of advertisements, the Proprietors do not hold themselves responsible for errors or non-insertion through accident or from other causes.

All business communications should be addressed to the Manager. Letters to the Editor, News Items, etc., to the Editor.

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Friday, December 11, 1942

JAPAN'S GAMBLE

On it the Axis Staked All—and Lost

The treacherous Japanese attack on Pearl Harbour failed in its primary purpose: to cripple the United States Navy. Lacking sufficient forces for a prolonged struggle at sea, the Axis, through its Pacific partner, staked all on one swift blow of surprise—and lost. In losing, Japan challenged a foe strong enough in sea power to seal its doom, and in sealing it to decide the fate of aggressor nations everywhere.

For whoever rules the seas and the skies above them will win the war. Control of the seas means control of the routes of supply, vital to victory in a war which, like this one, encircles the globe.

The U.S. and British Navies, because they have always had thousands of miles of Atlantic and Pacific to patrol, great reaches of two oceans in which they might be called into action, are far better prepared to hold control of the seas than the Axis powers, comparatively poor in sea power.

The U.S. Navy is designed to be used as a single machine—a machine in which huge battleships as well as tiny motor torpedo boats, patrol bombers as well as small speedy fighter planes, sailors on sea and in the air, bases and boatyards and factories function as parts of one great, long-range plan.

The Japanese won a short-range, tactical victory at Pearl Harbour, not a strategic one. Their swift blow merely set into motion the grand strategy of a navy whose officers and men had long been trained for a war with Japan—a navy almost all of whose recent manoeuvres had been based on the probability of just such a war.

BATTLE FOR THE AIR

The navy welcomed, too, the manner of the Japanese challenge—by air—because naval aviation was invented and perfected by the American Navy. The naval air forces of most other nations have been patterned

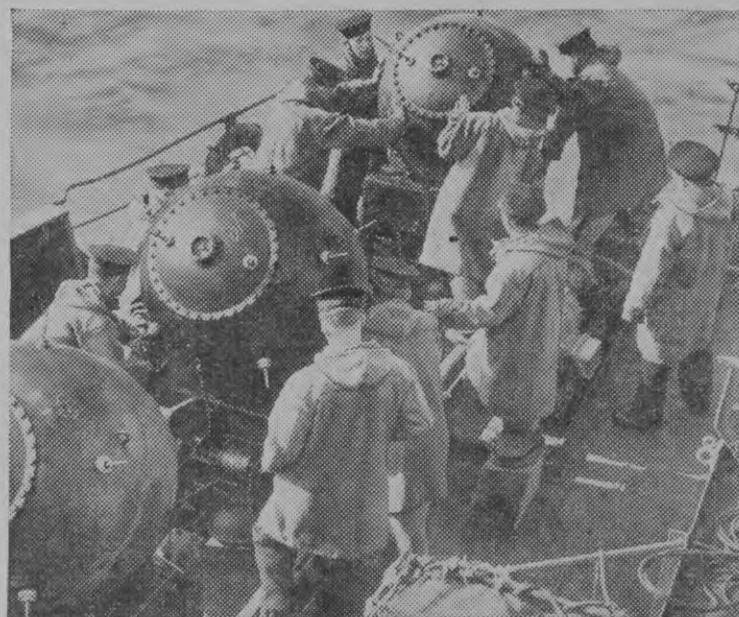
after that of the U.S.

The navy's high speed fighting planes are heavily armed and can fight at as high as 40,000 feet. Its aircraft carriers are bigger than those of any other maritime power, hold nearly twice as many planes as foreign vessels, can launch them three times quicker.

If, as the Japanese expect, the battleship vs. bomber controversy is finally settled in favour of the bomber, the U.S. Navy is ready and able to see to it that it is the American bomber which wins.

The American bomber has, indeed, already scored a tremendous success. Three days after Pearl Harbour, Captain Colin P. Kelly, Jr., a U.S. pilot flying an American bomber sank the 'Haruna,' one of Japan's capital ships. It was the first time in history that a battleship had been sunk at sea by bombs from the air.

But wherever and however the de-



Duffle-coated sailors pushing mines to the stern of the ship ready for laying.