The official organ of the Navy League
New South Wales Branch

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Ever it was necessary for the man of limited means to conserve, etely and to spend wisely, it is so today. In most cases incomes are ffer, and in many, outgoing is greater, and consequently reduced margins must be provided for.

True thrift is not only the hoarding of money—it is a matter of careful, useful spending; but obviously the saving must come first.

Open a Commonwealth Savings Account and use it faithfully. It costs nothing, but will help you to help yourself.

Co-operation

"Tis not my talent to engage,
In lofty trifles, or to swell my page,
With wind and noise.

I prefer to engage on a subject of interest and importance to all Navy League members.

The co-operation and spirit of animation or (esprit de corps). This is an essential factor, without which no organization is worthy of the name.

The combination of these important factors develops easily and quickly through Tradition. The influence of Tradition in the Royal Navy is very noticeable, for, no Service can delve into a deeper, or more proud past than the British Navy. It is only by rendering the seas secure that our industries can be sustained, by the co-operation of the Royal Navy and the Mercantile Marine. It is in this sense we interpret the time-honoured preamble of our Naval Articles of War: "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend, and no less depends on the Merchant Service, which, under the safe shield of the Navy, welds us into a powerful whole.

We have handed down from the reign of Alfred the Great 880 A.D. a powerful Navy, maintained by the co-operation of British subjects.

The co-operation and (esprit de corps) exists in the Navy League. It shows itself in the various branches of League work, by the Committees, Cadets and Officers. The social side, sportsmanship and seamanlike displayed, and by the co-operation of these branches of activity, the Navy League will advance rapidly, whereas divided they would fall. The foundation of the Navy League so far as Cadet training, is solely established in this State and every member is to become a maker of its Tradition, both material and abstract.

The Navy League Journal

SYDNEY.

MARCH, 1931.

PRICE 3d.

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It is difficult to estimate the value of any person with whom we have to do with every day. But when that person leaves us, we realize the value of his service. Capt. W. W. Beale sailed from Australia on 13th January, 1931 by the S.S. Barradine. Many Officers, Cadets, and Navy League supporters who could attend were present to bid him and his family Bon voyage.

He founded the Navy League Sea Cadet movement in Australia, steered it through many heavy seas, and left it, not because he is offered a more remunerative position in England, or because he desired, but because he had to leave for personal reasons.

He was a most efficient Organizing Secretary and Editor. His cheery disposition, courteous and patient bearing was of great assistance to all Officers who desired his advice. He was remarkable for the diplomatic manner he handled the affairs of his office. Although he appeared inconsistent in a few exceptional cases, he did that which he considered was in the best interest of the Navy League as a whole. Without fear or favour, Australia can ill afford to let men of the Captain's type go. But sentiment must drop, when duty calls.

Many small presents were made as readers will observe by the Company notes, and all members wish the Captain and his good wife and children the best in their future destination.

The Flag

The manner of the compilation of the Union Jack is known—or should be known—to every schoolboy. In 1605, after England and Scotland were united under King James, a Royal Ordinance decreed that merchantmen should fly a red flag with the cross of St. Andrew. In 1707, Queen Anne decreed that the national flags of England (the red St. Patrick's cross which runs from corner to corner). Charles I., in 1635, forbade any but Royal Officers, Cadets, and Navy League supporters who could attend were present to bid him and his family Bon voyage.

The red cross of St. Patrick was added (being superimposed on the white cross of St. Andrew), and the present Union Jack is the result.

The name "Union Jack" was first used in the reign of Queen Anne. According to W. J. Gordon, the careful author of "Flags of the World," it derived its name from the flag which it replaced at the accession of James I. A great deal of print was wasted in endeavouring to persuade people that it got its name from Jacques, the French for James, but this laboured derivation was blown to the winds when the antiquary asked the antiquary "how about the jack-yarder?" and inquiry showed that Howard's ship in the Armada battles was described as carrying a "jack" on the jack-staff, their jack being but a small edition of the red cross of St. George.

The Union Jack is always lowered at sunset. "The sun never sets on the British Flag." All hands stand to and give the white ship's Colours must be hoisted sharp at 8.00 all hands stand to and give the salute.

The Union Jack must never be used as a table cover.

All Cadets are aware what the Union Flag symbolizes, the thousands of lives that have been given to defend it, and the treasure that has been poured out to keep it flying.

Colours should never touch the ground, and be cased.

The Blue Ensign should only be used by the Royal Navy, Royal Navy Reserve, or by special permission.

The Commonwealth Blue Ensign by R.A.N., R.A.N.R., or by Commonwealth Govt. Departments, when authorised.

The Commonwealth Blue Ensign by R.A.N., R.A.N.R., or by Commonwealth Govt. Departments, when authorised.

The Executive Committee of the Navy League, are still very active.

The committee meet ng is held at, Royal Naval House, on the second Monday in each month.

Since the days of the Royal George the British Navy has sustained so much disaster as to which befall it when, in September, 1870, the Captain turned keel uppermost in the Bay of Biscay, and founded with nearly five hundred men. She was a new ship, a costly experiment, and the controversy which had raged while she was being built had apparently been felled to rest by her successful trials. She was the pioneer of the turret-ships, the first sea-going monitor, built according to the designs of Captain Cowper Coles, who shares with the famous Swedish-American Ericsson, and, according to some accounts, claims priority over him, in originating the fortress class of warship.

It is hardly fair, however, to say that she was designed by Captain Cowper Coles, for after years of worry he had succeeded in forcing our Admiralty to have the ship built, and the Admiralty officials introduced such modifications into the original plans as practically made the Captain nobody's child in particular. And these alterations affected her in two vital points—in the enlargement of her sail plant and in the decrease of her freeboard and the freeboard was still further decreased by an error ascribed to the builders, so that when the ship was launched she floated twenty-one inches deeper than had been calculated.

She was a double-screw ship-ringed ocean cruiser of 4,272 tons; she was 320 feet long by 43 feet beam, and had engines of 900-horse power. She had six guns, two 6-inch unprotected and four 23-ton guns, two in each of her turrets. Her armour ranged from eight inches in thickness down to three inches. She had a very low freeboard so as to allow the guns to be worked all round, and a high poop and forecastle, connected by a hurricane deck, the bottom of which, once she was on her beam ends, acted as an enormous sail and prevented her ever recovering herself.

Her officers were the pick of the Navy. In command was Captain Hugh Talbot Burgoyne, V.C., the son of Field Marshal Sir John Burgoyne, and among her officers were the son of Mr. Childers, then First Lord of the Admiralty, a son of Earl Northbrook, and a brother of the Marquis of Hamilton, and on board as a passenger was her originator, Captain Cowper Coles. The survivors were the gunner, Mr. May, and seventeen of the crew. The rest, 480 in all, were drowned.

It was not her first passage across the Bay, for she had been twice to Vigo before she foundered, and in her early cruising had behaved so well that many who had been prominent in asserting that she was unsuaworthy had admitted that they had been mistaken. The disaster occurred on the 7th of September, 1870. She was cruising with the fleet under Admiral Milne, and the admiral had been on board during the day conducting his inspection, so that the
crew had been through a prolonged drill. In the evening the admiral, declining to dine on board, had left for his flagship, and his galley had been nearly swamped alongside as he went away.

The night eleven sail of the fleet were counted all safe; when day broke there were only ten of them—the Captain had disappeared.

A storm had come on, and about midnight, just after the order to take charge of the steam pinnace, struck the monitor and heeled her over. She was at the time under snug canvas on the port tack, close-hauled, and off at anchor on deck in obedience to "Let go the foretopsail halliards!" and then "Let go the main-topgallant and main-royal!" before the men could get to do so the vessel had gone over so much that they were washed away. A furious sea struck her before she could recover, and on to her beam ends she went. For an instant she floated on her side, and then slowly turned bottom upwards. She was only ten of them—the Captain had disappeared.

As she turned the water rushed down her funnel, and a loud roar began, which continued for a short time to give warning below. Of those who were saved all belonged to the watch on deck, with one exception—the seaman named David Dryburg. He had been ordered over the rail, but he would not right, had made a desperate rush and got to the weather hawse-holes as she lay on her beam ends. And then, as she kept on, he slowly scrambled up her side until he reached the spot where her keel would have been if she had had one. From here the seas washed him off, and finding one of the boats drifting past he clung to, and was saved.

As the gunner and his men were tossing about in their boat the inconstant went driving past them in the gale. The officer in the cabin of this ship was heard and unheeded, and, knowing that the coast was to leeward, they gave up all hope of being rescued by the fleet, and made for the land, by which they reached Corbucion, near Finisterre, whence they were brought home in the Volage.

The catastrophe was so sudden that there was no time to give warning. Of those who were saved all belonged to the watch on deck, with one exception—a seaman named David Dryburg. He had been ordered over the rail, but he would not right, had made a desperate rush and got to the weather hawse-holes as she lay on her beam ends. And then, as she kept on, he slowly scrambled up her side until he reached the spot where her keel would have been if she had had one. From here the seas washed him off, and finding one of the boats drifting past he clung to, and was saved.

Some of the Captain's boats broke away. To one them—the steam lifeboat pinnace, which was floating keel upwards—Captain Burgoyne and four others were clinging to the canvas-covered galley when the first launch came drifting by. The gunner and some of the men jumped on to the nest of boats, cut the canvas away, and threw the galley out, and then the first launch floated from underneath the second, the cars were got out in the second launch to take off the captain, who was still with the pinnace to the windward. All efforts to get the boat up to the wind proved useless. The furious sea threatened each instant to unmoor it, and then the men hauled away with their caps, and again the boat was turned towards the pinnace, but to no purpose. One of the men was going to throw his oar to the captain, but the captain stopped him with, "For God's sake keep your own, or I'll put you at the bottom!" All had left the pinnace but himself. He had remained to the last, refusing to jump till his men were in safety. The last man that left his side had asked him if he was going.

"Come, sir, let us jump!"

"Save your own life, my man; jump and save yourself! I shall not forget you some day!"

And the seaman jumped to the galley and was saved, while the captain remained to die.

His country could ill spare him. As one who led but did not drive, his men, he was very popular, and although very young for his command—only thirty-seven—had been reserved for the most serious offences, but there is no more accomplished sailor in the navy and army, and boys who have once passed through the training ships will never more run the risk of having their better feelings hardened or deadening their tender gratitude to friends, or, as they say, by fighting for their Queen and country have actually fainted while assisting for the first time at a flogging.

For some years the punishment of the cat had been reserved for the most serious offences, but there is no more accomplished sailor in the navy and army, and boys who have once passed through the training ships will never more run the risk of having their better feelings hardened or deadening their tender gratitude to friends, or, as they say, by fighting for their Queen and country have actually fainted while assisting for the first time at a flogging.

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The first boatswain's mate was then ordered to "lanyard round" the prisoner, and, taking the cat, measured his distance, and swinging it well over his shoulder, brought it down on the prisoner's back.

The cat consisted of a small wooden handle about two inches square, and the top about the size of a fourpenny piece, and was made with a handle at the other end, to which were fixed nine iron wires of thick white line, about the size of coarse white cord, but harder in consistence.

The first stroke left nine red marks, the seventh tore the blood and the eighth brought forth so amply the howls and yells of the poor wretch who was suffering the punishment.

At the end of twelve lashes a fresh boatswain's mate stripped and went to work, administering the next dozen.

After this each cut brought away portions of skin and flesh, and the victim's shrieks for mercy were heard again and again.

The master-at-arms counted "thirty-nine," when the man's head dropped on to his shoulder, his cries ceased, and he fainted.

The doctor, who was standing by me, immediately attended to him, and by his direction he was cast loose and carried down below.

He was in his hammock in the sick-bay under the surgeon's care for some weeks, and then the captain, in whose division he belonged, started for England.

But this, although disgusting and brutalising enough in all conscience, was nothing in comparison to the really awful punishment of "flogging round the fleet."

This was awarded to men who had been guilty of some crime legally punishable by death, but who, through some accident, had avoided the effects of the sentence imposed upon them, and were then at liberty to act as they chose; in other words, to act as they chose.

A man-of-war is now usually only kept three years in commission, but formerly the term was much longer. There are well-founded yams of a vessel going out to the West Coast of Africa on a five years' commission, and not one of the original officers returning from such a voyage is homeward bound 1. This would cause by exchanges, and the direful effect of the climate on that coast, which has not imparted been termed "the white man's grave."

Occasionally a ship is paid off one day and re-commissioned the next. This is when the ship is in good condition and is a case of the government having to save a great deal of money, in order to keep the fleet in the best condition possible.

There was a twenty-one-year Corvette on the West Coast of Africa named the Rattlesnake that was re-commissioned — I should be afraid to say how often — without returning to England.

She was lying at anchor off Sierra Leone when I paid my first visit to that place, under the command of Commodore Wilmot. He was somewhat amused at the reactions of the people to the presence of the ship, and was very pleased with the reception given to him by the people of the country.

Presently the corporal of the gangway came and ordered us to prepare the next ship for her departure, and we were soon on our way to the next station.

We rounded the Wight, and I was mid of the watch when we anchored at Spithead. We were soon surrounded by boats, and the Captain gave the order that no one was to come on board.

Chappaquiddick
RULES TO GOVERN ALL NAVY LEAGUE SEA CADET CORP BOAT RACES

I. All boats to be allotted a Pendant or Pendants
II. Boats to be moored according to their position as drawn. No. 1 boat having the right to choose state from which position he intends to take.
III. All races are to be pulled on course in district where the trophy is donated.
IV. Should any Company hold any trophies and the Cadet Commandant will revert to Headquarters of the N.L.S.C. Corp.
V. On no occasion is it permissible for a coxswain to touch any oar in the boat, except to replace a broken oar.
VI. The Rule of the Road must be strictly carried out, no boat to cross the bows of another, unless two boat's a length clear. Penalty, disqualification.
VII. All protest to be lodged immediately after the race, before leaving the course, to the judge verbally and in writing to Headquarters within 48 hours, accompanied by a deposit of £1. In event of protest being supported the £1 to go to the Navy League Sea Cadet Corp A/c. Fund.
VIII. No Soft Soap, Black Lead, or grease shall be used on boat's bottoms. Any Company infringing this rule shall forfeit all trophies won during the past 12 months, from date of offence.
IX. The Judge's decision is to be final. In the event of a judge not being able to deal with a protest, he shall convene a meeting of Senior Officers to investigate the matter. Parties concerned in the protest shall not be allowed to sit on this Committee of Inquiry.
X. All boats to be allotted a Pendant or Pendants for identification.
XI. 12 races to be held on stipulated time.
XII. Boats to be moored according to their position as drawn. No. 1 boat having the right to choose whether they shall side boat on PORT or STARBOARD hand. No. 1 boat to report to Steward of the course, from which position he intends to take.
XIII. 14 crews are to be uniformly dressed. No occasion the crew are to pull bare buff. Rig of boats' crews are to be Blue or White trousers; Singles or Flannels.
XIV. Rugby League Competition

The Commandant, S. Cooper, S.S.D., has arranged with the Rugby League for football grounds for football grounds in the coming season.

When obtaining your footgear, remember to consider Messrs Mick Simmons.
The Navy League Sea Cadet Journal

Such was the talk of those four lads as they were nearing their home, which were situated near each other, of a small town, and they believed in man to man although the thugs deserved to get thrashed by all of them, odds were covered in something bright and sparkled. Here Vic met his man with a right swing straight to the point and with a terrific thud, hitting the ground like a bag of hounds. "I'm going in," said Vic, some one is getting off, you see, with his talk,  and one thought it was up to us to help him." "Say, Vic," said Dubbie, "is this to be a private battle or general assembly?" General. Vic saw these four lads dive into the dark lane and by a ray of moonlight saw four dark forms struggling with a white body. They could be heard in some part of the town. Vice there, in the struggle, a white cap lay some distance away. It wasSyd. who was rocking and as Ranger stepped in to give the final blow, Vic's man, as we must call him, swung his man up again and battered him out of shape. "That will do, son," said the office, "we must give you a fair chance, and don't forget, you have to rough it and it is a hard life, but has allowed you to go to sea for, say, six months, round the world. You are the making of sailors, and when I say sailors, I mean Sailing ship sailors, and not the tin can sailors in steamers, although they have hot baths and arm chairs. In my ship you get a bath when it rains, as all water must be conserved for drinking and no waste, but I am afraid sailing ship life, or Traders' life would be too hard for you.

Each listened eagerly and said, "Too bad for us. We only wish you could or would give us a trial."

"But of what good would you be on board?" replied the Captain.

"Well," replied Dubbie, "we know practically every knot used, and can handle a wheel, box a compass, and know the navigation. You can read and send Semaphore, also climb a mast with the best of them. We learned it all at our Depot and can sail a 12-footer, cut a watch and quarter, and we reckon in a very short time, we would sail your ship, if given a chance.

During that time, they had gradually strolled down towards the wharf, where unkennelled to them, the brig, Mary M., was laying.

"That's the sort of ship we'd like to be in," all chorused.

The Captain smiled and said: "I know the Captain of the Mary M., and you are the makings. I'll try to look over her. I'll be here by 8 a.m. to-morrow morning, and I'll try to look over her. I'll do my best, and I'll try to look over her.

Next morning at 7 a.m. each boy was waiting and saluted, turned, and quickly walked away. Not a word was said as the boys mounted the gangway, saluting the Quarter Deck. "Unfortunately, eight bells had struck, the four lads had expected them to come on board directly they saw the ship. The Captain called Mac and told him the doings of the night before. "Oh, f'lar," he said, "I didn't think of your age. I must certainly tell Mac about them, and I suppose he thinks I am a damned old fool taking a chance and the boys were allowed to come by their parents, he will get a shock when he finds they are not such dummies as he will think they are." Mac, it appears, was mate, and a bluff, hard-headed, soft-hearted Scotman, who likes everyone to think he was a holy terror. He was a good seaman and brave as any sailor afloat and never knew defeat. The harder it blew, the more he averred, and no matter what they were, he simply revelled in. Nothing afloat, nothing ashore could scare Mac. And a fitting leader for boys and men.

The Captain was up early, but Mac was about at daylight. The Captain called Mac and told him about the doings of the night before. "Oh, f'lar," he said, "I didn't think of your age. I must certainly tell Mac about them, and I suppose he thinks I am a damned old fool taking a chance and the boys were allowed to come by their parents, he will get a shock when he finds they are not such dummies as he will think they are." Mac, it appears, was mate, and a bluff, hard-headed, soft-hearted Scotman, who likes everyone to think he was a holy terror. He was a good seaman and brave as any sailor afloat and never knew defeat. The harder it blew, the more he averred, and no matter what they were, he simply revelled in. Nothing afloat, nothing ashore could scare Mac. And a fitting leader for boys and men.

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Each saluted, and Vic, being the Senior, said, "Eight o'clock was the time to report, Sir, and it has just gone eight bells.

"Eight bells," said Mac, "what the devil do you know about it?"

"We understand ship time, Sir.

"Oh! do you? Then that's something I won't have to teach you brats if you come aboard here, and you keep that in mind, Sir too. I expect that and want it, don't forget."

"Yes Sir," each replied, touching his cap.

"But if you come on board this ship you don't salute me, understand, but you do salute the Captain, as I told you before."

"Ay, ay, Sir," came the reply, which left Mac thinking "where the devil did these kids learn ship slang or seaman-like answers."

The whole afternoon was spent in climbing and seeing the hundred and one things to be seen on board ship that the landsman knows not of. Mac undoubtedly was well pleased with the lads, and asking them the name of different knots he was making, which all seemed to know, put him in a good humour and he could be entertaining if he liked, but he did not forget to tell the lad to visiters as they were then. He was a good fellow, but the way he talked to the boys, the way he talked things over with Mac, was on the forecastle, the boys were stationed under the Chief Officer as fire party and an hour after, the party was brought back to the Depot and the report, fire extinguished.

Sir, we know how to obey it. All we ask is the board ship that the landsman knows not of. Mac perhaps, to the furthest ends of the world. Little did he know that when the hawsers were cast off and she put on board of her, lines were cast off and she was underway, Mac was on the forecastle, the boys were stationed on various parts of the ship eagerly taking in all they saw.

A cat, which Mac was greatly attached to, often followed him about like a dog and he used to talk to this cat as he would to a human being. Very rarely this cat came on the forecastle, but somehow the ship was making good headway when the cat went up the rope ladder hanging over the side, Dubbie passed the cat up to him and Dubbie with a smile and saying "Sir, she is cold."

Mac was staggered. "My cat. Where the hell did you get this, ye swine?"

"It was her I went over for, Sir. She fell overboard and I went in. I am sorry Sir, but you can't do anything like that. But I'd go again should the same thing occur."

"You did not give me a chance, Sir. You simply banged me when you pulled me into the boat and I have been taught not to answer an officer back."

"Man overboard," roared the Captain. "Away dingly."

Mac looked, and the first he saw was a sailor's head and jumper swimming for his life away from the ship. "One or those kids already, blast them. It's a good start for plenty of trouble."

Mac tumbled into the dingly with two seamen and a sailor, saved the swimmer, had now turned toward the ship. Mac did not know at that time that it was his pet that had caused the commotion, as Dubbin had now put the cat inside his jumper and Mac, when he reached the lad, tumbled him into the boat with a good cuff under the ear.

"I think you, boy, to take swimming lessons when the ship is going to sea. If you want to be ship boys, be it don't do it while I am on deck. Ye devil, you'd be black and blue when you get on board this."

"That was a real fire, then," said the mate. "Yes," replied the Chief Officer. "Then it was very cleverly done.

"Do you practise this every night," asked the Captain. "Yes," replied the Chief Officer. "But it is the first time we have had to deal with a real fire."

"But if you come on board this ship you don't saluate me, understand, but you do saluate the Captain, as I told you before."
Jim then knew he had heard his report. It seemed to be getting much plainer and he rubbed his eyes to see if they were really awake. It could not be the moon, as that was now down, and it was too early for the sun to rise, but still there it was, getting larger every minute.

"Light right ahead, Sir," again called out Jim. "Hi, hi," answered the second mate again, and between the shadow of the mast and sails Jim saw the mate coming forward.

"Gee, boy, some light, too. Must be a bonfire somewhere, answered the mate, who hurried on to take a glance at the chart. He knew that land should be miles and miles away, but you never know what happens at sea and he wanted to make sure they had not run off their course, or that the chart had been altered during his watch. Looking forward through the telescope, he took another good look and said, "Well, sonny, that's the first time I have seen a burning volcano at sea, but I'll call Mr. MacDonald. You had better call him and I will stay here. Ask him to come on the forecastle, please."

Jim dashed off to the Chief Mate's cabin and knocked gently. Directly he touched the door, Mac sang out, "Who's there?" "Jim, Sir," was the reply.

"Knocked gently. Directly he touched the door, Mac replied, "Ay. ay. Sir," and the look on his battered face."

"What's the matter? lad."

"The second mate's complaints and you would come on the forecastle, Sir."

Mac was out in a flash, straight into his sea boots, great-coat over his pyjamas and beside Jim almost as soon as Jim had got the got. Out tumbled all hands and the boys were the first dressed and on deck. When first going to sea, they made it up between themselves that as they did not know anything about sailing ships, yet they would be allowed first to rig up any order that may be given, so that the worst would, in a little, compensate for their lack of knowledge. Mac and the Captain were dressed clean, the latter had never been in his bunk. "Set to, gallant sails," came the order. Away flew Syd and Dubbie to loose the former. Let the helmsman have the wheel. Hoist up gallant sail home, home, came the order. "Set Royal and Flying Jib and with a will, the Jib was hoisted, the sheet hauled in. "That's the worst term that can be used to any man aboard a ship. That light ahead is a sailing ship on fire, and if the sticks hold, Mac," said the skipper, "I am afraid the little packet will be strained."

"To the devil no matter," said Mac. "While we float, we'll do our best to help them."

The now thoroughly maddened Yank rushed the first and second mates were watching the distant burning ship and hollered. "If the sticks hold, Mac," said the skipper, "I am afraid the little packet will be strained."

"Which of you swine hit me? I'll smash the lot of you. And with a rush he made for the tour boys. "To the devil no matter," said Mac. "While we float, we'll do our best to help them."

The remainder of the seamen stood around as Vic and Dubbie stood with arms folded, watching the Yank trying to get to the fore mast yard but was lifeless. It was a miracle how he got to their side. "Sacre, sacre, I vill keela you, you domb yanka, thought the Yank, and between Mac's prayers for speed and curses because, to him, she was not going fast enough. Full in more of that sheet. Hoist it a bit more.

And, although the Navy League boys were enjoying the excitement, the older hands were grumbling, especially a Yankee seaman, who considered himself a tough. He had made the life of these youngsters miserable in a way, always nagging. Nothing they could do was right and hundreds of times he had promised to murder them, or batter them to pieces. The Yank arrived. The new sail was bent on the yard. The now thoroughly maddened Yank rushed the Yank and Dubbie stood their ground, and as the Yank rushed in, each side said, "You're a Yank." And when Dubbie stepped and hit two terrific blows, Vic with his right and Dubbie with his left. Down sank the Yank to the deck.

"I thanks you, thanks you boys," said the dago. "But I keep him by and by."

"Chef," he muttered, and the look on his battered face plainly showed that that word to him had made him the boys' friend for life.

"Which of you swine hit me? I'll smash the lot of you," said the Yank. "To the devil no matter." said Mac. "While we float, we'll do our best to help them."

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Nautical News and Nonsense

When serving on H.M.S. - in port at---

we were unfortunate in having a ship-mate die. The usual procedure was taken. The coffin was made on board. Body placed in and taken ashore. The eicort marching behind the field gun, we duly arrived at the cemetery. Service was read and three volleys fired. Later the funeral escort was granted permission to fall out. Quietly strolling about, reading the various epitaphs, on the head stones, one read as follow:

Such as I am, so you will be:
Prepare yourself, to follow me.

Bill Smith.

A member of the escort borrowed a pencil and in free Old English letters, made the following inscription—underneath or below:

To follow you, I'd be quite content:
But I'm blown if I know, which way you went.

J. Green.

There was once a rheumatic old whale,
Who moaned as he wagged his tail.

"It will be a treat, when the bridge is complete; 'Cause then I can travel by rail.

and, can what they can't.

At last the bridge was built,
and I sailed through Bay and hill.

American Economy—They eat what they can,
and, can what they can't.

Paint,—A large Steamship Co.

That Sea Serpent

The "Sea Serpent Again!". The announcement that a sea serpent had appeared off Sydney was later contradicted. On investigation it turned out to be a large tree trunk with branches. Another report from America deserves more consideration. This is regarded as the biggest sea serpent ever seen.

It was as long as a street, and, of course, an American street is meant. Although many particulars were given there was no detailed description of the sea serpent's face for he was going the other way. The mail boats making for San Francisco were four days late waiting for the monster to pass. Elmer B. Cutler, Vice President of the Consolidated Corporation for Extracting Gin from Gumer, was fortunate to be an eye-witness, and it is to him and his particular debt of gratitude (not to be confused with the other debt which bears a slightly higher rate of interest) for some very interesting details. The whole thing was highly colored, he has stated to have said. "The body, which is that part lying between the head and the tail, consisted of red and white stripes. There were 49 stais near the tail. The ears were laid flat back as suffering from dyspepsia. The tail was carried out in the tail-end style and it appeared to have been trodden upon. The whole body was covered with scales the principal varieties noticed being chromatic, tonic solicit, beam and scales of seafolk charges."

According to Professor Sands O. D. Tiddler, a notable authority on piscatorial matters and author of that classic essay, "Whopping Jonah's Whopper", in his opinion the facts were admirably placed for the performance of their several functions. They were all on one side, viz. the outside. There was apparently only one means of access to the interior, through the front end. There was some conflicting evidence according to the sounds made by the brute, but the following was permitted by the committee to be published: "Rah! Rah! Rah! Oojah! Oojah! Emeny meeney minny mo! It was agreed to by all, however, that no existence of a musical training. Professor Hyam A. Lyre was of the opinion that the beast was in pain, but in the absence of spectrometric diagnosis of the aliphatics he was unable to form an opinion as to the shape of the pain. It was assumed that the sea beast had no heart for the tail was pointing down. The presence of some very short dark hairs just above the collar gave evidence of a recent shingling. There was a complete absence of side, the sea snake being built flounder fashion, or, to use non-technical language the serpent was clinker-built fore and aft, copper fastened top and bottom, with ninon side gussets and corrugated planks only to be opened in emergency. Owing to the enormous size it was impossible to give anything like reliable measurements. As an indication of the huge dimensions, take the 1930 cost of living index figure as the differential calculation, the fare for a family of four and a dog from a point seven furlongs west by south of the left ear to a hydraulic position near the tail, would amount to six months' interest on the land tax values of Manly. This does not include entertainment tax. This report, incomplete as it is, is unlikely to be surpassed this year!

Lea Wilson Cup

The magnificent way the boys swam on February 18, for the Lea Wilson Cup, is deserving of great praise. The Certificates are in the making and I think that a concert should be arranged, so that those lads who won first, second and third places should have their certificates presented publicly. Any Company who can provide any vaudeville turns, I would be pleased to hear from. Some of our supporters are both singers and dancers, and also have friends who can perform in some way. Please ask them their style of Liz and forward name, etc., to head office.

For the BOY, AUSTRALIA and the EMPIRE

Monthly Notes and News

(Contributed by S. Cooper, S.S.D. Commandant, and L. E. Forsyth, Assistant Commandant)

Events for the Year

The following events have to be decided this year:

- The Cooper Corso Cup. Cadets to 18 years.
- The Cooper Corso Cup. Cadets to 21 years.
- The Oswald McMaster Cup Race. Cutters only.
- The Oswald McMaster Medal. Signalling.
- Miss Charles Fairfax Flag. General Efficiency.
- Cockran Shield. All Comers, Lane Cove River.
- Rugby League Competition. Inter Company.
- Athletic Sports. All Companies.
- Senior Naval Officers' Inspection.
- Navy League Executive Inspection.

Easter Camping

It is proposed to hold a camp at Newcastle at Easter, the cost per boy, including fare, would be 14/-, and we would camp in the Cathedral Hall. Any officer who may have boys that want to go, send names or numbers in as soon as possible, not later than March 20th. It is proposed to go up in a steamer on 2nd of April, arriving at Newcastle the following morning, Good Friday.

Mosman Bay Company, Manly, made small presents to show their appreciation to our Ex-Secretary, Capt. W. W. Beale, O.B.E.
BIRCHGROVE COMPANY

(Contributed by D. Waterfield, O.C.)

As in the past, Birchgrove still reports all's well with the Fleet. Our annual meeting at the Welfare Committee was held in January and reports for the year were as follows: Mrs. Robertson, treasurer; Mrs. Cooper, assistant secretary; Mrs. Lampard, secretary; Miss Carrol, junior secretary; Mrs. Frankland, junior secretary. The Officers and Birchgrove members of the Sea Cadet Corps, had the pleasure of showing their entries to Capt. W. W. Beale, O.B.E., by presenting him with a pair of binoculars.

The Birchgrove Company and Committee also made presents to Mrs. Beale, Miss and Master Beale, and when thoroughly mended boiled quickly. Hearty good wishes from Birchgrove to all.

RESULTS OF COMBINED PICNIC SPORTS

Boy Toddlers' race — C. Jones
Girl Toddlers' race — C. Hillier
Cadets, 10 to 12 years — P. Locks
Cadets, 14 years — T. Middleton
Old Boys — W. Sterry
Cadets, 18 years — J. Edwards
Old Buffers — Mrs. Groves
Boy & Girl Thread the Needle — Minnie Robertson
Boy & Girl Three-legged Race — Miss Carrol, P. Stevens
Blindfold Horse Race — Miss Carrol, P. Stevens
Boy & Girl 3-legged Race — Miss Carrol, P. Stevens
Girl 3-legged Race — Miss Carrol, P. Stevens
Baby & Girl Rowing Race — Miss Carrol, P. Stevens
Baby & Girl 3-legged Race — Miss Carrol, P. Stevens
Baby & Girl Running Race — Miss Carrol, P. Stevens
Baby & Girl Swimming Race — Miss Carrol, P. Stevens
Baby & Girl Fireman's Race — Miss Carrol, P. Stevens
Boy 6t Girl 3-legged Race — Miss Carrol, P. Stevens
Blindfold Horse Race — Miss Carrol, P. Stevens
Baby 6t Girl 3-legged Race — Miss Carrol, P. Stevens

The Birchgrove Company and Committee also expressed a great desire to know if anyone has a spare mainsail to donate to our ship, when they are continually elected. They are not forgotten. Someday, and its want is not forgotten. We also want to make our ship bigger and we can get on with the Fleet. Our annual meeting was held in January and reports for the year were as follows: Mrs. Robertson, treasurer; Mrs. Cooper, assistant secretary; Mrs. Lampard, secretary; Miss Carrol, junior secretary. The Officers and Birchgrove members of the Sea Cadet Corps, had the pleasure of showing their entries to Capt. W. W. Beale, O.B.E., by presenting him with a pair of binoculars.

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MANLY COMPANY

(Contributed by Eric A. Solomon, R.O.C.)

The Company had many pleasant days during the Xmas vacation.

Three camps were held at Middle Harbour, we were pleased to have the Woolwich Company along. Mr. A. M. Ricketts, owing to pressure of business, has not been able to attend as regular as he could desire.
Cook's River

(Contributed by W. J. Faulkner, O.C.)

Cook's River have missed the publication of the Navy League Journal and have to refer back to November, 1910. The past three months have not been very encouraging, nor do I have no doubt that all companies are finding things quiet.

The cricket team is well under way on Saturdays and we are all very pleased with the form of the Company. We are pleased to report that the visiting team won, which is the object of all visiting companies. We hope to play a return match in the near future.

We regret that we are without a Depot, as the position is very awkward, not having accommodation for our visitors.

I have reviewed the site for our future Depot, this is ideal. 36 feet frontage by 132 feet deep, situated by Look's River on the Arncliffe side. We will have to think out a money-making scheme to try and build. It will have to be an extraordinary scheme to raise finance at the present time. December showed a slight improvement, the parades were more freqently attended, but the boys appear unable to pay their subscriptions and travelling expenses owing to unemployment.

Mr. and Mrs. Braybrook, the parents of one of the cadets, kindly organised a party at their home. The party was a great success and many presents were distributed by the Cadets, with the condition that if they were lost, the Cadet who lost them would have to pay for their replacement. We still have our very conscientious cadets, who never pass us without taking us in tow.

The camp proved to be a very instructive one. We visited the Drummoyne Depot during the week. The week ends are devoted to sailing, the whaler has been a familiar sight on the harbour, with the spinaker balloons out, the Easterns (as termed by our supporters) pass by the various crafts in the harbour, accompanied in England.

Canteen, signal and ward-room flat, sick-bay and dressing rooms are being improved, and the Binnacle, the Boating House, Cowper's Wharf, and Inspections of old Fort Denison, with many pleasant sailing trips through the Heads and consider the advisability of obtaining another boat to accommodate all hands. Trips through the Heads aboard the Pilot Ship, ship's company, and inspections of old Fort Denison, with many pleasant sailing excursions, have made our whaler, with its brand new sails, a great success. The spinaker balloons out, the Easterns (as termed by our supporters) pass by the various crafts in the harbour.

We hope to take over the upper deck of our Depot this month, when we expect to provide Cook's River with a more commodious room.

The following appointments have been made:

- R. Graham, R. Roche; First class officer.
- P. O. Barnes, Boatswain; H. Abrahams, Boatswain's mate.

The Company is now full strength and is making satisfactory progress. We regret that it is not possible to compete in the Cooper Cup, as our boat is disqualified, because the handicappers do not favour our progress. We regret that it is not possible to compete in their own race, however.

The Navy and Military Tattoo was a success, and I desire to thank all Officers and Cadets who attended.

The Sub-branch Committee have not been able to accomplish anything owing to the unsatisfactory times, so far as finance is concerned.

We visited the Drammeene Depot during the Christmas holidays and had a most enjoyable time. The Camp proved to be a very instructive one.

The Company took part in the pig race on Anniversary Day, but ran a good last. We are pleased to report that our boys in a week on two, and are looking forward to sending a first-class crew to compete in the race this year.

The boys are looking forward to winning the Lee-Wilson Cup and hope to keep it in Newcastle for some years.

We contemplate building a Depot on the South Arm Cove site, ideal if 30 feet frontage by 132 feet deep.

The party was a great success, many presents were distributed by the Cadets, with the condition that if they were lost, the Cadet who lost them would have to pay for their replacement. We still have our very conscientious cadets, who never pass us without taking us in tow.

Mr. S. Cooper and Mr. L. E. Forsyth are our friends and are always prepared to assist the hospitals when called upon.

We intend to install a larger engine in our cutter this is partly donated by Mr. J. Degen, one of the Leichhardt Boat Builders. It is being installed free of charge.

This is a great assistance to us, as we are short of funds at present.

Mrs. William Epps, organiser to the R.P.A.H. Aux. Secretary, is giving us great assistance to procure a brass band. We thank Mrs. Epps for the keen interest she takes in the movement. The Navy League is always prepared to assist the hospitals when called upon.

I am pleased to have Mr. Brabursky, who recently joined the Company as Chief Officer, and have no doubt that we will keep marking time until things brighten up.

If some generous person would kindly donate us a gig, we would show them the boat's crew would be proud to show them how we have had with the waterlogged barge at present.

I thank Mr. Forsyth, Assistant Commandant Acting, who never passes us without taking us to town.

(Continued on page 27)
On Sailing

I sing of the body, untrammeled and free
Exposed to the passing breeze.

For who has not tasted the wine of life
That has not tasted of these.

What other sport can compare with the joy of sailing? Running free before a stiff breeze, basking in the sun-baked warmth of the day and watching the world pass by. What sweeter music in the ears of the sailor than the swish and gurgle of the water as it rushes past—the shrill whistle of wind in the cordage providing a tune to the dull and hollow thump of the waves. The swish and gurgle of the water as it rushes past—how swiftly the time flies. What other sport can compare with this?

These sports may have thrills, but then sailing has thrills: they may be refreshing but what of the fresh, clean, sea-breeze?

From a health point of view only, sailing is at least as beneficial as any other sport, and infinitely more pleasure may be obtained, if one is not a prey to "mal de mer."
SYDNEY, MELBOURNE, 
BRISBANE, ADELAIDE, 
PERTH, HOBART. 
Will soon thrill to this 
superb naval adven­
ture. Watch for it!

LADIES COLUMN 
(Conducted by Mrs. Langford) 

SCOTCH TAFFY 
Melt 1 lb. butter in saucepan, then add 1 lb. golden 
syrup, 1 lb. brown sugar and tablespoon of water. 
Blend pan by side of fire until sugar is dissolved. 
Now heat until nearly boiling point, continually 
stirring, then add 1 teaspoon chocolate; then boil to 
(300). Now add 1 teaspoon each of lemon and 
vanilla extract. Pour into buttered tin, when half 
cold, mark with buttered knife, and when cold break 
up and wrap in wax paper.

HONEY COMB 
Two tablespoons sugar, 2 do. of golden syrup. 
Melt well on slow fire, then boil hard to (240). Take 
off fire, stir in good tablespoon of baking powder, 
and pour it out on the rise. Cut up with saw and 
wrap.

FUDGE 
1 lb. brown sugar, 1 cup milk 2 oz. butter, 2 oz. 
scraped block chocolate. Place all in saucepan to­
gether, dissolve slowly (stirring) and boil to (240 
deg) stirring all the time. Take off fire, and add 
tea spoon vanilla, and beat until creamy and will 
just pour. Pour into buttered tin and mark in squares 
before it gets too hard. Any flavour can be used.

MIXED KISSES 
1 lb. sugar, moisten with water, put on low fire 
and stir till dissolved. Add pinch cream of tartar 
and boil quickly to (240). Take off fire, add 1 lb. 
desiccated coconut and teaspoon vanilla. Beat until 
creamy and drop from the tip of a spoon on wax 
paper.

TURKISH DELIGHT 
Without Thermometer 
Soak 2 oz. gelatine for 20 minutes in one cup of 
cold water. Pour 1 cup of boiling water over it. 
Add 2 lbs. sugar, and boil with a few drops of 
essence lemon for 10 minutes. Wet plates and pour 
out about inch thick. Leave four hours, then cut 
into squares and roll in icing sugar.

The days of wooden ships and iron men have 
now past, and in place of spars, sails, halyards and 
sheets, so necessary to the sailorman, we find they 
are replaced by propeller, steam and motor power, 
for the seamen of the present.

The time when the fool of the family may have 
been sent to sea is no more, for the intricate 
mechanism of the modern ship requires delicate 
handling and technical skill.

The present-day British sailor is just as formid­
able a fighting power as in the days gone by, be­
cause of the scientific knowledge and study he dis­
plays in the long range gunnery, torpedo, mines, 
and other deadly weapons of defence, he knows 
nothing of the control of a vessel under canvas, of 
reefing, furling and setting sail, and when we re­
member that the "H.M.S. Victory" carried 32-
pounders on her lower deck, 24-pounders midships 
and 12-pounders on the main and upper deck, 
ought in close proximity to the enemy, so that 
resolute and courageous men could get as near as 
possible to the foe, in order to board the enemy ship, 
almost before the smoke had left the old pattern 
muzzle loading guns. What a contrast to the deadly 
torpedoes, with a range of about 4,000 yards and 
travel at about 33 knots. The heavy gunnery 13.5 
in.; discharging a projectile of 1,400 lbs. in weight, 
couring disaster to a foe at a distance of about six 
miles at sea.

The seaman has slight knowledge of the sailor­ 
man's art for the Navy men are taught to splice and 
knot ropes, and pull a good oar, but he is quite 
unable to reef or furl a topsail in a heavy gale. The 
romance of the square-rigged wind jammers are 
past, when sailors discovered new countries, ships 
of sail did not arrive in port on schedule time as 
advertised in the papers now. It was the adventure 
and uncertainty that made sea life romantic in the 
days gone past.

The seamen of to-day adopt the sea as a pro­ 
fession, as a means of earning a living, the sea 
chanties that sailors used to sing as they manned 
the capstan are now forgotten, they are replaced by 
"Fifty Giner Headed Sailors," or "There's a Rain­ 
bow Round My Shoulder," whistled shrilly and 
mostly out of time and tune; these can never com­
pare with such ringing chorus as "Blow the man 
down," or "Yo ho ; Roll and go." No longer do the 
sailing advertisements publish i "A fine Clipper Shiu 
with a milch cow aboard, and all conveniences" ; but 
"a palatial steamer, electric fans to each cabin ; 
speedy first class.
Results of Lea Wilson Cup, Swimming Carnival

Event No. 1. 33 Metres Breast-stroke, 11 to 12 years

1. Noble Newcastle 36 secs.
2. W. Boylan Newcastle 36 1/5 secs.
3. Lockie Birchgrove 42 secs.

Event No. 2. 50 Metres Free Style, 13 to 14.

First Heat
1. Noble Newcastle 32 secs.
2. W. Boylan Newcastle 32 2/5 secs.
3. McInnes Newcastle 34 3/5 secs.

Second Heat
1. D. Boylan Newcastle 34 secs.
3. Flaxman Birchgrove 40 secs.

Final
1. Noble Newcastle 35 secs.
2. D. Boylan Newcastle 38 2/5 secs.

Event No. 3. 100 Metres Free Style, 14 to 15 years

1. W. Boylan Newcastle 33 secs.
2. Murray Newcastle 34 1/5 secs.

Event No. 4. 33 Metres Free Style, 11 to 12 years

First Heat
1. J. Barr Birchgrove 26 3/5 secs.
3. Pierce Newcastle 30 secs.

Second Heat
1. Rundle Newcastle 22 4/5 secs.
2. Bennett Newcastle 28 2/5 secs.
3. Flaxell Birchgrove 31 2/5 secs.
4. Tait Birchgrove 31 2/5 secs.

Final
1. Rundle Newcastle 24 1/5 secs.
2. Barr Birchgrove 27 secs.
3. Bennett Newcastle 27 1/5 secs.

Event No. 5. 100 Metres Free Style, 15 to 16 years

1. W. Boylan Newcastle 1.16 3/5 mins.
2. S. Waters Newcastle 1.17 secs.

Event No. 6. 100 Metres Free Style, 17 to 18 years

1. F. Andrews Woolwich 1.14 2/5 mins.
2. Sorby Birchgrove 1.20 4/5 mins.
3. Matthews Drummoyne 1.23 secs.

Event No. 7. 33 Metres, 12 to 13 years, Free Style

1. McKenzie Newcastle 24 secs.

Event No. 8. 100 Metres, 14 to 15 years, Free Style

1. W. Boylan Newcastle 1.22 mins.
2. Murray Newcastle 1.26 2/5 mins.
3. Middleton Birchgrove 1.32 mins.

Event No. 9. 80 Metres, 15 to 16 yrs. Breast Stroke

1. G. Barr (d.h) Birchgrove 2.50 secs.
2. Murray (d.h) Newcastle 2.50 secs.

Event No. 10. 100 Metres, 16 to 17 years, Free Style

1. Andrews Woolwich 1.18 1/5 mins.
2. Waters Birchgrove 1.21 2/5 mins.

Event No. 11. Relay Race, 11 to 19 yrs. 200 Metres

First Heat
1. Woolwich No. 1 team 2.26 4/5 mins.
2. Newcastle No. 1 team 2.27 2/5 mins.
3. Drummoyne No. 1 team 2.35 mins.

Second Heat
1. Birchgrove No. 1 team 2.34 mins.
2. Drummoyne No. 2 team 2.37 mins.
3. Birchgrove No. 2 team 2.33 2/5 mins.

Final
1. Birchgrove No. 1 team 2.21 mins.
2. Newcastle No. 1 team 2.26 mins.
3. Woolwich No. 1 team 2.34 mins.

Event No. 12. Diving, 11 to 12 years

1. L. Watt Birchgrove
2. Paxendale (dead-heat) Birchgrove
3. F. Watt (dead-heat) Birchgrove

Event No. 13. Diving, 12 to 13 years

1. J. Barr Birchgrove
2. Tait Birchgrove
3. Furnett (dead heat) Drummoyne
4. Martin (dead heat) Woolwich

Event No. 14. Diving, 13 to 14 years

1. Nicholl Newcastle
2. Valla Birchgrove
3. Flaxman Newcastle

Event No. 15. Diving, 14 to 15 years

1. Nixon Newcastle
2. Boylan Newcastle
3. Kendrick Drummoyne

Event No. 16. Diving, 15 to 16 years

1. Edmond Birchgrove
2. Kendrick Drummoyne
3. Doylan & Nixon (dead heat) Newcastle

Event No. 17. Diving, 16 to 17 years

1. Edmond Birchgrove
2. Andrews Woolwich
3. Lampard Birchgrove

Event No. 18. Diving, 1 7 to 18 years

1. Edmond Birchgrove
2. Collerson V. Woolwich
3. Nicholls (dead heat) Newcastle
4. Andrews (dead heat) Woolwich

Event No. 19. 100 Metres Breast Stroke, all comers

11 to 18 years

1. Andrews Woolwich 1.44 mins.
2. Murray Newcastle 1.52 1/5 mins.
3. Barr Birchgrove 1.51 mins.
4. Andrews Woolwich 1.44 mins.

Event No. 21. 33 Metre Ladies’ Race

1. Miss Robinson 27 secs.
2. Miss Watt 31 secs.
3. Miss Brownlow 33 3/5 secs.

Event No. 20. 50 Metres, All comers Race

1. Abbott 22 3/5 secs.
2. Dally 33 3/5 secs.

Total points towards the Lee-Wilson Cup

Newcastle 56
Birchgrove 52
Woolwich 12
Drummoyne 5
Manly 3

NOTICE TO EMPLOYERS and SHIPPING CO’S.

The Navy League have a number of well trained and educated Cadets. There are two who have passed the University Entrance examinations, and desire to become apprenticed at sea. If you require boys, give the Navy League a call at No. 82, Mrs. B. W. Snow.

(Continued from page 21)
**A Naval Incident**

It was a glorious sight—a sight to remember for a lifetime, as after ship of that great British fleet squared away under a press of sail that caressed the favouring breeze to freshness.

By 2 p.m. we were all hard at it, the leading ship, being "Victor Emanuel," "Queen," "James Watt," "Agamemnon," "Cassino," "Resolute," with "London," "Exmouth," "Aboukir," and "Orion" close on our heels.

All the old dodges, and many new ones, of shifting all movable weights about, and altering 'trim,' were resorted to, with the constant trimming of sails to the most exact nicety, to get the very utmost out of the ships, the result being a rate of sailing that was simply a revelation.

In the pride and exultation of that glorious sight, our thoughts turned backward to Great Nelson, who, on that very spot, just sixty-three years before—after provisions, and Synco—was feverishly hunting the "Caradoc's" boat, and up the side on to the clear lower deck. The shrill pipes of the boat-crews—lower deck—had been eliminated, but the horsemen were full.

Though getting nothing but the bare orders the signals conveyed, we knew full well that something serious had happened to disturb peace: some complication that would demand proof of our fitness in the hour of need.

As the afternoon drew on a few ships improved their position with the leaders as the weight of wind increased. By 4 p.m. the wind had hailed a point to west by north and turned fair, our starboard quarter, and freshened considerably, our starboard sail—sterns straining at their booms like racing chariot horses.

Within a radius of less than two miles raced the seven leading giants. And, with buckling spars and bellying sail, over the long, heaving swell, now copped and leathered by tumbling foam—crested waves, swept the proud "flyers" of the "grand fleet," flinging great showers of glittering spray from their weather bows back into the face of the weathering sun.

The coast of Sicily lay ahead, not far away. The purple mountains darkening as the evening shades crept down their sides and out over the created sea...
THE CALL OF THE SEA

A film which should be of special interest to officers and cadets of the Navy League Sea Cadet Corps, is the British Dominion talking film "Call of the Sea," which is shortly to be released in every capital city in Australia.

A British Naval story, revolving about mysterious happenings on a strange island, features Henry Edwards, well known star of such past "silent" successes as the "Flag Lieutenant" and "Further Adventures of the Flag Lieutenant."

The British Admiralty lent great assistance in the producing of the film, by making available H.M.S. Repulse for the numerous authentic naval scenes.

Four gentlemen passengers—Mears, Mason, Siddell, Eaton and McFarland—conveying them to Boston as prisoners, and subsequently handed them over to the Federal military authorities. The Government had refused Britain's demand for their restoration. Our Ambassador, Lord Lyons, awaited instructions to leave Washington with the archives of the Embassy. The Guilty had embarked for Canada; the West Indies and North American squadrons had been doubled. We waited, ready, for that one word—War.

Day after day passed slowly, while the men chafed at seemingly long delay. Conflicting rumors were reaching us to excite the men and make matters worse. We knew that an ultimatum had been delivered by our Ambassador, but we knew not what time was allowed.

The strain was evidently beginning to tell on the men. At gun-drill it was specially noticeable by a want of steadiness, and by fits of violent temper, though working the guns like demons. Stripped to the waist, their naked bodies reeking with grimy sweat, they would work our 8-inch guns on the lower deck, tumbling them about as if wooden dummies, and, with savage imprecations on the heads of Lord John Russell and the new Government, would curse the empty guns and those who were dallying and floundering around the waist, their naked bodies reeking with grimy sweat, though working the guns like demons. Stripped to the waist, their naked bodies reeking with grimy sweat, they would work our 8-inch guns on the lower deck, tumbling them about as if wooden dummies, and, with savage imprecations on the heads of Lord John Russell and the new Government, would curse the empty guns and those who were dallying and floundering around the waist, their naked bodies reeking with grimy sweat, though working the guns like demons.

Those who knew them best could find excuse for and more.

Their whole teaching and training, morn, noon and night, for years had been to perfect them in all the might of her fine crew, and drawing each other’s attention to old "Charley" and old "Nobby" as they familiarly but affectionately called him, who sat erect in the galley with the yoke-lines tucked under his arms, glaring straight ahead. As the galley came alongside it was noticed that "Jack," the Captain’s black Newfoundland dog, was not in his accustomed place—one in the boat, looking out—but was sitting at the Captain’s feet looking up into his master’s troubled face.

The Captain came slowly up the accommodation ladder without his usual critical glance along the gun ports and aloft. Taking his cap off on the quarter-deck, he walked towards his cabin accompanied by the Commander. Turning suddenly to Lieutenant Eustis, and he was with him, he ordered: "Caps off." Immediately after the sad news, intelligence was received of the restoration of the British and the American Governments of the people taken out of the "Trent." They were placed on board a British warship, and taken to England. An apology was tendered, and there was no further intelligence as to the further adventures of the Flag Lieutenant and "Further Adventures of the Flag Lieutenant."

A Junior Cadet
The Navy League

Patrons—
H. E. The Governor-General.
H. E. The State Governor.

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The Aims and Objects of the League.

The Navy League is a Voluntary Patriotic Association of British People, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy Complete Naval Protection for British Subjects and British Commerce all the World over.

Its Objects Are:

1. To enlist on Imperial and National grounds, the support of Australians in Maintaining The Navy at the Requisite Standard of Strength, with a view to the safety of our trade and Empire.

2. To convince Australians that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs; and that Since a Sudden Development of Naval Strength is impossible, only Continuity of Preparation can Guarantee National Security.

3. To bring home to young and old alike that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that the Existence of The Empire, with the liberty and prosperity of its people, No Less Depends on the Merchant Service, which, under the Sure Shield of the Navy, welds us into a Powerful Whole.

4. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to Become Good Citizens of the Empire, by learning discipline, duty and self-respect.

"For AUSTRALIA and the EMPIRE."

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In the Senior Service, discipline is a chain in which there can be no weak links; all must be strong and true when tested, from the one that binds the Admiral in command with his Captains to that which unites the Petty Officers with the seamen, the stoker and the boy.

Discipline and training aboard a Man-of-war, of whatever size, is the breath of her life. The Navy deals harshly with excuses and requires results. Navy League Sea Cadets are required to voluntarily accept Discipline to become good citizens by doing their duty for "Australia and the Empire." The Cadet who can stand the test is the man who will be able to steer efficiently and well, when he receives his ticket as a master to embark on the long voyage of life.

The navigation of this voyage is most interesting. No chart to point out the dangers ahead, he must always Keep Watch, and in a heavy gale, he must know where the winds are coming from. He must have the discipline to maintain the respect of his crew. Therefore the Cadet who can obey cheerfully, smartly and efficiently, will in time receive the confidence of his employer and obtain the commission when responsibility and control is required to command.
MISS CHARLES FAIRFAX FLAG COMPETITION, 1931.

SQUAD DRILL

In this drill it will be noticed that the number of points between several companies was very small and this alone goes to show the high standard by all concerned.

The Petty Officer in charge of Manly Company failed to carry out any forming whilst on the march, thereby losing his company 40 points.

BENDS AND HITCHES

Keenness was displayed by all concerned, and few mistakes were made. The speedy manner in which everything was carried out was specially noticeable.

SIGNALS

This section was carried out with great precision and speed, and the general smartness left little to be desired.

The opening and closing of ranks was exception-ally well performed, and all competitors are to be congratulated on their fine performance.

MISS CHARLES FAIRFAX

F. Darcy of Woolwich, deserved and earned this honour with Cadet Carroll of Mosman a good second.

Total points obtained are as follows:

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<th>Company</th>
<th>Squad Drill</th>
<th>Bends &amp; Signals</th>
<th>Total</th>
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</thead>
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<tr>
<td>Birchgrove</td>
<td>160</td>
<td>110</td>
<td>480</td>
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<td>Mosman</td>
<td>163</td>
<td>103</td>
<td>366</td>
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<tr>
<td>Drummoyne</td>
<td>158</td>
<td>96</td>
<td>254</td>
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<tr>
<td>Cook's River</td>
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<td>90</td>
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<td>Eastern Suburbs</td>
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<td>Newcastle</td>
<td>142</td>
<td>74</td>
<td>216</td>
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<tr>
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<td>96</td>
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<td>Leichhardt</td>
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<td>225</td>
</tr>
<tr>
<td>Manly</td>
<td>124</td>
<td>105</td>
<td>334</td>
</tr>
</tbody>
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H. W. BUTLER
T. J. McGOVERN
S. HOPPER

The London

GREAT SHIPWRECKS OF THE WORLD

THE LONDON

The London foundered in the Bay of Biscay on the 11th of January, 1866. On the 16th of that month there landed at Falmouth from the Italian bark, Marianopolis, only eighteen survivors out of the two hundred and thirty-nine passengers and crew that had left Plymouth eleven days before.

The London, like the Royal Charter, was one of the old class of auxiliary screws, fully rigged and sparsed as a clipper, though of the longer build of the steamers of to-day. She had been launched in 1864, and became quite a famous ship, having distinguished herself by a run to Melbourne in fifty-nine days. She was of 800-horse-power and 1,752 tons register, and was owned by Money Wigram and Co.

She left the docks on the 28th of December, 1865, and Gravesend on the 30th. The year ended in a storm, and the London started in the thick of it. She had to lay-to off the Nore. With difficulty she made her way down Channel, and so threatening grew the weather that Captain Martin ran for shelter into St. Helen's Roads. The gale lulled a little, and the London left Spithead and steamed out to sea again past the Needles.

To take her into Plymouth Sound a pilot was signalled for. The pilot's boat capsized. The ship's boat was launched to the rescue; but though his two companions were picked up the pilot was drowned.

After this ominous commencement the ship anchored inside Plymouth breakwater and completed her passenger list. At midnight on the 5th of January she left for Melbourne. The storm had blown itself out. The sea was calm and there was a light wind ahead. On board of her, amongst others of lesser note, were the Rev. D. Woolley, the head of Sydney University; the Rev. Daniel Draper, a Wesleyan minister, who had been sent home on a mission as representing the Methodist Conference of Australia and the Methodist Conference of Great Britain; his wife, the daughter of one of the first missionaries to Tahiti, Mr. G. H. Palmer, the editor of the "Law Review;" and last, though as it proved by no means least, a Mr. George Vaughan, who had taken his passage in that name in order to ensure a certain amount of quiet and privacy during the voyage.

Regardless of the sailors' superstition, it was Friday when Captain Martin put to sea. Friday was fine; Saturday was fine; but on the Sunday the wind began to freshen, and on the Monday it had increased to quite a gale.

The London rolled tremendously. She had fifty tons of coal on deck, and twelve hundred tons of railway iron below, and this did not improve her behaviour. She would go over, down, down, and then whip up with such a sudden recovery as to throw the passengers nearly off their
legs. As the wind increased the seas came dashing over her, and as the hatches were not quite tight the water found its way into the saloons until it was noticeable about nearly a foot deep.

The gale grew in violence, and at eight o’clock on Tuesday the whole of the forecastle and jibboom were carried away, and during the afternoon the port life boat was swept off by the sea. The night was rough, the weather threatened worse to follow, but the sea smashed her as she floated and five men were thrown into the water struggling for their lives. It was a sight never to be forgotten, the ship was running so fast and the men were so far out that a man could not have gone to her. The wind roared through the deck, dashed it on to the glass, and poured down in torrents into the saloon. The passengers were up to their armpits in water, and still they stuck to their posts and prayed for deliverance. But I wish you God speed and safe to land.

The ship, however, kept afloat. Angel and Brooke did not let the pumps rest for an instant; the water streamed overboard fast but not fast enough. At ten o’clock an attempt was made to launch the port pinnace, but the sea smashed her as she floated and five men were thrown into the water struggling for their lives. It was a sight never to be forgotten, the ship was running so fast and the men were so far out that a man could not have gone to her. The wind roared through the deck, dashed it on to the glass, and poured down in torrents into the saloon. The passengers were up to their armpits in water, and still they stuck to their posts and prayed for deliverance. But I wish you God speed and safe to land.

The Ball of International and Interstate Fame

Predestined to again play a great part in Rugby Football throughout Australia this season

The “Daily M” is specially tailored, highest grade leather, guaranteed for uniformity in thickness and weight, ensuring a ball perfect in shape and balance. Every “Daily M” is fully guaranteed. Should any ball lose its shape through fair use the case will be instantly replaced without charge.

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Mick Simmons are Suppliers of Sports Material to the Royal Australian Navy.


The Lancers in Outdoor Sport and Home Entertainment.

THE NAVY LEAGUE SEA CADET JOURNAL

R. H. N. Appointments

APPOINTMENTS

Captain : ARTHUR M. LECROY, D.S.O., to “Cerberus” additional on 1st April, 1931, for reversion to the Royal Navy, to date 2nd April, 1931.

Coxswain : CYRIL H. G. BENTON, D.S.O. (Second Naval Member) to Commander of the Fleet, in Command and as Second Captain, and with the title of Captain of the Fleet, in Command and as Second Captain, to date 2nd April, 1931.

Commander : HUGH F. CURRY, D.S.C. to “Cerberus” additional, to 16th April, 1931.

Commander : PAUL H. HIRST to “Cerberus” additional, to date 18th March, 1931.

Lieutenant : (S) DONALD MCKENZIE to “Penguin” and for passage to England per R.M.S. “Remo” for reversion to the Royal Navy, to date 2nd April, 1931.

Engineer Rear Admiral : ERNEST D. SYDENHAM, C.B.E., to Commander of the Fleet, in Command and as Second Captain, and with the title of Captain of the Fleet, in Command and as Second Captain, to date 2nd April, 1931.

Engineer Captain : PERCIVAL E. M. McNEIL to “Cerberus” additional for duty at Navy Office as Director of Engineering (Naval), to date 9th April, 1931.

Engineer Lieutenant : JOHN E. PEARCE to “Cerberus” additional, to date 11th April, 1931.

Engineer Lieutenant : HENRY B. GALL to “Albatross” additional, to date 1st April, 1931.

Engineer Lieutenant : H. H. B. GALL to “Albatross” additional, to date 1st April, 1931.

Paymaster Lieutenant-Commander : ALFRED E. HUGHES to “Albatross” additional, to date 9th April, 1931.

Paymaster Lieutenant-Commander : FREDERICK W. KEDCE to “Penguin” and for Supply duties, to date 5th April, 1931.

Commander : WILLIAM J. GALE to “Cerberus” additional for passage to England per H.M.S. “Chintz,” to date 9th April, 1931.

Gunner : WILLIAM PAYNE to “Albatross” additional, to 22nd April, 1931. FRANK H. LEWIS to “Australia” additional, to date 1st May, 1931.

Schoolmaster : JOHN E. PEARCE to “Cerberus” additional to date 15th April, 1931. ALBERT HART to “Albatross” additional, to date 20th April, 1931.

Lieutenant-Commander : HUGH F. CURRY to Commander of the Fleet, in Command and as Second Captain, and with the title of Captain of the Fleet, in Command and as Second Captain, to date 15th March, 1931. Sub-Lieutenant JOHN L. (E) RICHARD M. ROWLANDS to Lieutenant-Commander, to date 28th February, 1931.

Sub-Lieutenant : (S) DONALD McKENZIE to “Penguin” and “Albatross” additional, to date 28th March, 1931. WILLIAM H. FARRINGTON to “Albatross” additional, to date 28th March, 1931.

Lieutenant-Commander : ROBERT B. A. HUNT and GEOFFREY A. HALL additional to date 20th April, 1931.

Commander : OSMUND T. AMOTT to Sub-Lieutenant (E). to date 20th April, 1931.

Lieutenant : (S) DONALD MCKENZIE to “Penguin” and for Supply duties, to date 20th April, 1931.

Commander : ERNEST W. KEDCE to “Albatross” additional, to date 16th April, 1931. WILLIAM H. FARRINGTON to “Albatross” additional, to date 16th April, 1931.

Lieutenant-Commander : PAUL H. HIRST to “Cerberus” additional, to date 18th March, 1931.

Lieutenant : (S) DONALD MCKENZIE to “Penguin” and for passage to England per R.M.S. “Remo” for reversion to the Royal Navy, to date 2nd April, 1931.

Lieutenant-Commander : HENRY B. GALL to “Albatross” additional, to date 1st April, 1931.

Lieutenant : (S) DONALD MCKENZIE to “Penguin” and for passage to England per R.M.S. “Remo” for reversion to the Royal Navy, to date 2nd April, 1931.

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Sub-Lieutenant : (S) DONALD McKENZIE to “Penguin” and “Albatross” additional, to date 28th March, 1931. WILLIAM H. FARRINGTON to “Albatross” additional, to date 28th March, 1931.

Lieutenant-Commander : ROBERT B. A. HUNT and GEOFFREY A. HALL additional to date 20th April, 1931.

Commander : OSMUND T. AMOTT to Sub-Lieutenant (E). to date 20th April, 1931.

Lieutenant : (S) DONALD MCKENZIE to “Penguin” and for Supply duties, to date 20th April, 1931.
The Compass

In navigating a ship out of sight of land, her position is found as often as possible by observation of the sun and stars. But often circumstances arise which make it impossible to take these observations for instance, several days of cloud, or, in the case of submarines, inability to rise to the surface during a clear interval. It is then that navigation has to be carried on by what is called "dead reckoning."

The principal instruments necessary for successful navigation by dead reckoning are a compass to show direction, a log to show speed, and a chronometer to show time. Given the point of departure, the course sailed, the time the ship has been going on this course and her speed, and also allowing for tide or current as the case may be, her position at any given time can be worked out with considerable accuracy, and this position is verified by astronomical observations as often as may be. It is with the compass that we are concerned at present, and this instrument may be considered the first and essential requisite of the navigator.

As has already been said, the earth is itself one great magnet, possessing north and south poles, as all magnets do. But it so happens that the magnetic pole do not coincide with the geographical poles. Consequently, a compass does not point to true north, but to the magnetic north. And the angle between these is called the variation of the compass.

From the foregoing it will be seen that though the magnetic compass is an instrument capable of great precision after having much care expended on it, it is primarily dependent on a verying and varying and wayward force (the earth's magnetism); and any instrument could be devised which would be free from all these outside influences would be a great advance on it. Such an instrument has been evolved during the last few years, and is called the gyro-compass.

The gyro-compass has nothing to do with earth magnetism, but depends for its working on the scientific fact that a wheel or other body rotating about an axis will tend to take up a certain position with relation to the forces acting upon it, and having having that position, that is, its direction, fixed, it will remain in that direction, and its proper axis of rotation will remain parallel to the earth's magnetic axis.

It is a fact that a piece of iron or steel placed in a magnetic field will become magnetised, and the more easily it is if it is hardened, so as to set the molecular forces into action which is called polarity. While an ironed is being built on the stocks it is in the earth's magnetic field, and it is being thoroughly hardened, as anyone can hear who has passed close to a building. Consequently, when the ship is launched, she is one huge magnet, and capable of starting her compass in the most complicated ways. To counteract this action the "iron" has to be corrected by magnets and soft iron spheres, the positions of which have to be found by experiment in order that they will exactly balance the magnetism of the ship. Another difficulty to be overcome, especially on warships, is the effect which movements of large masses of steel, such as the turning of a gun in its barbette have on the magnetic compass.
the earth itself, which, revolving round its axis once in twenty-four hours, keeps that axis pointing nearly to the Pole Star, and so gives us the seasons during its journey round the sun. A gyro-compass is nothing more than a wheel on an axis, made to rotate at an enormous speed, and, being acted on by gravity and the earth's rotation (both of which are constant), in a manner rather too deep to explain within the limits of this article, eventually sets its axis in a true north and south direction; and having reached this position, tends to remain there as long as it is kept rotating.

Mount such gyroscope in a bowl of mercury, or preferably suspend it by a wire, place it on a ship, and, however many turns the ship makes north, east, south, or west, the axis of the gyroscope always points north and south. In practice the suspension is formed of a number of strands of stout pianoforte wire, so arranged as to be free from torsion. Here, then, is the ideal compass. And this type is now being used on warships and submarines where electric power is available. The gyroscope of the gyro-compass is run by electricity, the heavy wheel being practically the rotating part of an alternating current motor, rotating round the fixed magnets.

The instrument is somewhat larger than the magnetic compass, and, though it may be used on deck like an ordinary compass, it has the advantage that it may be placed below the water-line, and its movements transmitted electrically by gearing, so that the readings of its card may be exhibited in any part of the ship.

It is doubtful whether the gyro-compass will ever totally supercede the magnetic, as one must have something to fall back on in case electric power fails, as does sometime happen. Like all machines, especially of such a delicate nature, the gyro is liable to partial failure at times through mechanical faults, dirty electric contacts, or leakage of current to earth.

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Mac jumped in and grabbed the tiller. Oars were out and laying there in the crutches, or rowlocks, as merchant seamen call them. Syd had the bowline ready to let go and Jim and Vic were lending her off with a boat hook. They made a fine picture. Each knew his job and did it as born to it. "Ye gods," muttered the Skipper, "and those shrewdals called them useless."

We speak of them as boys, but Vic weighed 11 stone, Jim 8, and Syd 10 stone, so these boys were not exactly weaklings and being hardened somewhat with the short time they had been at sea, not forgetting their physical jerks, which they still kept up, made them a force to be reckoned with in a rough and tumble.

"Stand by to let go forward," "All ready, Sir," came the reply.

"Sip," cried Mac, and as Sid let the bowline go, Jim letting off, passing the boat hook to Syd, each sat on his thwart and the way of the ship gave her a lift ahead.

"Out oars. Give way lads together." Sid's oar was tossed. Sid leaned aft and whispered to Jim, who was behind him. "Would you take those in the boat back to the ship, Mr. Mac, and come back for me. I can't move, yet, but my muscles are all paralysed, called out Vic."

"No liddle, I take you and the remainder, I'm no leavin'," said Mac.

"Hurry up, hurry up, please Mac," bellowed the Skipper. Mac waved his hand. "Ay, ay, Sir," he shouted back. He alone understood what a fearful struggle Vic had had again and again. The boy tried to move his arms and legs, but they would not respond to the patient's eyes and the force of his head. "Good God, Vic is fainting," and Vic's body gradually crumpled and sank sideways on the jibboom. How hebalanced none could tell, but he lay there, acutely wearying his young body, to counteract the movement of the ship, exhaustion had done its work. The dolphin striker was tauted, and with the continual dipping in the sea during her voyage, had made it as slippery as ice. The scum of the sea that you cannot see when dry, on becoming wet, makes anything it is on like tallow, or in this case, as a greasy pole. That is what Vic had climbed up and the terrific buffeting he had got on the sea had practically finished him. Owing to the heavy sea and the water loaded on the sea-room Mac knew to keep right side up. Mac was then two fires. He could not go to Vic's assistance, nor let either of the lads go. All wanted to. As he could see there was not a decent sail, trim, boat or anything to let him out, he went to the tiller to, and would not leave Vic.

Sid leaned aft and whispered to Jim, who was in the-""Gee," said Jim, who then leaned aft and spoke to Dubbie.

"The cows," said Dubbie. Something serious was happening in the boat. It seemed those that were in the boat wanted to make for the ship, but they were partly safe, and as long as they got on board the brig, they did not care about the others.

It appears Sid heard one swarthy, evil-looking fellow yelling at the top of his voice from the deck of the big male. If they were knocked, we could take them in, as the jibboom was still there, clinging for all he was worth. He knew the battle Vic was having, and was practically finished him. Owing to the heavy sea and the water loaded on the sea-room Mac knew to keep right side up. Mac was then two fires. He could not go to Vic's assistance, nor let either of the lads go. All wanted to. As he could see there was not a decent sail, trim, boat or anything to let him out, he went to the tiller to, and would not leave Vic.

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called Mac, swearing at, and cajoling Vic in turn, as she was a small ship, they might be able, if once to bring him out of his fainting stupor.

and come back to the same place, or nearly. So on shouting.. The brig kept on paying oft and the could not understand, or was too scared to move.

and leave the others to their fate. Sid told Jim the news and what he had heard, but how could Dubbie dump the lot over when the brig went off again, and they said they could not about rushing the boat, and they said they could not understand it. but the Chief Mate be about dad's age. Jim knew the foreigners would land and Scotland could talk it, a3 it had become a rage for a time. Did Mac know It, as he seemed to rage for a time. Did Mac know It, as he seemed to be about dad's age. Jim knew the foreigners would be unable to understand it, but the Chief Mate might. Mac was still cursing and calling Vic, but no matter what he shouted, Vic was well and truly out.

Here was a predicament indeed for the boys to be in. Vic was lying senseless on the boom and they were waiting for him to fall off. Each was waiting to dive in for him should he drop. These two ladies and the man were still to be saved. The sea and wind was playing havoc with the boats of the foreigners and trouble was brewing amongst them. Jim decided it was the back slang or nothing.

Sid undid his fender from the side of the boat and nudged Jim to do likewise. Dubbie, watching, grasped the hint and each boy got ready for the fenders for? Pay attention to me. Watch mc all the time it you want to get out or this. '

For the BOY, AUSTRALIA and the EMPIRE

 quarterly Notes and News

 COMMANDANT JOURNAL REPORT

Mr. Forsythe's arrangements were all that could be desired. Each officer knew what to do and did it. The general impression was remarkably good.

In England there were more men joined the Navy from inland districts than on the waterfronts. The same thing could apply here. There are many, I feel certain, would like to start, but they don't know how to go about it. Should this strike their eye, write in to head office Pit Street, City, and all information will be forwarded return post, and, if possible, an officer sent along to assist during week ends, till they get properly started.

Congratulations to Birchgrove and Woolwich on their wins during the last quarter. Congratulations on the splendid showing on the occasion of Executive Inspection and Fairfax Competitors for the Miss Charles Fairfax Flag. The whole League feels honored in having that lady inspect the Companies on that day and finally presenting her flag to the winning Company, Birchgrove. We were very pleased to see the way our Executive members came along and feel confident in saying that our numbers will be greatly increased next year.

The League generally, is again on the up grade. There is now 16 Companies and am expecting to open Companies at Seven Hills and at Lismore. Any member of the League having friends or relations in country districts who may be interested in the League and have water, such as a river or lake near by and would care to start a company, ask them to get in touch with us as soon as possible.

Mr. Forsythe, the hon. sec. of the Navy League, to present the two end, till they get properly started.

The judges, Mr. H. Butler, Mr. McGovern and Mr. Forsythe's arrangements were all that could be desired. Each officer knew what to do and did it. The general impression was remarkably good.

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The judges, Mr. H. Butler, Mr. McGovern and Mr. Hopper, had a very difficult task and we greatly appreciate the very fine service these gentlemen rendered the League, in conducting the examinations for us. Many, many thanks, gentlemen all, for your wonderful help.

The executive meetings are still going strong and Judge Backhouse never fails, although fairly well attended, we would like all our executive members to come along if possible.
April 11.

Cooper Cup Race---1st Race for Cadets to 18 years of age (course, half mile). Result: Woolwich Gig 1st; Birchgrove Gig 2nd; Drummoyne Cutter 3rd.

Cooper Cup Race---2nd Race for Cadets to 21 years of age. Result: Birchgrove Cutter 1st; Woolwich Gig 2nd; Drummoyne Gig 3rd.

Both races very close finishes.

May 23.

The Oswald McMaster's Cup (pulled at Drummoyne) Birchgrove Cutter 1st; Woolwich Cutter 2nd; Drummoyne Cutter 3rd.

J. B. Sharpe* Cup Levies

J. B. Sharpe Esq., of Balmain, a Vice-president of Birchgrove Company, has donated four Cups, to be pulled for by N.L.S. Cadets. The first was pulled at Leichhardt on June 13th, result being: Birchgrove Cutter 1st; Woolwich Gig 2nd; Drummoyne Gig 3rd. A magnificent race.

Mr. Sharpe has been connected with pulling races and aquatic sports for many years, and this type of sport has no finer supporter than this gentleman. The person who does not know J.B., is certainly not interested in water pastimes. Many thanks Mr. Sharpe, for the splendid donations, and may you be long spared to witness the young virile lads of the Navy League straining every effort to be the proud possessor of one of your Cups.

BIRCHGROVE NOTES


Many thanks to all those who sent along their congratulations when we won the Cooper Cup, McMaster Cup, and Fairfax Flag, during the last three months. Training, training, training. We sometimes grumble when we have to turn out to train, but it brings results if kept up.

The turn-outs generally during the past three months have been well attended, and, somehow, it seems to me that every Saturday there is something on just when we think a Saturday off is in the offing. A note from headquarters arrived: "Please attend so and so, 1.45 p.m., 2 p.m., move off at 2.15." "Be on the course at 3.30" and so on, and so it has been for some other date, what we intended to do on that very rare Saturday off.

Newcastle Company must be complimented on the very creditable showing in the Fairfax Flag Competition, and we were pleased indeed to have them stay at our depot for the week-end, only too pleased to see them, or anyone who likes to come along and spend a week-end with us.

Congratulations to Woolwich in again winning the Junior Cooper Cup.

Captain Ariah, of the Louis Therault, very kindly came to our assistance on the occasion of the McMaster Cup Race. Our launch had broken down and he very kindly hopped into the breach by towing us up to the Drummoyne Depot. Thanks very much. Captain, we appreciate your help greatly.

Our dances have been a great success and the support of our Woolwich cronies has been simply great. They never fail us. Recently we had a function, and representatives of five Companies being there. Certainly a great night. The football season has also been keeping us busy, and will now be established in the League.

What about a cricket tournament for the coming summer? I dare to say, if Mr. Cooper was approached or was suggested to him, he would arrange it. He seems to be able to arrange or devise ways and means to get us anything we want, especially in the way of sports. Mr. Forsythe must be congratulated on the efficient way he handled the inspection at the Fairfax Competition. Certainly glad to see Miss Charles Fairfax out on that day. It was simply a great day for all hands. Of course, we're glad we won, who wouldn't be, anyhow?

The annual meeting was held at the Depot on April 31. Mr. Silk in the chair, and the meeting consisted of 40 members, including J. B. Sharpe and Alderman Robinson, the same faces in the same places for the past five years. The same officers re-elected, and the Birchgrove machine still runs as smooth as ever. Mr. Cooper is living in great hopes of getting a trophy or shield for the football Competition and all at Birchgrove are putting great faith in Our Boys pulling it off. (Bar protests).

Our Vice-president, J. B. Sharpe, has promised the League four Cups to be pulled for. All comers' race in the following order: Leichhardt Regatta, Drummoyne, Balmain, Haberfield. Some of these will be pulled for and won before these notes go in the press. We are likely to get other trophies from other League supporters, which will keep the League interested all the year round.

In conclusion of my reports, I must especially thank Mr. Lampard, Mr. Harvey and Mr. Evans, (the Boat Officer), for their splendid work at the Depot. These officers are on the unemployed list, and should any of our readers know of a likely job for these gentlemen, please let me know.

With best wishes from all at Birchgrove. (Keep Watch).
The Company is still going along steady. We are losing a great number of Cadets this year, age of 18 years, but we are pleased to say new recruits are taking their places. We have had a few disappointments in not being able to take part in some of the boat races, as our Cutter has been out of commission, but now that is over, thanks to members of our committee for their good work and support. We hope not to miss Races and Picnics in future.

On 21st March we took part in Manly Ambulance Carnival procession in company with Manly, Balgowlah, Cook's River, Birchgrove. Mr. C. Walsham (hon. sec. Manly and District United Friendly Societies Assn., addressed Officers and Cadets, thanking them for their good work.

Last February we inspected the submarines "Oxley" and "Otway" at Garden Island, and we thoroughly enjoyed it. No doubt it will be some time before we get an opportunity to see submarines again, so we would like to thank Lt. Fowler, H.M.A.S. "Oxley" for his kindness. April 25th, Anzac Day, in Company with Vaucluse. Eastern Suburbs and Mosman Municipal Band. We escorted the Junior Red Cross from Queen's Square to Government House, where the Governor took the Salute. Anzac Sunday we attended Church Parade Service at St. Augustine's Church, Neutral Bay.

Leichhardt report that the Company has had a very busy quarter in renovating their boats and depot, and the progress of our Company is getting back to their old strength in getting their old boys in training again; also a number of new recruits.
The Navy League is indeed fortunate in having the services of Mr. D. Herbert, who, having joined the Navy League, has voluntarily given his services as Navigation Officer, and is giving instruction free to any Cadet or Officer who would care to attend the classes, which are held each Thursday night at Royal Navy House. Many thanks are due to this gentleman. These classes are well attended and everyone is keen and always looking forward to their next lecture date.

DRUMMOYNE NOTES

(Contributed by Mr. Joel)

The last three months have been crammed full of important events for the personnel of the Sydney Training Depot. foremost of which has been the visit of inspection to the Depot by Vice-Admiral Munro Kerr, C.B., C.B.E., and Captain Benson. This visit by the first and second member of the Naval Board, marked the second time an Admiral has entered our portals, and from correspondence received they were very impressed with all they saw, especially the interest shown by the cadets in their various duties.

We participated in the Fairfax banner, and Jutland Day commemoration, and in the afternoon following the Church Service, a party of cadets adjourned to H.M.A.S. Canberra, where a pleasant and instructive afternoon was spent.

All hands are kept exceedingly busy preparing our craft for the vigours of winter. Parties of cadets with P.O.'s and Officers, resided at the Depot over the week end. Leading the life of rating aboard ship, this gives them a great insight into the actual life of the "Service", making them enthusiastic and extraordiarily keen.

MANLY COMPANY

(Contributed by Eric A. Solomon, R.O.C.)

Manly is still advancing and expects to hold a big function in the form of a dance and gala night on the Manly Amusement Pier on Saturday, August 13th. The Committee of Officers wisely suspended all social functions, as there are many officers and cadets in the Navy League for cases of distress. However, we hope this will be given the support of all who are interested.

We congratulate the successful Companies who have been able to carry off the events in the past three months. I intend to train Manly Petty Officers on Clements Tonic for that nervous feeling before the next Fairfax Flag Competition.

We congratulate the Assistant Commandant, L. E. Forsythe, on gaining his S.S.D. The time and money this officer has devoted to the Navy League is remarkable.

The Commandant, S. Cooper, S.S.D., is to be congratulated on the capabilities he is displaying with the difficult position he holds. Life is one continual rush with this officer, who leave work to begin work at the Navy League Office.

COOK'S RIVER COMPANY

My Company does not seem to race ahead very much. We just keep up the old Dockyard stroke, marking time.

The trip to Newcastle was very exciting to some of the boys. They all came back delighted and eduked with the trip and looked forward to some future date to have another such camp.

The march we had at Paddington in aid of Central Ambulance Station was enjoyed by us, and as usual we came away with a march and competition, made it more so. We congratulate the Woolwich Company in winning the competition.

The Miss Charles Fairfax Competition, 1931, was a great success. All Companies being present.

We congratulate Birchgrove Company on winning the Miss Charles Fairfax Flag at General Domain. Also we have been several dances at Birchgrove Depot and we wish to thank the Commandant Mr. Cooper and his time.

We were pleased to see Newcastle down for the Fairfax Flag and hope to see more of them in the near future. They worked hard in the competition for the Flag, and did well. We wish them every success next year. We would also like to thank Mr. Forsythe, who made it possible for some of the cadets and officers to see the screening of the Australian-British picture "Wind Jammer". The boys said it was O.K., so again we wish to thank you.

We are thankful to Rushcutters' Bay for loan of a cutter, which enabled us to compete in the McCauley Cup race. Our boys were second and hope to do better next year.

Also we wish to thank Mr. John Hay for his assistance in towing us to the race and Mr. Stan Edwards, for his services in towing the cutter back to Rushcutters' Bay.

Our boys are still looking forward to the football matches. Although we have been beaten up to date, we are a very strong team.

We wish to thank Mr. Cochrane for the gramophone, for which we are very grateful.

Woolwich Notes

(Contributed by C. Tottman, CC)

We are still going ahead and adding to our number.

We would like to congratulate Birchgrove on their three successive wins: The Cooper Corso Cup at Richardson's Bay on Sunday; the Miss Charles Fairfax Cup at General Domain; and the Edwards Cup at the Manly Amusement Pier on Saturday, August 13th. The senior race, raced dead. Many thanks are due to Mr. W. Cooper, for his services in towing the cutter back to Rushcutters' Bay.

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The success of the Company depends largely on whether the North Sydney Council decides to continue the present arrangement of having the Depot rent free.

Recruits are still coming in, and we take this opportunity of thanking the Mosman Daily News, the Orpheum Pictures Ltd., for their help in advertising for recruits, etc.

The success of the Company depends largely on whether the North Sydney Council decides to continue the present arrangement of having the Depot rent free.

The last month saw the departure of our popular Assistant Commandant, L. E. Forsythe, on gaining his S.S.D. The time and money this officer has devoted to the Navy League is remarkable.

The Commandant, S. Cooper, S.S.D., is to be congratulated on the capabilities he is displaying with the difficult position he holds. Life is one continual rush with this officer, who leave work to begin work at the Navy League Office.

It is pleasing to the Officers to know that the boys under them do try to show what they have been instructed in. We are pleased to have fourth place.

The Wednesday night parades are well attended and each parade brings along a batch of new recruits.

Manly is still advancing and expects to hold a big function in the form of a dance and gala night on the Manly Amusement Pier on Saturday, August 13th. The Committee of Officers wisely suspended all social functions, as there are many officers and cadets in the Navy League for cases of distress. However, we hope this will be given the support of all who are interested.

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The march we had at Paddington in aid of Central Ambulance Station was enjoyed by us, and as usual we came away with a march and competition, made it more so. We congratulate the Woolwich Company in winning the competition.

The Miss Charles Fairfax Competition, 1931, was a great success. All Companies being present.

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THE EASTERN SUBURBS TRAINING DEPOT.

The Cadets of the above, with their O.C., desire to offer their congratulations to the winners of the Cup at the Central and Paddington District Ambulance Competitions in Paddington, to celebrate the opening of the new Ambulance Station.

We also tender our congratulations to the winners of the Cutter Race, held on the River on 23rd of May last. We would have liked to have been present, but we were otherwise engaged in the Inter-Company Football Competition versus Cook's River in which we were fortunate enough to win; and we are in hopes that we may still continue to have good fortune on our side in the forthcoming matches.

On Anzac Day we had the pleasure in parading with Mosman and Vaucluse Companies at Government House.

We wish to add further congratulations to Birchgrove on winning the Miss Charles Fairfax Flag Competition. It being our first occasion to compete, we are satisfied to have gained the 5th place and trust by intensive training next time to hold this coveted flag within our grasp and to maintain our grip.

On Jutland Day we celebrated the event by attending with other companies and men of His Majesty's Ships a special Naval Service at St. Andrew's Cathedral. The conduct and muster of the Navy League Cadets being very favorably commented upon by the Church Officials. We spent the afternoon visiting (with Cook's River and Drummoyne Companies) H.M.A.S. Canberra, and here we wish to place on record our hearty appreciation to Assistant Commandant Forsythe and those associated with him, in transporting the Cadets of our Company in their motor Cutter to the ship.

“The Eastern Suburbs Advocate” Newspaper, circulating in Woollahra, Bondi, Waverley, Randwick and Coogee, now publishes in their news columns the activities of Cadets, and it is hoped thereby to make known to the general public, the Sea Cadets of the Navy League.

SUPPORT OUR ADVERTISERS

THE LADIES COLUMN

(Girls’ Gaiety Club Contribution)

WAFFLES

Ingredients:—1 cup flour, 1 teaspoon baking powder, 1 cup milk, 1 tablespoon melted butter, 1 egg, pinch salt.

Method.—Sift dry ingredients, beat egg well, and mix with milk and melted butter. Then add gradually to dry mixture. Cook on well-greased waffle irons. Serve with honey or maple syrup.

DATE AND NUT LOAF

Ingredients:—1/4 cup flour, 2 tablespoons butter, 2 tablespoons brown sugar, 3/4 lb. stoned dates, 1/4 cup of walnuts (chopped), 1 tablespoon treacle, mixed with 1 cup milk.

Method.—Mix in order given; allow to rise; bake in moderate oven for 40 minutes.

COFFEE SPONGE

Ingredients:—1 packet pure fruit jelly (Mum’s for preference), boiling water, 2 tablespoons good coffee essence.

Method.—Pour boiling water on to jelly crystals sufficient to make one pint, add coffee essence when cold, but not yet set; beat to a stiff froth, turn into a mould. When set turn out and serve with whipped cream or custard.

REAL PUFF PASTRY

(This recipe won First Prize at the R.A.S. Sydney)

By one of our Committee

Ingredients:—1/4 margarine, 1/4 plain flour, juice o. 1 lemon, water (cold), 1 egg.

Method.—Beat egg well in a cup, add juice of lemon, then fill cup with cold water. Have flour in readiness in mixing bowl, pour in ingredients in cup, mix to a stiff dough. Roll out to a three-corner star shape, place margarine in centre, double the three points over the margarine, roll out. Repeat this for three times, each time folding the corners into the centre. When done three times, fold, and is ready for use.

In the process of rolling, always be particular to roll away from you. This is the secret. Cut into shapes and cook in a very hot oven.

Tiffin Cafe

658 George Street, 1st Floor. Next to Anthony Hordern and Sons. (Swan Street Entrance.)

Hot or Cold Luncheons, from 1/6. Light Refreshments, from 9d. Fish Luncheons 1/6

Daintily Served. Home Cooking.
THE GREAT WHITE SHIPS

The P & O Company's new Royal Mail Steamer Strathaird, which are turbo-electrically driven, have been specially designed and built for the Australian Mail Service. The principal particulars are as follows:—

<table>
<thead>
<tr>
<th>Length</th>
<th>664 Feet</th>
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<td>Breadth</td>
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<td>Horsepower</td>
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<td>Speed</td>
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The First Saloon accommodation includes luxurious suites and Cabins-de-Luxe with private bathrooms, and there are 282 Single-berth Bedstead Cabins. Six of the wide spacious decks are available for promenade, recreation and sports. Those who prefer to travel "Tourist" at more economical rates will find that every comfort has been provided and every requirement anticipated in these new steamers.

AGENTS:

MACDONALD HAMILTON AND COMPANY.
247 GEORGE ST., SYDNEY.

THE NAVY LEAGUE SEA CADET JOURNAL.

R.M.S. Strathaird, 22,000 tons.

NAUTICAL NONSENSE (Contributed by R. McDougal, Vaudoue Company)

A sailor, one night leave, was going on board at 11 p.m. He had to either walk about four miles around the road, or jump a fence and cross through a cemetery. By doing so, he shortened the journey about a mile and a half. Needless to say, those in the know, always jumped the fence. This chap, who was three sheets in the wind (half full), jumped the fence and was making his way through the cemetery, steering a very erratic course, fell over numerous tombstones, and at last landed into an open grave prepared for a funeral on the morrow. Disgusted at the knocking about he had got from the tombstones, which he blamed for being in the way, and the "goat" he considered, who had not planted them straight, he decided to sleep in the grave. It was mid-winter and snow was falling, but he was sheltered from the wind. He soon fell asleep and forgot all his troubles. At daybreak about 6 a.m., he woke, and hearing the church bells ringing near by, stood up. Everything was quiet as death. Looking round, awed by the stillness and forgetting he had fallen in the night before, said to himself, "Gee whiz, Judgment Day, and I'm the first one up."

In Salonica, some years ago, the watch was ashore on Thursday afternoon leave. Horse riding was the order of the day and a newly could be hired at 2/- for the afternoon. Having had a few drinks, two Jack tars got on one horse, and one was looking forward, the other aft, and neither of them being horsemen, one can imagine the difficulty they were having, especially as the horse was a little frisky. After a while, they managed to get him bowled on, in the direction they wanted to go. Everything went well until they got to a corner. The horse here took charge and bolted. All of a sudden it ran into a gentleman and two ladies who were quietly walking down the street. The gentleman turned out to be one of the lieutenants belonging to their ship. "Smith," the officer roared out, losing his temper, "why the —— don't you look where you are going?"

"Nothing to do with me, Sir," answered the sailor in front. "The bloke aft is in charge of the steering gear."

Officer: "Now Tom, can you tell me what it is we get from whales?"

Cadet: "Whale bone, sir."

Officer: "Good. Now perhaps you can tell me what comes from seals?"

Cadet (brightly): "Why yes, sir. Sealing wax."

Self-opinionated Cadet (to Officer): "Is old Noah's Ark full?"

Officer: "All but the donkey—jump in."

THE AUTOMATIC LIGHTHOUSE

An entirely mechanical lighthouse, where no keeper is required, has been invented and several are installed round the English coast, the first at Bournemouth.

Each lighthouse will be fitted with two very powerful electric lamps so connected that, should one fail, the second will at once come into action. In the event of complete failure of the electric light, an acetylene lamp is lit automatically to maintain the light until the electric gear is repaired.

This system has not yet been placed in any of the light ships, but if it be, it will release men from one of the most monotonous jobs ever known.

GIANT PROPELLOR

Although its weight is 16 tons, and its diameter over 16 feet, this giant propeller is so perfectly balanced that a touch of the finger is sufficient to turn it round. It is not very generally known what costly things propellors are, but it will give you some idea when you know that one of these has to coat, over £3,000.

New Cadet: "Look, they have dropped their anchor."

Mate: "Serve them right. Its been hanging over the side all day."

NEW RECRUITS

ALL RECRUITS on joining up the Navy League Sea Cadet Corps, N.S.W., should get in touch with the Honorary Equipment Officer, Mr. L. E. Farrar, at 516 Kent Street, City. Phone MA 1411.

Cadets can be fitted out from 15/- to 21/-, according to the uniforms available from time to time, from the Navy Department. By enquiring from the above address you may save the cost of your kit up.
ADMIRAL'S RETORT
A Comparison

Replying to an utterance by the Minister for
Education to the effect that "teachers were better
than admirals," Rear-Admiral Evans, in a speech at
Trinity College — remarked: "I think, if a review
of our services were made by an independent
authority, the example of an admiral's life would
show up better than that of a teacher.

"I think teachers are better than words," he
said. "Our discipline in the Navy is a wonderful
thing, born of self-help and mutual support. There
is no reason why this discipline of the sea should not
extend to the cities, for it is a fine thing, and has
been built up by thousands of men over several
thousands of years.

"My ideal banns," he declared, "are —true
men who are human—men like the Earl Haig
and Sir Arthur Balfour, who required his help
and cheerfully devoted their lives to helping their fellow-

Sir Mungo MacCallum said that, to all appear-
ances, the coming generation would not have an
easy time. Never before had it been so important that
we should have efficiency and trained intellig-
ence.

DEPARTMENT OF DEFENCE
HOUSE OF REPRESENTATIVES
QUESTION FOR THIS DAY.
NOTICE PAPER NO. 127.

Question
Mr. Marks: To ask the Minister for Defence—
What were the conditions, if any, financial or other-
wise, arranged with the British Government for the
taking over the submarine flotilla by the Australian
Government? Is it planned to purchase at a later
stage, the whole of the flotilla, or only a section of it?

Answer
These two submarines form part of the Empire
quota under the London Naval Treaty, and it is
important that they should be maintained in the
highest state of efficiency. The Naval Board re-
ported that this was very difficult in Australia where
they were a small specialised unit. The British Gov-
ernment has been consulted and agreed to take over
the submarines as a free gift and maintain them at their
expense. The transfer is permanent.

C A D E T S  E S S A Y  C O M P E T I T I O N

P.O. Cadet DOUGLAS A. WATERFIELD, Birch-
grove Company. 14 years of age.

THE COCHRANE SHIELD
Cadet Jones' First Boat Race

After training for weeks for one of the most
coveted trophies of the Navy League, "The Cochrane
Shield," the day eventually arrives. The competing
boats take up their appointed stations on the Lane
Cove River course.

The coxswain's eyes are focussed on the start-
er's gun. The flag drops and the whole pent-
up life and energy which has been held in leash, as
it were, for the last six minutes, is let loose and
bashes into action. The splash of the rows as the
boat leaves the dock is not noticeable, for the throats
of streamers, they went off.

The first two days were spent in exploring the ship.
Once a day Jack was in the water and the seas flashed
into the water. The spray flits from them.

For the first time in Jack's life, he was in too
great a state of fear of missing a mistake to fail or hear or see.

The whole soul is glued to the back of the boy before him.
He is held with a grip to keep time and get his
strength into the stroke, and as the crew settle down
into the well-known long sweep, what we may call
"the combination" of the stroke.

The stranger was carrying a black box with a
lock on its side like a clock. In a flash Jack recog-
nized it as a time-bomb. The man meant to blow
up the ship. "But not if I can help it," muttered Jack.

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A CLOSE SHAVE

Jack Hardy was walking home from the Depot
after training for weeks for one of the most
coveted trophies of the Navy League, "The Cochrane
Shield," the day eventually arrives. The competing
boats take up their appointed stations on the Lane
Cove River course.

Cheers are given for the conqueror and con-
quered. The judge's decision is final. (No protest.)
Great I have breast a wonder.

The man, taken by surprise, dropped the bomb, and
 emitted a stream of oaths in German. When a
two-year-old boy, he sprang. The man, taken.
by surprise, dropped the bomb, and emitted a stream of oaths in German. When a
two-year-old boy, he sprang.

Then started a struggle for life. Jack had been
the middle-weight champion in the League, but this
man was more than a match for him. He aimed a
blow to Jack's head, but he ducked and his first
only grazed him. He heard the man grunt as he hit
a blow to Jack's head, but he ducked and his first
only grazed him. He heard the man grunt as he hit

Jack kicked and struggled to no avail. Suddenly
there was a crash. Jack found himself flying through
space, with a sickening thud on the deck. When he
got his breath back again he looked round for his
opponent, to see him rising groggily from
the deck. When he got his breath back again, Jack
saw his chance. Taking a rush he hit him fair on
the point. The man dropped and took the count.

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up the ship. "But not if I can help it," muttered Jack.
"Number thirteen house," yelled Wiggie as he held the Fanny up to the rum cask for the Bubbly. (Rom).

"Four and a half: one stopped," says Dusty the steward, and the Captain of the Fore Top. Snowy Black, who always seemed to have a nervous breakdown in his right hand when he was Dusty P.O. serving out rum, treated Wiggie very kindly with a little extra.

Wiggie, in his excitement, tried to unsnap a ring-bolt with his big toe as he wandered towards his mess. "Yer still to-day, Pincher; yer Bubbly's stopped," addressing Pincher Martin who sat near the mess shelf, which was the handsomest piece in the mess should any Bubbly go a-begging.

everyone knew why his rum was stopped, as that morning he had been before the Skipper for coming onboard half asleep, and disorderly conduct. Not that the latter charge meant that he had used strong language, for Pincher was very particular with his language at all times. But just because he came onboard during "Divisions" at 9 a.m., 26 hours adrift with a live goose tied to a strip of sausages on the mess deck, everyone knew why his rum was stopped as that morning he had been before the Skipper for coming onboard half asleep, and disorderly conduct. Not that the latter charge meant that he had used strong language, for Pincher was very particular with his language at all times. But just because he came onboard during "Divisions" at 9 a.m., 26 hours adrift with a live goose tied to a strip of sausages on the mess deck, everyone knew why his rum was stopped.

"Well, messmates," Pincher said. "Although I deserve the 30 days' Rum and Leave stopped this top, the greenest rub I ever had was when I was onboard the old P——— in Sydney Harbour, all over a Cookem Fry.

"A monkey!" they exclaimed in chorus.

"Well, messmates, there appeared on the notice board one day, this notice: 'No animals to be carried onboardship.'

"But while ashore on the pigs ear (beer) I half-basted a Cookem Fry from a shop in George Street. He was a fair beast of a thing and stood about as high as a mess table. We took the monk down to the launch and stowed him forward. All the Mate- hoes (sailors) were wise. The trouble was now, to get him onboard. We couldn't take him up the gangway because the Jantry and the Duty Cruiser were on the Q.D.

"Well I suppose I'll have to grin and bear it," says Pincher. "It will give me a bit of a chance to do something about the mate- hoes."

"Daisy!" Adams, with a sympathetic look at Pincher said "You can take my tole-day, Pincher."

"Truth! What's happened to Daisy?" exclaimed Pincher, rubbing his ears to mane cure they were not defective, but wisely refraining from questioning him further, in case Daisy should change his mind.

The truth was that Daisy had lately fallen in love with a Salvation Army girl who had persuaded him to turn T.T. So, by way of recoupment, Pincher promised to doby (wash) out a "Dickey" (collar) with a Salvation Army girl who had persuaded him further, in case Daisy should change his mind.

"Our next question was where to stow him away. Tanky, being a sport, says: 'Stow him in the tank room. (which was on the mess deck)."

"Next day at "Evening Quarters" Number One was going the rounds and he had never been known to look in the tank room before. 'Everything all right?' he says to the Captain of the "Hold," "All correct, sir," said Tanky. "Fourteen full tanks, three empty, one half full and one half empty."

"At that moment Jimmy the One stuck his head into the Tank Room. The monk was perched over the Tank Room door on some oars which Chippy had stowed there. The white cap of Number One must have been seen by the Skipper, because, as Number One withdrew his head from the door, his cap disappeared. Great was the consternation thereof."

"Number One turned white. Nothing could be seen in that black hole of the tank room. Jimmy felt his head. He wasn't dreaming. His cap had gone. Tanky offered up a silent, fervent prayer that the Good Lord would cause a hole to appear under his head, and it was gone. I looked into the Chart House window, and it's face was upside down. Strike me lucky, if I didn't catch a glimpse of the monk's eye, because, as Number One drew his head back, I saw two distinct marks of two teeth on his fingers. 'I suppose something move about inside, he, like a goat, put his fingers through one of the holes. The monk promptly bit it. The explosion then began."

"Who owns this locker? Who has the key? What is inside?' and the usual ten thousand questions generally asked in a situation like this.

"Tanky owns the locker sir. Tell him I want you to see him. Have you charge of that locker on the boom? Yes sir, replied Tanky. "What have you there in it?" 'A cockatoo,' said Tanky.

"Would a cockatoo do that?" displaying the distinctive marks of two teeth on his fingers. 'I suppose so sir,' said Tanky. "What did you put your finger in?" "I did," says Jimmy. "I have thought of that once was enough,' said Tanky, 'Once was enough I* was told for me sir. Please.'

"The Sub. 'You or I. Have you got the keys?'

"No sir, it's in my ditty-box. Shall I get the key?" "No," replied Tanky; "the Monk. Needless to say Number One was by this time raving.

"But while he was out, "The ship's Company," replied Tanky. "Who brought him onboard?" 'No one, sir; he came onboard himself. 'Destroy it immediately,' ordered Number One.

"What's up?" quizzed the leather neck. "I just went into the chart house when an ugly faced son of a — looked through the window at me and it's face was like the map of Ireland. I rushed out of the Chart House to see what it was and it was gone. I looked into the Chart House window and the blooming thing, whatever it was, was, sprang at the window trying to get me. I made a clout with the butt of my rifle, missed him and went clean bang through the window! and bent it. That's not Mick Flannigan I'll swear it's one of his dead blood relations."

Fourteen days Jankers for being drunk on duty and seeing things, that marine got. Eventually we discovered the monk climbing through Cooky's cupboard in the Galley. Had Cooky seen him, that marine would have died an awful "awful."

"They had the audacity to give him Scale and Pay, and the Captain of the hore Top.

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"Tanky grabbed the monk and was going to fling it over the side. The ship being at sea, Number One said "Don't let the poor brute struggle by drown­

"I will not report you," said Jimmy the One; "but I don't want to see the animal in the ship again. 'Very good sir,' says the Sub."

"A consultation was held by Tanky and some of his messmates, and they eventually decided to put him in the empty spud locker on the booms. They bored some one-inch holes in the side of the locker and the monk was in gaol during the daylight, being let out after Pipe Down, 9.45 p.m., when he would be given a rum about the deck.

"It was an open secret about the monk being in the ship, all hands knew except the skipper and the sub who was arro" and tanky.

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"Who owns this locker? Who has the key? What is inside?' and the usual ten thousand questions generally asked in a situation like this.

"Tanky owns the locker sir. Tell him I want you to see him. And to his credit it should be mentioned he did not put his finger in again.

"Tanky got the office and kept well out of the way until the Sub. 'You or I. Have you got the keys?'

"No sir, it's in my ditty-box. Shall I get the key?" "No," replied Tanky; "the Monk. Needless to say Number One was by this time raving.

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much trouble to find the key. 'No sir, I poke it through the hole, and the Cooker, I mean cockatoo must have been your finger coming, it was Cooks to the Gallisy,' said Tanky.

Up they both went, accompanied by a crusher keeping Tanky well in sight. The locker was reached and finally opened, but no cockatoo was before their eyes. Tanky held his breath. The Sub. held his finger and the crusher held his handkerchief to his mouth. The Sub. was a web-footed flatfoot (sailor). "The Sub. went all to the Q.D. by no means satisfied.

That night we returned to Sydney after preliminary trials. The Skipper went ashore, the liberty men were piped to clean, and by some means or other the monk got loose. All hands chased him. He dashed into the Commander's cabin, upset the ink on his desk, walked in it and climbed all over his bunk, and the Sub's marks of feet and hands were everywhere.

"At last he was caught. Jimmy the One was saving. 'Send for the Captain of the Hold.' Tanky came up as white as a ghost. Martin, says Jimmy the One, 'you will take that monk ashore immediately.' Aye, aye sir! said Tanky.

Tanky caught the next liberty-boat. The Sub- lieutenant, who was the Master of The Watch, said, 'The Captain of the Hold, I feel satisfied that the cockatoo that bit me had hair instead of feathers.' Aye, aye, said Tanky, and he and the monk disappeared over the side. We got down into the launch right forward and proceeded ashore, and said Nobby Clark, Dusty Rhodes and Shorty Long to come and have a tonic in the First and Last hotel, and have a play up. Eventually we got settled down again, and grabbed the back of his neck. He started to spit and used to drinking beer. While he was drinking I had made so we all decided we'd have a few more pops and wait. I might tell you, the monk had a glass of beer every time he evaded capture. Right, we'll wait here until you come. Good-oh!

"I told the butler that I was going to the biggest, so he supplied me with a fair sized flask and I ordered the crowd back while I brought the boat. Any time I evaded capture. Right, we'll wait here until you come. Good-oh!

"Away we went again, the happiest ship's crew that ever sailed George Street, and calling at several ports en route, we finally anchored in Leichhardt, and dropped the monk by the wayside. We congratulated ourselves on getting so far without any real accidents, and then made a bee-line for the hotel.

Nobby called for the Pig's Ear, but forgot to shout for the monk and he, not going to be left out, sprang on to the counter and proceeded to clean up whatever came his way. The customers, being sports, let him go. I caught hold of him and set him in a corner where he appeared to go to sleep. Thinking he would be all right, we filled 'em up again and discussed the situation.

"All of a sudden there was a great commotion out side and in rushed a very excited Italian. There he is, mister (pointing at me). He owns the monk-shop. Nobby and me following, and there, before our eyes, sat our bold hero perched on top of the fruit. What he couldn't eat, he was throwing to the crowd.

I made a grab at him, but he jumped from one pyramid of fruit to another, capable like you to look out for bun for a while. Yes, you must have thought when he saw your finger coming, it was Cooks to the Gallisy.

"By the time we reached the Town Hall, the monk was beginning to feel the effect, so we decided we wouldn't have any more, till we got to Leichhardt.

"We sailed along George Street singing all the charlesties we knew (believe me it didn't go down well), 'Rolling Home,' and 'The Midshipmate'). My friend Jim had the wheel, Nobby and Dusty sat on the forebridge, me and the monk sat back. He was drinking, the monk's tongue was hanging out very thirstily. 'Give me a drink, Jim.'

"The Sub. went all to the Q.D. by no means satisfied. 'Nobby called for the Pig's Ear, but forgot to shout for the monk and he, not going to be left out, sprang on to the counter and proceeded to clean up whatever came his way. The customers, being sports, let him go. I caught hold of him and set him in a corner where he appeared to go to sleep. Thinking he would be all right, we filled 'em up again and discussed the situation.

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During this time the girl was clinging to a pipe close to the window sill and the crowd was enticing her to jump into a canvas held by all that could get a grip on it.

"While this was all happening, Nobby, Dusty and myself were all fast asleep in Dreamland when I woke up and found a John tugging at my arm.

Come on. Wake up there. Does that monkey up at the hotel belong to you?"

"Yes, I said. What's the matter with him now. Where's he gone?"

"Never mind where you are," said the John. "Come on. Wake up and catch him."

With that I shook myself, and we made our way towards the hotel.

At that moment the Fire Brigade arrived, and running a ladder up to the window, rescued the girl from her perilous position amid cheers from the crowd, and myself were all fast asleep in Dreamland when we got downstairs, the boss of the hotel and was disrespectful to First Lieutenant on arrival there at first*.

"All right," said Pincher. "On caps. Right turn," says the jaunty, and he marched off the Q.D., returned that most appropriate little ditty in full-throated song:

"Oh, this is the end of a perfect day. Kings and Presidents go their way. Their armies march behind them. But where would they be, said the man from the sea. Without us Jacks to mind them."

"Gee, there goes that blooming Call again, out pipes and clear up decks. Hands to Quarters, clean guns."

Y.W.C.A. Regatta, 2nd November

Double Sculls. 1st M. Harvey (Stroke) L. Harvey (Bow) Sydney Regatta, 7th March

1st M. Harvey (Stroke) K. Annen (Bow) Balmain

2nd A. Mann Sydney

Balmain

S. F. A. Regatta, 12th April

Double Sculls. 1st J. Cairns (Stroke) K. Annen (Bow) Balmain

2nd V. Ritchie (Bow) K. Annen (Bow) Balmain

3rd Mrs. P. Allen (Stroke) K. Annen (Bow) Balmain

THE BALMAIN LADIES ROWING CLUB

On Tuesday, 14th April, the Balmain Ladies Rowing Club held an evening in Lever Bros. Sunlight Hall at Balmain. Commencing with dancing, we then opened up on to an affinity hunt, which caused much rushing and understandable looking for peaks hidden in various places in the hall. When time was up each pair counted their findings, the winners having four peaks. The prize was given to the boy and to whom the prize was given to the girl, and which did indeed prove a surprise for the winners. The next game was an interesting, but hard one for most. Everyone lost when of the bunch, and was most unkind and was unkind to First Lieutenant on arrival on board. The Skipper. 'What have you to say?'

"Well, says Pincher, 'being the 1st of April and being born on a wet Friday, we were just keeping it up."

"Why?" bellowed the Skipper, and that 'Why' seemed to put us all in a Queer Street.


"What's up. Nobby?" I said. "Close your ports and steerage this instant."

The following morning, Nobby was the first in and was disrespectful to First Lieutenant on arrival there at first*.

"Well sir," says Pincher, "being as you are in worse positions than this, but if you lot want him you had better apply to the Zoo."

We lines up before the O.O.W. and before we had been told in long, all the sailors at the ship were buzzin' around: No. 1 Jantys, Cruisers, P.O.'s, Messmen and other non-producers too numerous to mention.

"The First Lieutenant came up in a rage with the Skipper and the Skipper and the Skipper, and me joining in as we marched off the Q.D., rendered that most appropriate little ditty in full-throated song:

"This is the end of a perfect day. Kings and Presidents go their way. Their armies march behind them. But where would they be, said the man from the sea. Without us Jacks to mind them."

"Gee, there goes that blooming Call again, out pipes and clear up decks. Hands to Quarters, clean guns."

On 9th May, we hired a launch and went up to the G.P.S. Reserve during our amateur rowing circle, we had steadily progressed and are now about to enter our new shed, which will enable us to house four. But we had to clean the shed and special efforts have to be made to pay the rent, so if any girl desertious of joining, get in touch with the secretary, 22 Crescent Street, Rozelle, she would be welcomed with open arms.

In the season just over, we were very successful in double and single scull races, but next season hope to compete in fours, and make as good a success as we have done this last season. The Club victories in the various regattas for:

N.S.W.R.A. Regatta, December 20th

Double Sculls. 1st M. Harvey (Stroke) K. Annen (Bow) Balmain

2nd Mrs. P. Allen (Stroke) K. Annen (Bow) Balmain

3rd J. Cairns (Stroke) K. Annen (Bow) Balmain

Single Sculls. 1st M. Harvey (Stroke) K. Annen (Bow) Balmain

2nd A. Mann Sydney

3rd D. Gutter (Stroke) Sydney

Abbotsford Regatta, 12th April

Double Sculls. 1st D. Gunther (Stroke) Manchester (Bow)

K. Annen (Bow) Balmain

2nd M. Harvey (Stroke) K. Annen (Bow) Balmain

3rd J. Cairns (Stroke) K. Annen (Bow) Balmain

Balmain Regatta, 1st January

Double Sculls. 1st D. Gunther (Stroke) Manchester (Bow)

K. Annen (Bow) Balmain

2nd M. Harvey (Stroke) K. Annen (Bow) Balmain

3rd J. Cairns (Stroke) K. Annen (Bow) Balmain

We also held our annual picnic to Clark Island in — and spent a pleasant afternoon, holding foot races, etc. Afterwards ten was served and the prizes were presented. On the way home it started to rain, but Dusty and Nobby did not succeed in clinching our spirits, for we had some community singing to cheer us up.
The Navy League

Aims and Objects of the League.

The NAVY LEAGUE is a Voluntary Patriotic Association of British People, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy Complete Naval Protection for British Subjects and British Commerce all the World over.

Its Objects Are:

1. To enlist on Imperial and National grounds, the support of Australians in Maintaining The Navy at the Requisite Standard of Strength, with a view to the safety of our trade and Empire.

2. To convince Australians that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that Since a Sudden Development of Naval Strength is impossible, only Continuity of Preparation can Guarantee National Security.

3. To bring home to young and old alike that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that the Existence of The Empire, with the liberty and prosperity of its people, No Less Depends on the Merchant Service, which, under the Sure Shield of the Navy, welds us into a Powerful Whole.

4. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to Become Good Citizens of the Empire, by learning discipline, duty and self-respect.

"For AUSTRALIA and the EMPIRE."

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The Navy League Sea Cadet Journ.

Keep Watch
Navy League Ball
OCTOBER