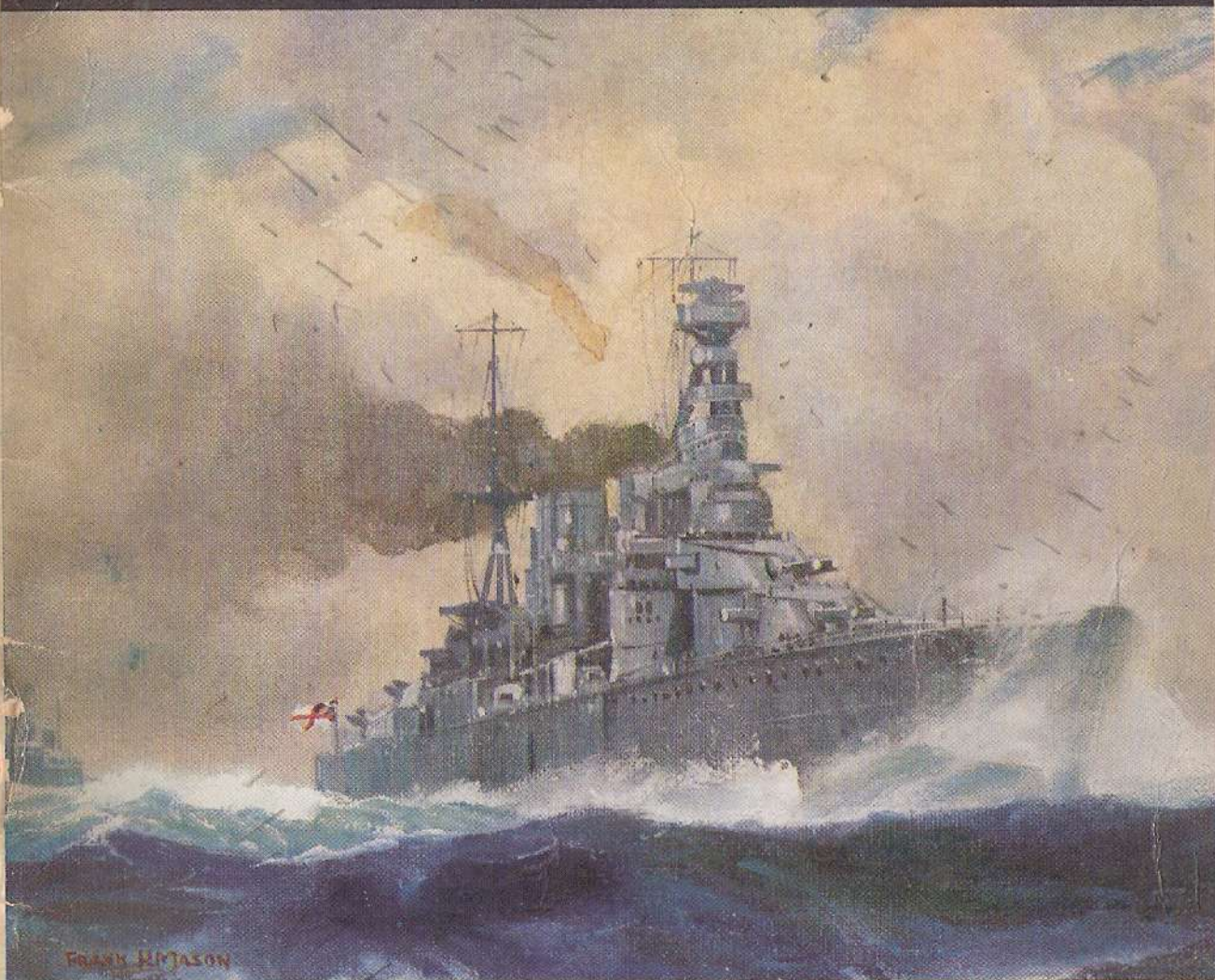


"THE NAVY'S HERE!"



By *CAPTAIN BERNARD ACWORTH D.S.O., R.N.*

ILLUSTRATED WITH AUTHENTIC PHOTOGRAPHS



I do not suppose that the bonds which unite the British Navy to the British nation were ever so strong as they are to-day.

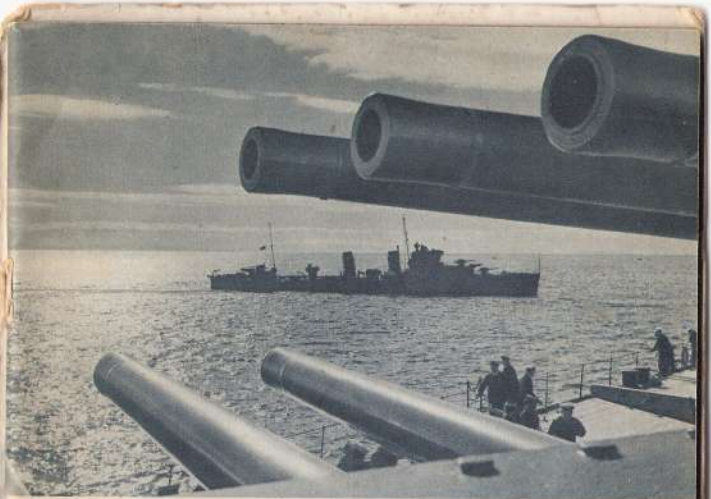
The Prime Minister



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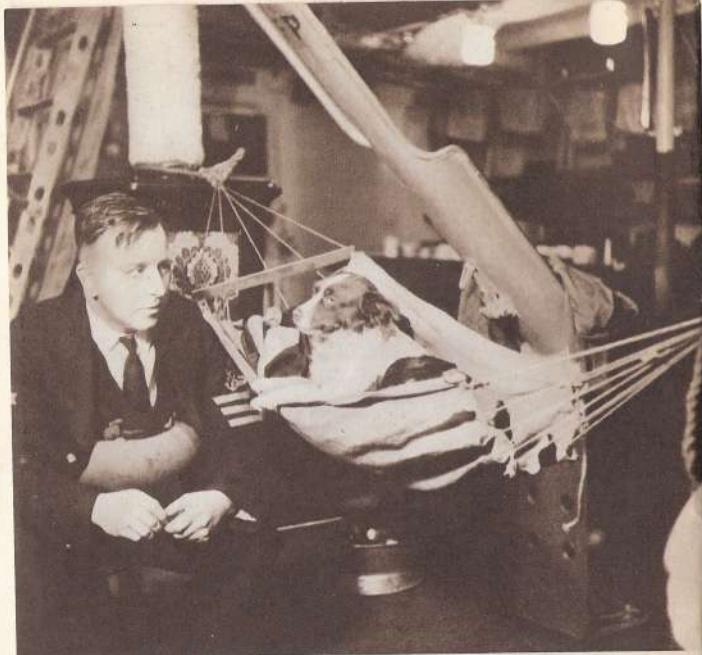


The NAVY'S here!

by Captain Bernard Acworth, D.S.O., R.N.



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The British sailor is a great one for pets. Here is a destroyer's mascot named "Cherbourg," the town at which it was taken on board.

"The Navy's Here!"

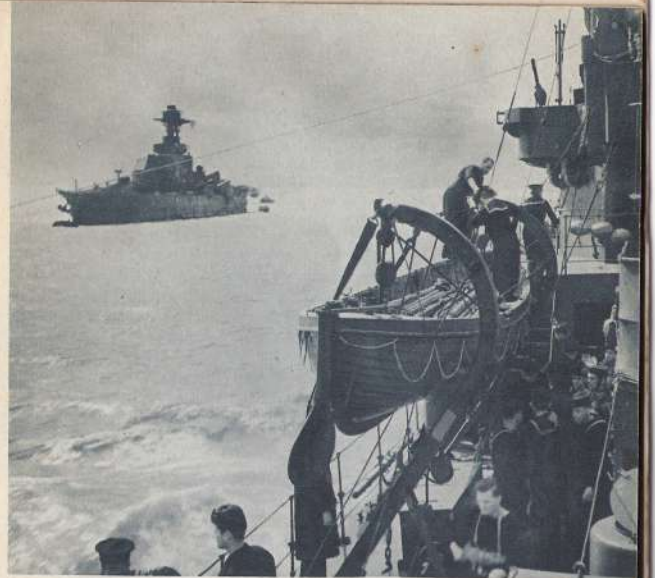
This was the joyful cry from hundreds of British seamen captured from sunken merchant ships when the crew of H.M.S. *Cossack*, armed with cutlasses and rifles, sprang on board the German prison ship *Altmark* in a frozen Norwegian Fjord, and set the prisoners free. Since this glorious episode the Navy has been here, there, and everywhere throughout the Seven Seas which it must rule as in the days of old if Britain is to remain great, and Britons free.

The British Empire is what is known as a maritime Empire. Because Britain, the heart of the Empire, is an Island; and because more than half of what is eaten by the 45 millions who live in this Island has to be brought to us over the sea, the Navy has to protect these sea-routes from an enemy who tries to starve us by sinking our merchant ships.

That is what Germany is trying to do in the Atlantic Ocean now. But defending our foodships is only a part of the Navy's mighty work. It has also to defend the transports and supply ships which

carry the soldiers and their weapons across the seas and oceans from the great Dominions and Colonies to fight the enemy in Europe and Africa, and perhaps elsewhere. Remember that there are 80,000 miles of ocean trade routes between England and the different parts of the Empire. No wonder that we need a great Navy to defend us if we in England are to be fed and our armies are to be transported about the world.

High speed on the seas—the motor torpedo boat.



A destroyer returning from convoy duty.

But that does not end the Navy's work. It has also to stop food and other necessary supplies reaching the enemy across the seas, and to stop enemy soldiers from being sent to attack this island or other parts of the Empire. You see, therefore,

why Britain must rule the seas if the British Empire is to remain great and free. This is why we always have had the greatest Navy in the world, and why the Navy is called the Senior Service.

In the olden days of sailing ships the Navy consisted of battleships and of frigates and corvettes which now we call cruisers. To-day, the Navy has many more types of ships—Battleships, Battle-cruisers, Cruisers, Destroyers, Sloops, Corvettes, Motor-Torpedo-Boats, Submarines and, strangest craft of all, great Aircraft-carriers.

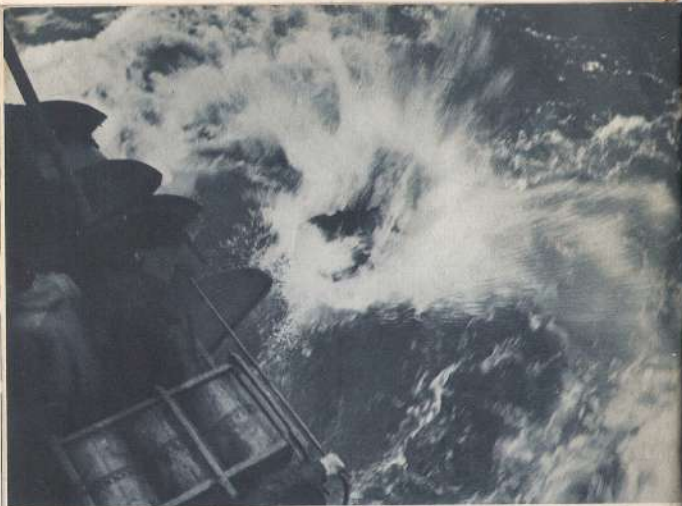
Let's look at each of these types of ship in turn and examine the special duties of each type.

First come the great battleships, one of the latest and most powerful of which is the *King George V*. A ship in this class is 35,000 tons, and carries ten 14" guns. She is protected from enemy gun-fire by very thick armour belts, and her speed is 30 knots, which is about 35 land-miles per hour.

Each 14" gun can hurl a great shell weighing nearly a ton for a distance of about 25 miles. At



The unseen but heroic stokers.



A depth charge goes overboard.

this great range, the shell travels nearly as high as Mount Everest, the highest mountain in the world!

We now have twelve battleships, and four more of the *King George V* class will soon be at sea. Though no great fight between battleships at sea has yet taken place, the *Warspite*, flying the flag of Admiral Whitworth, entered Narvik Fjord and with British

destroyers sank all the German destroyers and supply ships there.

The *Warspite* is now Flagship of Admiral Sir Andrew Cunningham in the Mediterranean, and in the great victory of the battle of Matapan, when the cruisers *Pola*, *Fiume* and *Zara*, and three destroyers, were sunk, a broadside of 15" guns from

A battleship fires her 6 inch guns.



the *Warspite*, weighing four tons, struck the *Fiume* and turned her into a blazing wreck. This will give you an idea of the terrible power of a battleship's guns.

At Oran our battleships attacked and crippled French battleships in harbour which might have fallen into German hands and been used against us after France had surrendered.

A British battlefleet, commanded by Admiral Somerville, bombarded Genoa and hurled 300 tons of shells into that great Italian naval base. Another battlefleet, under Admiral Cunningham, bombarded Valona, the Albanian port at which Italian soldiers were being landed to attack the gallant Greeks.

But our battleships have not only been busy against the enemy. They have escorted great convoys of Canadian soldiers across the Atlantic and protected them from German battleships and battlecruisers which dared not face our battleships.

In addition to battleships, the Navy has several great battlecruisers, the largest of which was the



Anti-aircraft shells being brought out of a destroyer's locker ready for action.

famous *Hood* of 42,000 tons. She carried eight 15" guns and had a speed of 30 knots. She was the biggest warship in the world. Her loss was swiftly avenged by the sinking of the great *Bismarck*.

Battlecruisers are faster than the older battleships, but they are less strongly armoured. They can overwhelm any ship except battleships and

Eyes in the night : searchlights of the British fleet.



Something to make the enemy pause—a shell coming up from the ship's magazine.

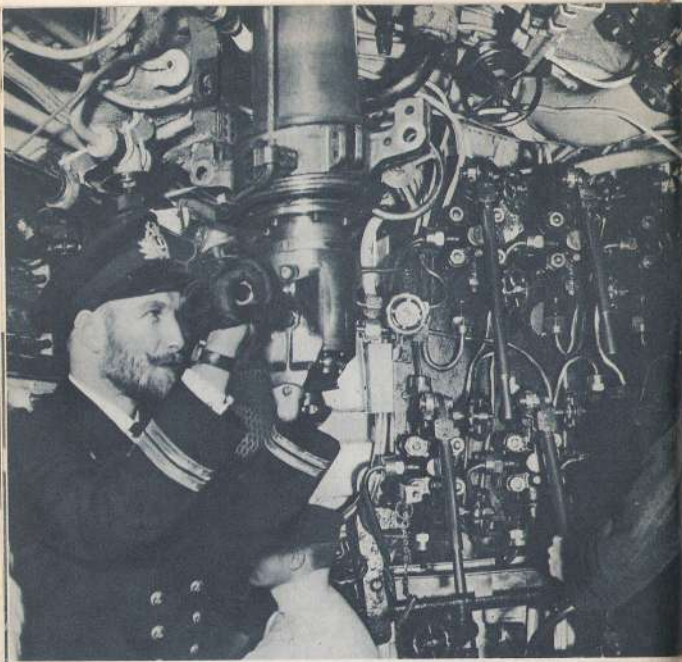
submarines. Submarines are a danger to all surface warships as well as to merchant ships because they can attack unseen.

H.M.S. *Renown*, one of our battlecruisers, met the German battlecruiser *Scharnhorst*, and another cruiser, near Narvik. You will remember that one of the shells from the *Renown* hit the *Scharnhorst* and a great pillar of smoke and flame was seen to rise high into the air. The *Renown* was herself hit by an 11" shell from the *Scharnhorst*, but it fortunately did not explode. The two great German ships turned tail and disappeared in a gale into the mist, thus escaping further battering by the *Renown*.

Cruisers form the largest part of the Navy. They are used for guarding convoys against enemy cruisers and for patrolling trade routes all over the world. It is the cruisers that also do most of the work in sweeping German and Italian merchant ships off the seas, or bottling them up in harbour. We have about 70 Cruisers and many more are being built. They are of different types, some

Britain's naval might: a magnificent picture of a destroyer battling against heavy seas.





Taking periscope observations before an attack. All the enemy sees of the submarine will be a few inches of periscope.

A convoy safeguards Britain's food.



carrying 8" guns, and some, like the *Ajax* and *Achilles*, 6" guns. They have a great speed of 32 knots and their guns can be fired more rapidly than the heavier guns of battleships and battlecruisers.

You will remember the victory of the *Ajax*, *Achilles* and *Exeter* over the German battleship *Graf Spee*. This German battleship had sunk many British merchant ships off the River Plate. The crews that were saved were imprisoned in the *Altmark* and rescued, as we know, by the *Cossack*, which has since achieved further fame in the hunt and sinking of the great German battleship *Bismarck*. The *Exeter*, after being battered at very long-range by the *Graf Spee*, had to drop out of the fight, but, as you remember, the *Ajax* and *Achilles*, the latter manned by gallant New Zealand sailors, fiercely attacked the German battleship with their 6" guns and forced her to fly for safety into Montevideo. Though still fit for battle, the *Graf Spee* left Montevideo a few days later, not to fight, but to sink herself without firing another shot. This shows



A Lewis gunner in the cockpit of a plane of the Fleet Air Arm.

how the great skill and bravery of British sailors can often defeat a more powerful enemy, even though our German enemies generally fight very bravely at sea.

Another great fight was between an Italian cruiser and the *Sydney*. The *Sydney* was manned by Australian sailors, and after a short fight the Italian



Ready to take off. A rating observer boards a Fleet Air Arm plane before it sets out on patrol.

ship caught fire. The crew, to save themselves, jumped overboard and were rescued by the Australian victors.

Though less has been heard in this war of our cruisers than of any other types of ships, they are ceaselessly at sea, often thousands of miles from land, where they get few letters from home, and little

See the vast armour of Britain's sea power.



fresh food. Some of them have steamed over 130,000 miles since the beginning of the war—that is a distance equal to nearly six times round the world!

You can, therefore, see how great a part is played by our engineers and stokers in this war, though so much less is heard of them than of the seamen who man and fire the guns and torpedoes.

Whenever you hear or read the story of a naval battle, remember the men shut up in the engine and boiler rooms far down in the ship. Great indeed are their calmness and bravery, without which no battle could be fought and won.

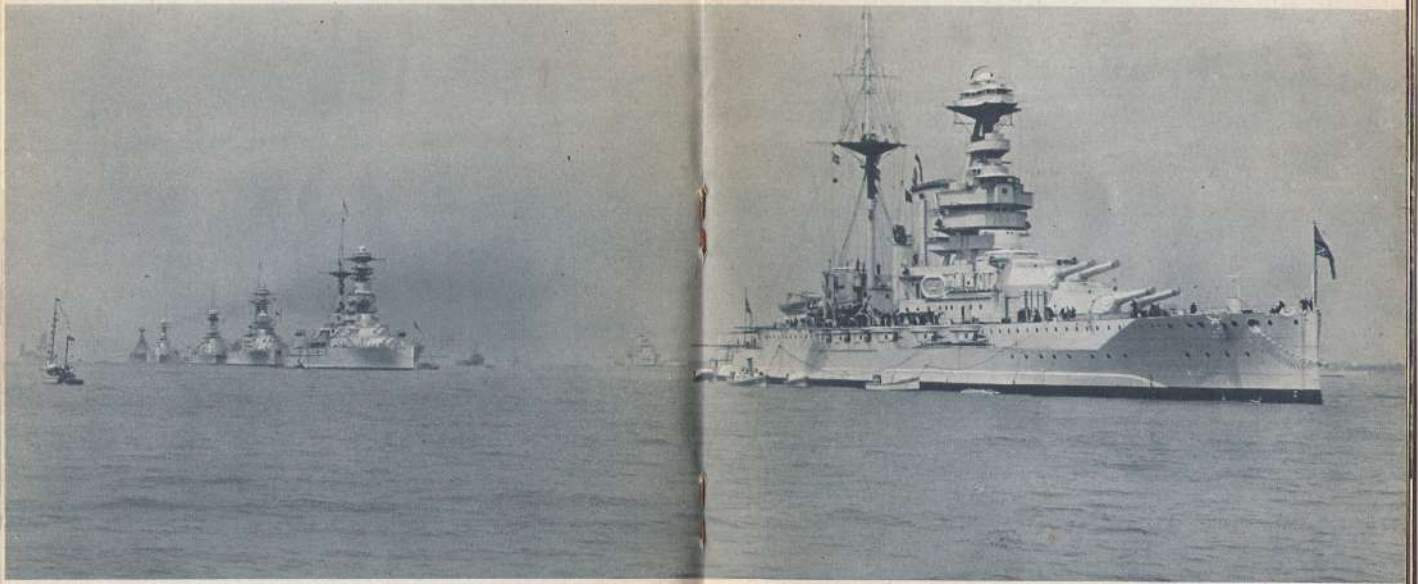
Destroyers used to be called torpedo-boat-destroyers because in earlier days it was their duty to destroy the small torpedo boats that were armed only with torpedoes. Destroyers were armed mainly with guns and, like torpedo-boats, they used to be quite small. Modern destroyers, however, have steadily grown in size and gun-power and in our famous *Tribal* class have now reached 1,870 tons



The finest ships afloat—A battleship of the King George V. class.

and carry a powerful battery of eight 4.7" guns and seven smaller ones. They carry four torpedoes.

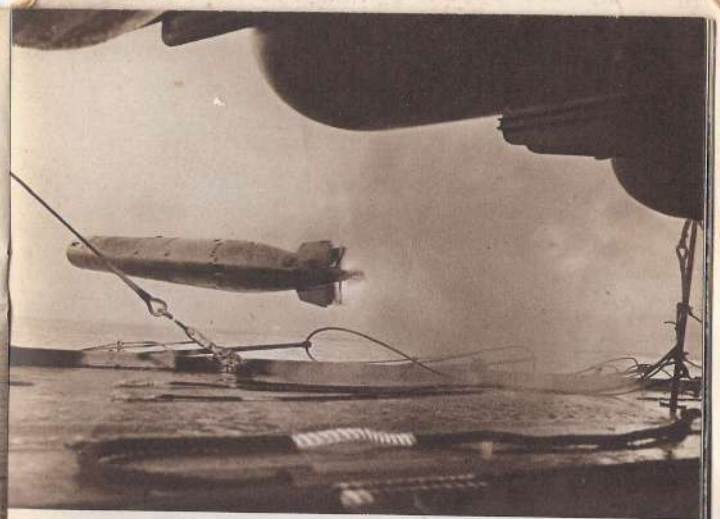
Modern destroyers are therefore more like very small cruisers. They are fitted with very powerful engines of 44,000 h.p. which give them a speed of 37 knots, faster than any other sea-going ships in the Navy. The motor-torpedo-boats, which are as fast, are for work near land.



"Its ancient and natural strength, the floating bulwark of our island."

Destroyers, like cruisers, escort convoys as well as doing many other jobs at sea. They are sometimes called the "maids-of-all-work" of the Navy. But above all else they are the terror of submarines, and already they have sunk many U boats, sometimes sending them to the bottom with all their crew, and sometimes rescuing the U boat crew

A floating aerodrome—the deck of an aircraft carrier.



Firing a torpedo from a Polish destroyer serving with the British Navy.

before it sinks, never to rise again. If they catch a U boat on the surface they attack it with their guns ; when diving, with depth-charges.

Destroyers are fitted with a wonderful U boat detector which tells the destroyer captain almost exactly where the U boat is. He then steams slowly over it, and drops depth-charges which

explode with as terrible a force as the heaviest bombs.

Destroyers also played a gallant part in rescuing the Army at Dunkirk, and in taking off refugees from Dutch and French ports when Hitler overran Holland, Belgium and France. You will remember the heroic action of the destroyers, led by Captain Warburton-Lee, when they forced their way into the Narvik Fjord and attacked the German destroyers inside. Captain Warburton-Lee was killed, and several of his destroyers were sunk or crippled, but he did magnificent work and was awarded the V.C. A few days later, H.M.S. *Warspite* and another flotilla of destroyers of the *Tribal* class entered the Fjord and sank every German ship that was there.

Sloops and Corvettes are little ships of about 1,000 tons. They are armed with guns which can shoot either at ships on the sea or at aircraft in the air. They are used chiefly for escorting merchant ships and defending them against U boats and

bombers. Like destroyers, they carry depth-charges. They are too weak to fight most types of surface ships, and where they are likely to meet such enemies they have the help of cruisers or destroyers.



The German battleship "Graf Spee" sinking after action with the British Navy in the Battle of the Plate.

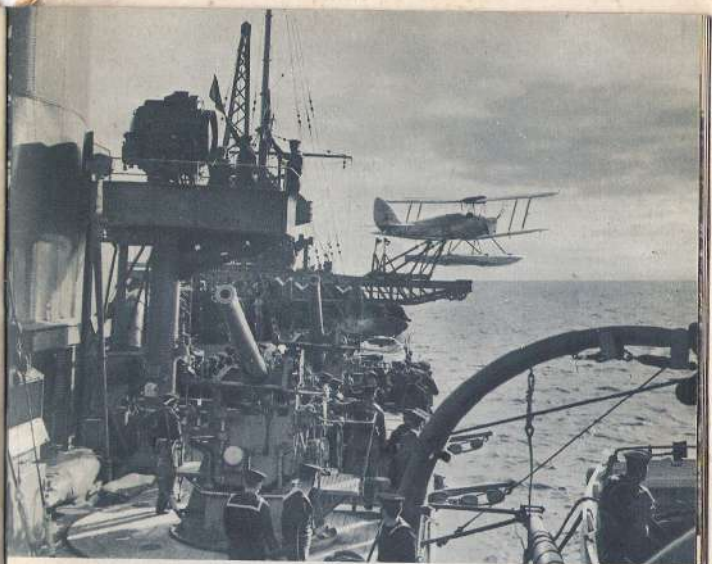


The Navy brings the Empire nearer.

Cheering Canadian troops arriving in the Mother country.

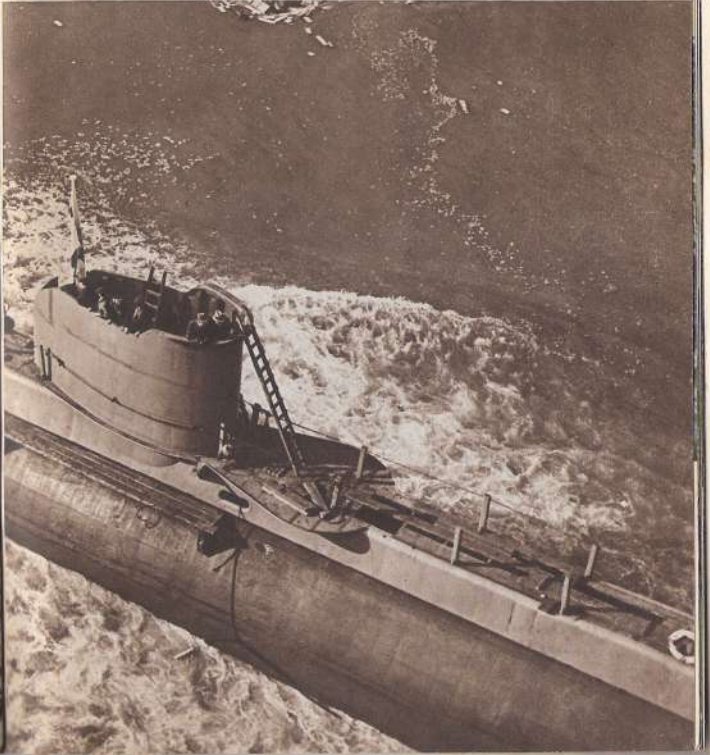
Motor-torpedo-boats are quite small, but of very high speed, and they are fitted with Diesel engines. They work near the land, and carry a torpedo and machine guns. They are most deadly just before dawn or in the evening twilight when they can approach near to the enemy before being seen.

British submarines deserve, and have been given, a book to themselves in this series. It tells you the marvels of these strange craft. Though there are no German merchant ships for them to attack on the high seas, they have dived into enemy waters and damaged many German and Italian warships, and hundreds of thousands of tons of enemy transports and supply ships. Almost every week we hear of some new exploit by a submarine. They have been depth-charged and bombed again and again, and many have never returned to tell the tale. But nothing daunted, these brave men continue in the North Sea, Atlantic and Mediterranean to sink the transports



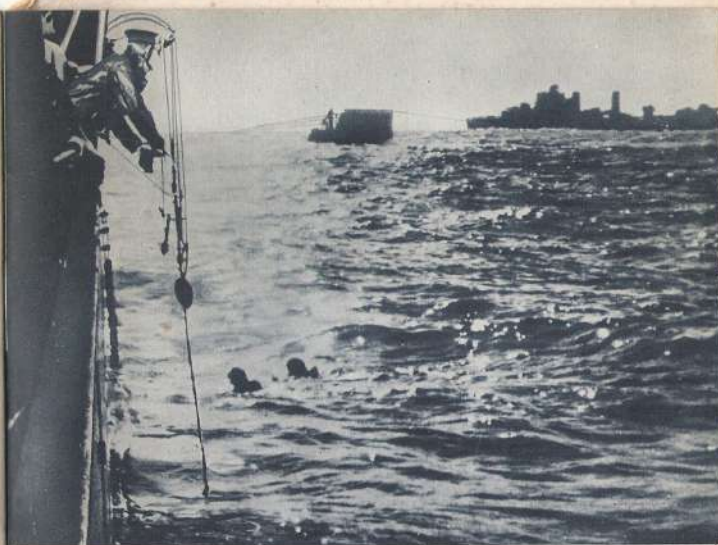
A wireless controlled seaplane being catapulted from a warship at sea.

A magnificent picture of a British submarine cruising on the surface.



carrying re-inforcements to the enemy armies. They have thus been of invaluable assistance to our land and air forces.

Aircraft-carriers have become famous in this war. Two old ones, the *Courageous* and *Glorious*, were sunk, but the famous *Ark Royal* and *Illustrious* still plough the sea, and the seventy aircraft they each carry have played a great part in the war. The Germans have claimed many times to have sunk the *Ark Royal*, but only once have they grazed her with a bomb. The *Illustrious* first became famous at Taranto when her torpedo planes glided down into the harbour in a hail of anti-aircraft fire, and torpedoed two great Italian battleships and two cruisers. This splendid battle made it possible to send some ships home from the Mediterranean to help in the battle of the Atlantic. Again the *Illustrious* became famous when escorting a convoy for Greece through the Sicilian Channel. German dive-bombers roared down on her from the sky, and hit her with heavy bombs, but the *Illustrious*, though



A dramatic picture of the end of a German U-boat. It had been located by sound detectors and forced to the surface by depth charges and then destroyed by shell fire. Two of the survivors can be seen swimming towards the rescuing destroyer and another is about to leave the conning tower of the doomed submarine.

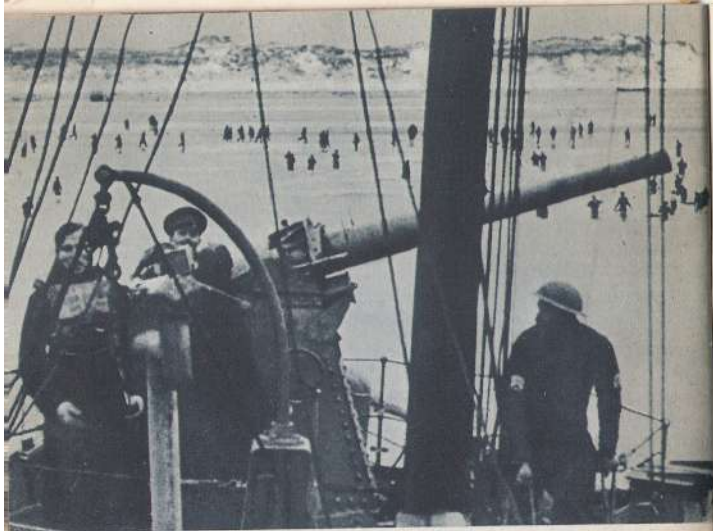


Air fighters have left their trails in the sky, but the convoy, with its guns at the ready, goes ahead.

damaged, steamed into harbour after getting the convoy safely through without the loss of a single ship. Twelve German dive-bombers were destroyed. She will shoot down many more German dive-bombers. These aircraft-carriers are 24,000 tons, next in size to the battleships, though much less powerfully armed and protected. The great flying deck is larger than a football field.

A destroyer goes into action.





The epic of Dunkirk. A remarkable picture taken from a rescuing ship showing the troops on the beaches and wading out to their deliverers after surviving the full force of the enemy's aerial might.

The audacious Lofoten raid. Oil plants fired by the British raiding party who brought back prisoners and Norwegian volunteers eager to serve the Allied cause.



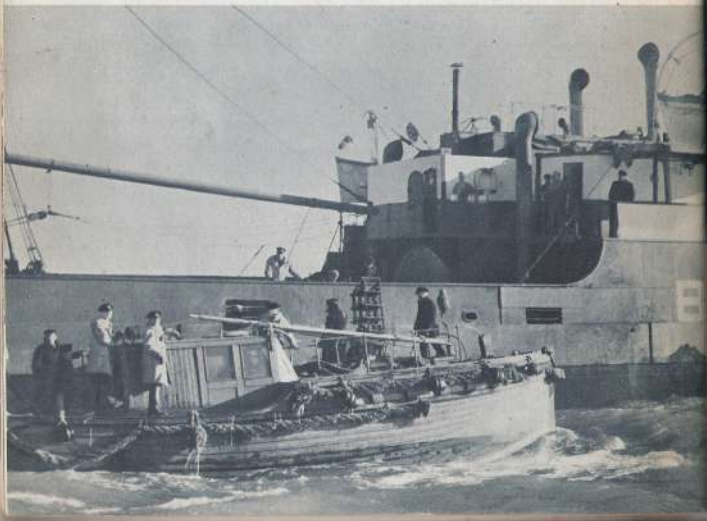


Britain's might in battle order.

The smallest ships in the Navy, except the motor-torpedo-boats, are the minesweepers. These generally are fishing trawlers in peace and they are manned by our splendid fishermen. Two minesweepers tow a wire between them and catch up the mooring that secures the mine to the bottom. When the mine is drawn to the surface it can be harmlessly exploded by rifle fire. Minesweeping is one of the most dangerous jobs in the Navy, because the minesweepers often strike the mine themselves. You should always think of our merchant sailors and fishermen as part of the Navy, for without them we could not win the war.

You see the great work the Navy is doing, and something of the many classes of ships required to do it, but the Navy could not do its work all over the world without naval bases. At these, officers and men can sometimes rest, and the ships can be re-fuelled, re-fitted and re-stocked with food and ammunition, safe from enemy attack.

Contraband control. A British launch approaches a neutral vessel to inspect its books and cargo.



The lion roars. An impressive night picture of 16 inch guns in action.

The three great naval ports in England are Portsmouth, Plymouth and Chatham, but there are other bases as well as in England, from which our warships work. The most important of these is the great rocky fortress of Gibraltar, which guards the narrow entrance from the Atlantic into the Mediterranean. It is defended with great guns and a garrison of soldiers and airmen. Those who hold Gibraltar can stop all enemy ships from entering or leaving the 2,000 mile long Mediterranean.

Aden is another great fortress and naval base which guards the entrance to the Red Sea. Singapore, yet another powerful naval base, guards the entrance to the China Sea. So you see that although Britain and her Empire depend for their freedom and safety upon the Navy, the Navy depends upon our soldiers and airmen to keep our naval bases from being conquered from the land.

The British Navy has magnificent ships, but her glory lies also in the officers and men who man and

Getting ready to go on the bridge of a minesweeper. In winter it can be icy work and this man has three pullovers under his great sea-jacket and over that he will wear his lifebelt.



fight these ships. More depends on the daring and skill of the crews than on the ships themselves. This has been shown in the Mediterranean where the Italian Fleet has been stronger than our own, and yet we have won every battle.

It is "under the good Providence of God" that the Navy was in the past, and is to-day, our sure shield. Always will Britain be able to say, and say with pride, "The Navy's Here!"

BERNARD ACWORTH



You'll want the others, too—

"Eyes Right! The Army of To-Day"

By Captain A. O. Pollard, V.C., M.C., D.C.M.

"With the R.A.F." By Noel Monks

"Our Wonderful Women"

By Cecil Hunt

"Life in a Submarine"

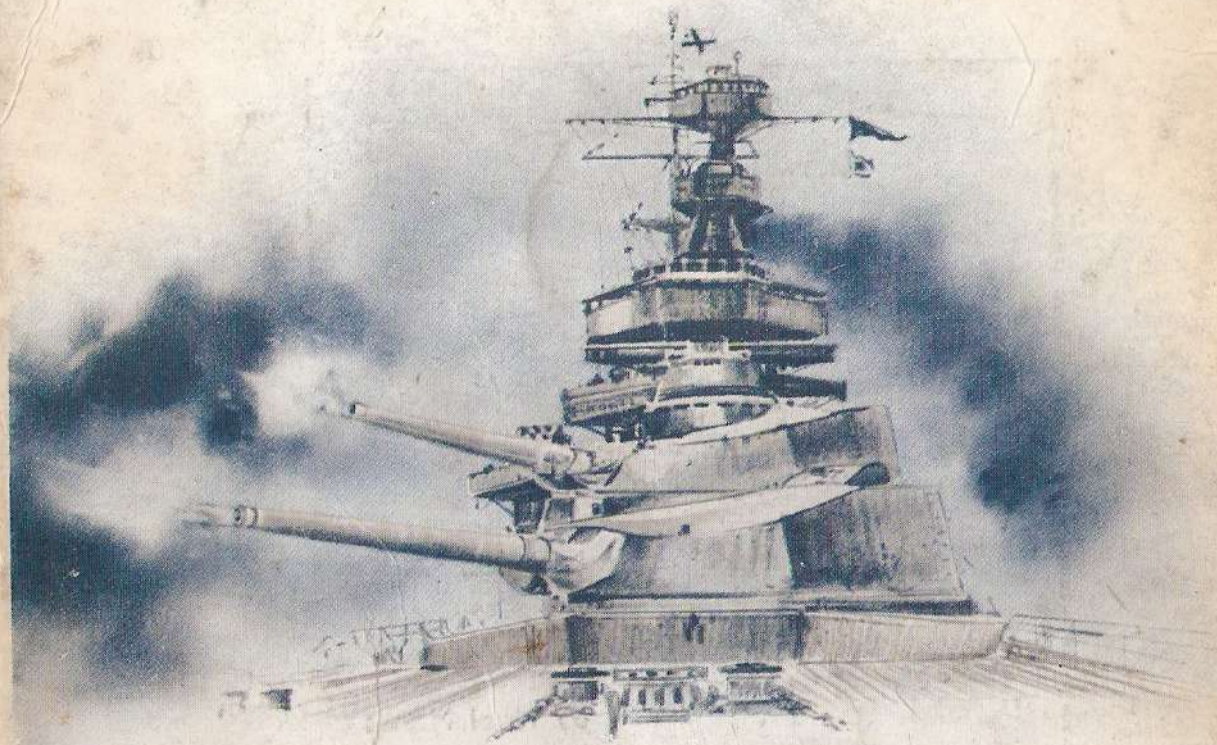
By Captain Bernard Acworth, D.S.O., R.N.

"The Home Front" By Cecil Hunt

"Taking Off!" By Noel Monks

General Editor : CECIL HUNT

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