WHEN ARE YOUR HOLIDAYS DUE? ...

There is no more enjoyable way to spend a holiday than to cruise on one of the Interstate luxury liners that leave Sydney every few days for Brisbane, Mackay, Townsville and Cairns via Whitsunday Passage and the Great Barrier Reef, or for Melbourne, Adelaide and Western Australia.

"TRAVEL INTERSTATE BY SEA"
FULL PARTICULARS FROM
The Adelaide S.S. Co., Ltd., 22 Bridge Street, BW 2911
A.U.S. Co., Ltd., 247 George Street, B 7311
Howard Smith, Ltd., 267 George Street, B 7611
Huddart, Parker, Ltd., 10 Bridge Street, BW 1441
McIlwraith, McEachern, Ltd., 19 Bridge Street, BW 1047
Melbourne S.S. Co., Ltd., 1 Barrack Street, BW 1803
(Offices also at Newcastle)

MILD CAPSTANS IN THE RED PACKET
time for a CAPSTAN
SPECIAL MILD CIGARETTES

SPECIAL MILD MEDIUM AND
FULL STRENGTH

KINDLY REMEMBER OUR ADVERTISERS

THE NAVY LEAGUE JOURNAL
The Official Organ of the Navy League, N.S.W. Branch
Royal Exchange, 54a Pitt Street, Sydney. B 7808
Vol. 1—No. 6 (New Series) Sydney, September, 1938.
Pride 60

ARNHEM LAND—TWO THOUSAND MILES AWAY!

The recent departures of the new patrol vessels "Vigilant" and "Kuru" to northern waters, the timely organisation of a Yachtsmen's Volunteer Coastal Patrol, the increasing interest of the public in all naval matters, are new and recent events of special import and significance.

Earliest times saw voluntary organisation among our mariners. Often their preparations proved invaluable. The seeds of voluntary service spring to life on every occasion that menacing conditions threaten, and from the long-ships of King Alfred to the fire-ships against the Armada, from the swift privateers of Napoleonic times to the amazing "mosquito-fleet" of the Great War, the private owner and the naval volunteer have proved themselves as disciplined and capable auxiliaries.

The smart whaler "Policy" in the year 1804 was the first vessel to successfully carry letters of authority in our Northern Australian waters. Armed only with six twelve pounders she had an argument with the Dutch packet "Swift," and outsailed and captured the more heavily armed Dutchman. Brought to Port Jackson the "Swift" was condemned as a prize and sold. Her cargo included 20,000 Spanish gold dollars.

That adventure was typical of the times, and similar blood-stirring adventures were the common lot. New threats, however, produce new cures. When the submarine menace in the narrow North Sea waters threatened the Grand Fleets, and corralled ships in close harbour behind nets and booms, the solution lay in fleets of "mosquito craft," drifters, trawlers, pleasure yachts, smacks, and, later, swift power boats manned by volunteers and skilled private owners. The spirit that animated the crews of these extraordinarily varied types of craft deserves to be preserved and commemorated, and no better method exists than to study, encourage, and perpetuate their history and their exercises.

(Continued overleaf)
Famous forever is the heroic deed of volunteer Skipper Thomas Crisp, V.C., master of the armed sailing smack, "Nelson." Attacked and shelled by a German submarine, this little vessel, with a sister ship, fought a spirited gunnery action. Struck by a whole shell in the fight, Skipper Crisp fell. But, fully conscious to the last, he gave orders with courage undimmed while his vessel foundered beneath him.

Acting on his orders, the last shells were fired by his son, serving as Mate and gunner, before he was left to go down with his ship.

The memory of deeds like this, of such dauntless courage in the face of overwhelming odds, must remind us of our duty with the greatest force. Let others develop an "inspired" Press or Radio as instruments of hollow propaganda. Our fields for voluntary training are pregnant with good results. The eyes of some of us have actually seen how our best and bravest were willing to fight for that which was dearest to their hearts.

For all who now require a watchword to broaden their minds to voluntary service and effort, and aid to that end, let them remember this thought:

"Arnhem Land — two thousand miles away!"

THE CORPS' NEW COMMANDER

It is with pleasure, and with pride, that we report the acceptance of the post of Honorary Officer Commanding, Navy League Sea Cadet Corps, by Captain Maurice Blackwood, D.S.O., R.N. (Ket.)

An officer with a distinguished sea career, both in peace and war time, Captain Blackwood is the senior officer in Australia on the Royal Navy Emergency list. His record in the Great War, in which he was decorated for conspicuous gallantry in action, is a remarkable one, particularly in operations involving the use of small craft manned by yachtsmen volunteers.

The Sea Cadet Corps counts itself very fortunate in having secured the services and leadership of one of Captain Blackwood's Service and professional experience. It is felt that this new appointment is a move which will send the Corps on to unthought-of heights of efficiency and strength.

For all who now require a watchword to broaden their minds to voluntary service and effort, and aid to that end, let them remember this thought:

"Arnhem Land — two thousand miles away!"

ARNOTT'S CRISP SAO BISCUITS

the lightest and most desirable base for savouries. Attractive, too, with ham, paste, fresh or stewed fruit and a simple epi-

curen cheese.

For all happy occasions, afloat or ashore, the hostess can show her individuality in the form she serves . . .

THE SOLOMONS GOT THEIR NAMES

(By A.H.)

Fairly close to the large island of New Guinea, between the Equator and the parallel of 10° South latitude lies a large group of islands; its name, the Solomons, must be familiar to readers. That name, however, is rather a peculiarity one for the South Pacific. Even nowadays the mention of "Solomon Islands" conjures up visions of head-hunters and cannibals secure in hidden jungle villages or mountain fastnesses. This is by no means a stretch of the imagination, in spite of regular steamer connections between Sydney and the Group, the efficient Administrative service, well-ordered plantations, or the trim bungalows of Talagi, the capital. Memories of Bully Hayes and the blackbirders, and the none too distant native outbreaks on the island of Malaita make a trip to the Solomons seem rather in the way of an adventure to the average stay-at-home citizen.

The title of the island group itself is redolent of romance. King Solomon's mines in the land of Ophir! A glance at a map of Oceania will show the large number of Spanish names given to various islands in that section of the Pacific, particularly in and around the Solomon Group; and this article proposes to make the reason for them apparent.

To commence, then, we must turn back the calendar more than three and a half centuries. In the year 1567, at Lima, the Spanish capital of Peru, a young nobleman named Don Alvaro de Mendana was staying at the Court of his uncle, De Castro, the Viceroy. Mendana was a keen student of cosmography, and although but twenty-five years of age at this particular time, had amassed quite a store of knowledge concerning the physical features of the known globe, and also possessed advanced theories in geographical matters.

The Viceroy's Court had been startled out of its usual somnolence by the stories and deductions of Sarmiento, a knight, and a typical Con-

quistor. He had made a study of old Peruvian manuscripts, and claimed to have discovered detailed descriptions of islands lying far to the westward of Peru. These, he stated, were described in the old parchments as being rich in gold and silver. It was Sarmiento's earnest desire to be sent on an expedition to seek these natural treasure houses.

It is also within the realms of possibility that friend Sarmiento had another, and more personal, reason for a long voyage: Peru, at the time, was not a very comfortable spot for him, for he had in some way or the other incurred the displeasure of the dreaded Inquisition.

His claims interested the Viceroy's nephew, and with Mendana's assistance, Sarmiento's story was granted a hearing in high places. Mendana's interest was twofold; as well as seeking the islands of gold and silver, he saw an opportunity to search for the then mythical Great Southern Continent which he firmly believed lay to the South-West of Peru. Therefore, with Mendana pleading on his behalf, Sarmiento's request was granted.

The Viceroy sanctioned the expedition, and agreed to provide two ships and furnishings; Mendana's suggestion of a search for the legendary Southern Continent, which, by the way, was depicted in various shapes and sizes on most maps of the period, was agreed to. The main object, however, was to be Sarmiento's islands of gold and silver. Efforts were to be made to find these first, and then the possibilities of the Southern Continent to be investigated. Settlements were to be established in all lands discovered, and the territories annexed to the empire of Spain.

The expedition was composed of two ships, of 250 and 170 tons respectively, with a personnel of 150 sailors, soldiers, and miners; four Franciscan friars were taken to attend to the spiritual welfare of the party. Mendana was appointed Commander in Chief; he was assisted by one Gallego, as Chief Pilot, and, of course, by Sarmiento, who was probably in charge of the soldiers.
"How the Solomons"—Contd.

A FATEFUL DECISION

On November 18th, 1567, the expedition sailed from Callao, to the port of Lima. As soon as land was cleared a course was shaped to the South-West; this was held to for days, until latitude 151° South was reached. At this point a decision was made; one which was momentous, as far as the future of our land of Australia was concerned.

Mendana, acting on the advice of the Chief Pilot Gallego, and against the wishes of Sammartino, ordered the course to be altered to west. It was, and after sailing some 1,000 miles, the course was again altered to a little north of west. Again chance had taken a hand in the proceedings. If the westerly course had been continued, or if, in the first place, Sammartino's protest had been heeded and the ships kept heading south-west a few days longer, the discovery of the east coast of Australia would have been practically assured; these wandering Spaniards would have forestalled James Cook, Lieutenant and Captain, Royal Navy, by some two hundred years! However, it was not to be.

LAND!

The little fleet held on, meeting with storms and calms, fair weather and foul, until, on January 15th, 1568, fifty-seven days out from Callao, land was sighted. This was an island in what is now known as the Ellice group. Tired of Callao, land was cleared a course was shaped to the South-land. The Spaniards, with the peculiar mix-ture of piety and cruelty characteristic of the Don's of the times had not endeared themselves to the natives. To be perfectly just, one must admit that the natives had not themselves displayed many lovable traits. They were treacherous, barbarous, and addicted to the eating of human flesh, and maintained, in most cases, a persistent hostility to the newcomers. Therefore the Spaniards met barbarity with barbarity, and specialized in the particular type of inhumanity which the Conquisators dispensed to subject races.

The miners, through the frequent attacks of the natives, were unable to prosecute their search for gold and silver to any great extent. They had seen traces of gold; signs of it had been found in the soil but continually harassed by the islanders, the miners were unable to work it.

Six months passed; months of toil and hardships, interpersed with exploratory expeditions and forays against the blacks.

Then arose the bugbear of all commanders of old-time voyages; discontent, and inipotent mutiny. The rank and file of the expedition were heartily sick and tired of their lot; gold apparently waited to be dug up but the fierce man-eating savages would not permit the dig-ging; food was running short, and tropical sick-ness and wounds were undermining the general health of the little community.

RETREAT

Influenced by the continual grumblings, and, still more by the fact that his ships had suffered from the attacks of sea worms (the Teredo, or borer), and were in a very bad condition, Mendana decided to put to sea while his vessels would still float, and to return to the Americas.

Mendana left the islands on August 11th, 1568, with the two original ships of the expedition; no records are to hand of the fate of the brigantine, built at Santa Ysabel; it was probably destroyed prior to departure. The homeward-bound route was sailed well to the north of the outward voyage; Mendana and Gallego were of the opinion that the winds would be adverse for a direct run back to Callao, so the course was laid for Mexico. On the passage across the Pacific, a short stay was made at a group of islands — The Marshall Group of our times and here Mendana's men made a curious find. This was a chisel made from a large nail; a relic, in all prob-ability, of some shipwreck. Perhaps some long-forgotten European vessel had ended her voyag-ing in the vicinity of the Marshalls.

(Continued on page 19)
The Helen B. Stirling, 4-masted American schooner left Newcastle, N.S.W., for Papeete, Tahiti, in January 19, 1922. Practically from the commencement of the voyage the ship encountered trouble. Two days out from Newcastle the gas engine working the pumps broke down, and thereafter the hand gear had to be used to keep down the extensive leakage which is a usual thing with wooden ships. Two days later, fire broke out in the forecastle, but this was promptly extinguished. On Saturday, 21st January, a strong easterly gale blew up, accompanied by very heavy seas. That night it increased to almost hurricane force necessitating the vessel being hove-to under double reefed sails. The sea rose still higher and broke aboard constantly, filling the main deck, fore and aft; the only dry spots aboard being the poop and forecastle-head. The hand pumps situated amidships on the main deck were right in the way of the breaking seas, and it was humanly impossible to man them.

EXCESSIVE LEAKING STARTS

The labouring of the ship soon started extensive leaking, and, through lack of pumping, and with her weighty coal cargo, she soon sank lower and lower in the water. At 5 a.m. on Sunday morning the main mast went by the board, and the position became hopeless; it was clear that the Stirling was doomed. The ship would have to be abandoned. But the problem was how to launch boats in that raging sea. That the schooner's crew would have to be taken not close Stirling to any degree; it was also clear that Melbourne could not close Stirling to any degree; it was also clear that the schooner's crew would have to be taken off by the warship's boats! It was utterly impossible to launch a craft from the windjammer's sea-swept decks.

Making a lee, Melbourne managed to get her sea boat away safely, which battled across to the Stirling and picked up a line. A breeches buoy was rigged, and after two hours hard running it was apparent that Melbourne could not close Stirling to any degree; it was also clear that the schooner's crew would have to be taken off by the warship's boats! It was utterly impossible to launch a craft from the windjammer's sea-swept decks.

HELP COMING

Melbourne picked up the first S.O.S. from the Stirling at 5 a.m., when in the vicinity of the Three Kings, a small group of islands off North Cape, North Island of New Zealand, some 210 miles from the schooner. Opening throttles wide open, the cruiser shot off down the north coast at speed through mountainous seas to the help of her sinking sister. At 4 p.m. a more definite position was obtained from the Stirling and Melbourne, awash from stem to stern, plunged ahead on her errand of mercy. Through the blackness of night and storm she tore, searchlights ablaze, her entire crew working like Trojans, keeping up steam, preparing rescue gear, and making arrangements for the reception of distressed seamen.

The Stirling was sighted at 2 a.m. on Monday morning, and Melbourne trained all her searchlights on her, rendering the wild scene brighter than day. In view of the high sea running it was apparent that Melbourne could not close Stirling to any degree; it was also clear that the schooner's crew would have to be taken off by the warship's boats! It was utterly impossible to launch a craft from the windjammer's sea-swept decks.

Making a lee, Melbourne managed to get her sea boat away safely, which battled across to the Stirling and picked up a line. A breeches buoy was rigged, and after two hours hard and dangerous work everybody, even including the ship's cat, was removed from the sinking vessel to the cruiser. Among those saved were the wives of the master and mate of the Stirling. More words are a totally inadequate medium for the description of this magnificent effort of seamanship. One salient point, however, stands out clearly; and that is the Navy's ability, and preparedness to meet, cope with, and overcome an extremely difficult and dangerous situation. The story of the Stirling's rescue by the Australian cruiser, Melbourne, has gone down as an epic in the story of the Seven Seas.

EXCESSIVE LEAKING STARTS

The Helen B. Stirling, 4-masted American schooner left Newcastle, N.S.W., for Papeete, Tahiti, in January 19, 1922. Practically from the commencement of the voyage the ship encountered trouble. Two days out from Newcastle the gas engine working the pumps broke down, and thereafter the hand gear had to be used to keep down the extensive leakage which is a usual thing with wooden ships. Two days later, fire broke out in the forecastle, but this was promptly extinguished. On Saturday, 21st January, a strong easterly gale blew up, accompanied by very heavy seas. That night it increased to almost hurricane force necessitating the vessel being hove-to under double reefed sails. The sea rose still higher and broke aboard constantly, filling the main deck, fore and aft; the only dry spots aboard being the poop and forecastle-head. The hand pumps situated amidships on the main deck were right in the way of the breaking seas, and it was humanly impossible to man them.

EXCESSIVE LEAKING STARTS

The Helen B. Stirling, 4-masted American schooner left Newcastle, N.S.W., for Papeete, Tahiti, in January 19, 1922. Practically from the commencement of the voyage the ship encountered trouble. Two days out from Newcastle the gas engine working the pumps broke down, and thereafter the hand gear had to be used to keep down the extensive leakage which is a usual thing with wooden ships. Two days later, fire broke out in the forecastle, but this was promptly extinguished. On Saturday, 21st January, a strong easterly gale blew up, accompanied by very heavy seas. That night it increased to almost hurricane force necessitating the vessel being hove-to under double reefed sails. The sea rose still higher and broke aboard constantly, filling the main deck, fore and aft; the only dry spots aboard being the poop and forecastle-head. The hand pumps situated amidships on the main deck were right in the way of the breaking seas, and it was humanly impossible to man them.

EXCESSIVE LEAKING STARTS

The Helen B. Stirling, 4-masted American schooner left Newcastle, N.S.W., for Papeete, Tahiti, in January 19, 1922. Practically from the commencement of the voyage the ship encountered trouble. Two days out from Newcastle the gas engine working the pumps broke down, and thereafter the hand gear had to be used to keep down the extensive leakage which is a usual thing with wooden ships. Two days later, fire broke out in the forecastle, but this was promptly extinguished. On Saturday, 21st January, a strong easterly gale blew up, accompanied by very heavy seas. That night it increased to almost hurricane force necessitating the vessel being hove-to under double reefed sails. The sea rose still higher and broke aboard constantly, filling the main deck, fore and aft; the only dry spots aboard being the poop and forecastle-head. The hand pumps situated amidships on the main deck were right in the way of the breaking seas, and it was humanly impossible to man them.

EXCESSIVE LEAKING STARTS

The Helen B. Stirling, 4-masted American schooner left Newcastle, N.S.W., for Papeete, Tahiti, in January 19, 1922. Practically from the commencement of the voyage the ship encountered trouble. Two days out from Newcastle the gas engine working the pumps broke down, and thereafter the hand gear had to be used to keep down the extensive leakage which is a usual thing with wooden ships. Two days later, fire broke out in the forecastle, but this was promptly extinguished. On Saturday, 21st January, a strong easterly gale blew up, accompanied by very heavy seas. That night it increased to almost hurricane force necessitating the vessel being hove-to under double reefed sails. The sea rose still higher and broke aboard constantly, filling the main deck, fore and aft; the only dry spots aboard being the poop and forecastle-head. The hand pumps situated amidships on the main deck were right in the way of the breaking seas, and it was humanly impossible to man them.

EXCESSIVE LEAKING STARTS

The Helen B. Stirling, 4-masted American schooner left Newcastle, N.S.W., for Papeete, Tahiti, in January 19, 1922. Practically from the commencement of the voyage the ship encountered trouble. Two days out from Newcastle the gas engine working the pumps broke down, and thereafter the hand gear had to be used to keep down the extensive leakage which is a usual thing with wooden ships. Two days later, fire broke out in the forecastle, but this was promptly extinguished. On Saturday, 21st January, a strong easterly gale blew up, accompanied by very heavy seas. That night it increased to almost hurricane force necessitating the vessel being hove-to under double reefed sails. The sea rose still higher and broke aboard constantly, filling the main deck, fore and aft; the only dry spots aboard being the poop and forecastle-head. The hand pumps situated amidships on the main deck were right in the way of the breaking seas, and it was humanly impossible to man them.
APPOINTMENT TO THE EXECUTIVE COMMITTEE

With this issue we welcome Commander James Patrick, R.D., R.A.N.R., to Navy League ranks. Commander Patrick has accepted the Executive body's invitation to a seat on the Committee.

Widely known in Sydney and Interstate shipping circles, Commander Patrick is the head of the Sydney firm of ship owners, James Patrick & Company Pty. Ltd. He has served many years at sea himself, including time spent in command of two of His Majesty's Australian ships in the Great War.

A holder of the Reserve Decoration, Commander Patrick is Chairman of the Highland Society, a Director of the Mercantile Mutual Insurance Company and Messrs. Anderson & Company, and is Chairman of Directors of a prominent Brisbane stevedoring Company.

His experience, both at sea and in a successful business career will render his advice at Executive meetings of great value, both to the Navy League and its Sea Cadet Corps.

Commander Patrick's patriotic works are well known in the community and in the past, though officially unattached to the League, both he and his firm have supported it to no inconsiderable degree.

The League has done well in securing the advisory services and the practical assistance of Commander Patrick, and trusts that the association will be a long and enduring one.

THE NAVY LEAGUE JOURNAL

September, 1938

SEA CADET NOTES

"Fairlight" N.L. Training Depot
(By D. J. Mort, O. in C.)

"Fairlight" is about to carry out alterations to the depot which should give the cadets something to be proud of, and will repay them for their loyalty and enthusiasm. The alterations are in the form of a drill hall on the waterfront. This has been made possible by the generosity of Mrs. Chase, the "Fairlight" Godmother, and by the concurrence of Commander Hixson.

The training of cadets is still progressing favourably, and the boys are fast becoming good Sea Cadets.

A picture evening was organised by Miss Barrie, a keen supporter of the Company, and resulted in a substantial addition to our funds. "Fairlight" expresses its thanks to Miss Barrie and her friends for their support.

We welcome Captain Blackwood to the Corps, and assure him of our loyal support. By next issue we hope to have the pleasure of reporting great progress in the reconditioning of our Depot.

THE SMARTEST CADET IN THE CORPS!

On Saturday, 13th August, a combined parade was held at "Fairlight" for the purpose of engaging in a competition to pick the smartest cadet in the Navy League.

Officers in Charge of depots had been instructed some weeks previously to select cadets to represent their companies. In order to give new ratings a chance, general nautical knowledge was not taken into consideration, and competitors were limited to ratings below petty officer. Points were allotted for general appearance, uniform and method of wearing same, smartness, and cleanliness.

Competitors, and representatives from North Sydney, Birchgrove, Manly, Fairlight and Woolwich companies mustered at 3 p.m., and the parade was formally handed over by Chief Officer Grant of "Fairlight" to the Officer of the Day, Mr. Smith, O.C. Victory Training Depot, North Sydney.

A display in Semaphore signalling was given by Manly Company, followed by a smart Physical Training squad from North Sydney Company.

At 3.30, the Parade reported to Commander Hixson, V.D., O.B.E., S.S.D., Judge of the competition, as ready for inspection. The parade was inspected, and at the request of the judge, carried out squad drill as a combined unit.

Commander Hixson then made a short speech, praising the general efficiency of the parade. He said that though there was still room for improvement, it was apparent that the Sea Cadets are becoming smarter on each parade.

At the termination of the address, three cheers were called and given for Commander Hixson, followed by three more for Mrs. Hixson and Mrs. Chase, for their kindness to officers and ratings in making the parade possible.

Ratings for the competition then mustered, and Commander Hixson had the unenviable task of selecting from five cadets, each apparently equal in competitive value. After an exhaustive examination of the candidates, Commander Hixson judged Cadet Green, of Manly.
The Patron of “Victory” (Sir Thomas Gordon, Kt.), inspecting the Guard of Honour.

Photo, “Sydney Morning Herald.”

Company, as the winner, and Cadets Roberts, North Sydney, and Simmonds, “Fairlight,” as second and third respectively. Leading Seamen Jones, of Birchgrove, and Crosskill, of Woolwich, can rest content in the knowledge that the points separating them from the place-getters were merely fractional.

The winner was then presented with an open order for one guinea, by Commander Hixson, and the runners-up with jack-knives, by Mrs. Hixson.

Mrs. Chase then took over the commissariat department, and cadets were treated to soft drinks and cakes. In this point of the parade at least, all hands distinguished themselves, and there was certainly no lack of efficiency in the moving of eatables and drinkables.

Officers were entertained at afternoon tea by Commander and Mrs. Hixson. A vote of thanks to the Host and Hostess was proposed by the Chief Executive Officer.

At 4.30 the parade dismissed, and a splendid afternoon’s entertainment concluded.

BIRCHGROVE
(By S. Cooper S.S.D., O in C.)

Birchgrove Company reports “still going strong.” The lads held a “Chum’s Night” at the depot recently, each cadet being allowed to bring along a friend. Although the weather was very cold and wet we had quite a good night.

First came instruction, then followed all kinds of games, and in the different competitions our lads won practically everything. Of course, we had trained strenuously for the occasion, and so were right up to the mark. Hence our success!

The wet weather has certainly set us back lately, especially our Welfare Committee, many of whom are down with the prevalent influenza. Anyway, those who have not got the “Flu” are decidedly out of fashion.

Warmer weather seems to be in the offing, however, so we hope to be stirring up presently, and getting into full swing again.

Birchgrove welcomes Captain Blackwood to the Navy League, and hopes that his stay with us will be a long and happy one.

The NAVY LEAGUE JOURNAL

July, 1938
MANLY COMPANY
(By G. H. Smith, O. in C.)

Manly Company is forging slowly but surely ahead, and we hope to be up to full strength shortly. The Company was paid an official visit on August 17th, by Captain Blackwood, Mr. Giles, and the Chief Executive Officer. Cadets formed a guard of honour for the official party. It was Manly’s first guard duty, and the cadets responded very well, and hope to soon take part in bigger events. We are looking forward to the time when we will have our boat, as the sailing season will be with us shortly, and we hope to win some of the events.

The Committee are very busy at present, raising funds for the Company. Any parents, or persons wishing to co-operate with our Committee are asked to get in touch with Secretary, Mrs. Soars, or with G. H. Smith, Officer-in-Charge. The Company thanks Mrs. Brassington for lending her home for a house party. Mr. Brassington had a strenuous time showing the lads the gentle art of billiards, and he discovered that we have some coming champions in our ranks. A good night was enjoyed by the cadets.

We are feeling very proud at present, as we had our first win in Inter-Company Competitions. At the parade described elsewhere in the "Journal", Cadet D. Green carried off the first prize for the smartest Cadet in the New South Wales Companies. At this parade our squad gave a sampheme demonstration, under Acting L. S. Soars, and we commend on their performance by Commander Hixon. C. P. O. Turley is to be congratulated on his promotion to Acting Fourth Officer. The step up was well-deserved.

NOTE.
Gear For Sale. Caps and tallies, badges (cap and proficiency), blue jean collars and lanyards, all at very reduced rates. Also, one officer’s uniform in good condition, about size 4. Price £1/15/-.
Apply to S. Cooper, care of Headquarters.

ANOTHER CALL FROM NEW ZEALAND
David MacGregor, of 66 Tennyson Street, Napier, Hawkes Bay, New Zealand, would like to strike up a correspondence with Navy Leaguers aged 16 to 17. His main hobby is the Navy League — and the other, stampa.

NOTICE!
It is unfortunate that all officers in charge of Sea Cadet Companies do not forward notes of their depot’s activities for publication in the "Journal."

We of the League know all they are doing in the training of youth in the ethics of good citizenship, and in the glorious sea traditions of our race. But the outside world has little knowledge of this important work, and the "Journal" is an excellent medium for bringing it to the notice of the general public.

Again, the "Journal" is a splendid recruiting agent for the Sea Cadet Corps, and additionally, inspires cadets to greater efforts.

Lastly, the "Journal" is YOUR magazine, and "Sea Cadet Notes" is YOUR special section of it. The inference is obvious!

"VICTORY" TRAINING DEPOT
(By L. R. V. Smith O. in C.)

On Wednesday 3rd, Captain Blackwood and Mr. Giles of the Volunteer Coastal Patrol, in the company of the Chief Executive Officer, inspected the unit, Capt. Blackwood stated that he was quite surprised at the efficiency of the unit, spending quite a long time looking over the equipment and listening to the classes receiving instruction.

On Tuesday 9th, a squad of picked lads formed a guard at Selfridge’s Ball at the "Procedero." Two Officers and thirty-four ratings attended the guard and were inspected by Mr. Midlane, Managing Director of Selfridge’s. The guard were treated to supper and had a very good night, most of them staying till 11 o’clock. The Officers were kindly invited to the table of Mrs. and Mr. Stuart McDonald of the Far West Committee who, in conjunction with Sydney Hospital, received the benefit of the night’s proceeds from Selfridge’s.

The complement of the V.T.D. wish to congratulate Cadet Green of Manly for his success in the recent competition at "Fairlight" Depot. Mr. G. Smith is to be congratulated for the manner in which his lads carried out their duties at this parade after such a short period of training. It is obvious from this parade that the Navy League is rapidly returning to its old standard of efficiency and numbers.

Working parties have been held at the Depot for the last few week-ends to paint the whaling and clean the moorings in preparation for the summer months which are drawing very close now.

Mr. Seary, our Second Officer, has improved conditions in the Ward Room by building ward-rooms and settees in there; he has also made up curtians and interested the citizenship, and upy Officers’ Mess. Mr. Dodson, the Third Officer, has started an ambulance class on Wednesday nights in preparation for his father coming down to take an advanced course later.

During the past month we have obtained the services of a gentleman as honorary auditor, Mr. Cotter. We wish to thank Mr. Cotter for his kindness in accepting the position. A Vice-Patron, Mr. H. M. Barker, of Dunhill & Barker, Solicitors, has been added to our staff strength. Mr. Barker will be a great help to us and it shows great kindness and interest in such a busy man to spare some of his valuable time in the interest of the V.T.D.

Both the above gentlemen have become interested in the movement due to the efforts of Miss Susan and Captain Bell. The former has kindly consented to accept the position of Godmother and the latter President of the V.T.D.

We wish to thank Messrs. Nestlé, Peter’s Ice Cream Co., Arnott’s Biscuit Co., and Tootts Breweries for their kind donations to the supper for the cadets on Wednesday 31st. Once again these firms were interested through the efforts of Miss Bell. On that date the unit was inspected by Sir Godward Gordon, Patron; Mr. Barker, Vice-Patron; Mr. Cotter, Auditor; Mr. Prentice of 3UW; and Dr. Schlurch, Hon. Medical officer to the League. Sir Thomas promised the unit his full support and hopes to find us a cutter. All the visitors expressed their pleasure at seeing the lads in such fine shape. Capt. Hill the retiring Senior Officer, and Capt. Blackwood our new chief, were in attendance. We know that Capt. Hill will take just as much interest in the Sea Cadets as he has done while carrying out the job of Senior Officer, and we all thank him for his good work. We hope to see Capt. Blackwood again soon, on one of our regular meetings, so that he can really see the unit at its regular duties, pick out all our faults, and so help us to improve.

I think that after hearing the speeches of the various gentlemen that I can safely again report “All Well at the V.T.D.”

September, 1938

Recent Passenger Liners
With Babcock Boilers
"Strathallan"
"Strathmore"
"Stratheden"
"Orion"
"Orcades"

With Babcock-Johnson Boilers:
"Arundel Castle"
"Windor Castle"
"Andes"

All the above vessels are oil-fired.

With Babcock Boilers and Babcock–Erith Marine Strokers:
Two new mail steamers for the British India S.N. Co. Ltd.

Babcock & Wilcox Limited
Incorporated in England
Australian Head Office and Works:
REGENT’S PARK, N.S.W.

THE STAFF OF LIFE...
is a STURDIER STAFF
if spread with
NORCO BUTTER
Be sure to ask for . . .

"THE BUTTER OF PERFECTION"

September, 1938
SEA LANES

The following extract from the Evening Post (Wellington, N.Z.) is worthy of republication in the Journal. Firstly, it serves to inform Australian members of the Navy League of the interest taken in matters maritime by our sister across the Tasman. Secondly, many of the trenchant points brought forward could be well applied to this country of Australia.

The Navy had always looked upon the fishing fleet as being a reserve for men—trained men capable of doing auxiliary jobs—but there again there was more economy, and there were fewer ships and fewer men. Every ship and every man who sailed the high seas was worth twice what they were before the war, and that was the problem that faced the Empire’s protectors.

The Navy had always looked upon the fishing fleet as being a reserve for men—trained men capable of doing auxiliary jobs—but there again there was more economy, and there were fewer ships and fewer men. Every ship and every man who sailed the high seas was worth twice what they were before the war, and that was the problem that faced the Empire’s protectors.

PROTECTION IN WAR.

How were those lines of communication to be protected in war? asked Commodore Horan. Since the last war there had come in a new arm, the potentialities of which could be proved only by actual warfare. He could not give any idea of how this new arm, the air arm, was going to act at sea, but if the Empire’s opponents played the game and abided by the results the situation would not be much more complicated than it was; on the other hand, if they did not play the game, it was going to be much more complicated. In 1917 the steamer “Wairuna” was passing close to the Kermadec Islands when an aeroplane appeared over her and dropped a weighted bag on the forecastle, ordering the ship to stop. The aeroplane came from the German raider Wolf. It was the first case he had seen, or heard of, where a ship had been interfered with—and eventually sunk—as a result of air cooperation. New Zealand was 12,000 miles from England, but that incident happened about 300 miles from New Zealand—it might happen again.

The Empire, said Commodore Horan, was far flung. There were islands and continents populated by people with the same thoughts and same ideas, and if by any chance one of those parts of the Empire disappeared the whole of the Empire would go as well. The Empire was kept together by sea communications, which were the Empire’s arteries. Those arteries represented 85,000 miles, and the Navy had to think of the security of every ship that passed along them; in peace that was easy, in war it was not so easy.

In peace, food and raw materials, and the goods Great Britain exported and exchanged, were carried on those trade routes. That had also to be done in war, together with a most important task—the carriage of troops and ammunition across the seas. The means was the Merchant Navy.

The tonnage of the Mercantile Marine before the war was the same as it was now, but instead of having the large number of ships of over 3,000 tons, as before the war, to-day, because of the improvement in ship-building and the need for economy, the number of ships had dwindled by a third, with the very large reduction in men of 59,000.

Bolt-hole in New Zealand waters if necessary; at any rate, it had something in the country from which it could work.

The NAVY LEAGUE JOURNAL

CO-OPERATION NEEDED.

The control of sea communications was not a matter for the Navy alone. The Navy could not operate on the high seas unless the Air Force were assisting the Army for the security of bases, and assisting the Navy at sea with reconnaissance. For the Navy to be able to do its work properly it had to be backed by everybody—by the Government, by the Army, and by the R.A.F.

An analogy was Beethoven’s Moonlight Sonata: the effect of its being played with one finger as opposed to its being played in its full strength with all ten fingers.

The first of the naval problems was men. Apart from trained engineers and artisan ratings, the Royal Navy was getting all the men it wanted. Because of the reduction in shipping there were not enough men in the R.N.R., but the R.N.V.R. was looking to fill that bill, and more would be called upon in the future than in the past.

In England there was a sea cadet corps, and he would suggest the development of that in New Zealand and on something that should be fostered. He did hope, when he saw the young of the Empire going in for sea cadet corps work, that they were going in for it simply because it breathed the spirit of their forefathers, the spirit of adventure.

Owing to disarmament conferences Great Britain was well behind with her ships, but thanks to a revulsion of feeling she was now gradually getting up to date—but at what a cost! The reason for the cost was because people did not look into the future; they did not see that instead of having to meet the bill they now had to meet they could have been meeting it over the years between 1919 and 1935.

“T, as a seaman, say that no new ship should be designed or built unless she is equal, at least—I hope, superior—to her opposite number in the enemy fleet,” said Commodore Horan. “It is not fair to ask men to man ships that are out of date. We have the great lesson of Coronel staring us in the face—that ought never to happen.”

Commodore Horan referred to the fact that every merchant vessel carried her wireless, and that modern wireless was a most important part of the weapons in modern war. In the event of attack the Navy and other vessels would know what was happening, and raiders’ activities would be reduced very considerably. Wireless telegraphy had produced a feeling of security, and would, he hoped, in the event of another war, keep the trade on the seas.

He could assure the meeting that direction and co-ordination at Home had never reached such a high peak, concluded Commodore Horan.

OUr NEW COVER.

The Journal’s new cover has been made possible through the generosity of Captain S. G. Green, of Meners. Burns, Philp & Co. Ltd., Sydney’s veteran Marine Superintendent. Captain Green has, once again, proved his friendship for the League, and may rest assured that it is highly appreciated.

Our thanks are also due to Mr. W. Hammer, who provided the embellishing design.

Editor, Journal.
THE BILLS OF HEALTH
(By "Jonathan")

"To-morrow," quoth Ruskin, gazling critically out of the office suite at the sunlit cliffs of Cape St. Vincent, "we shall be Senior Officer, Gibraltar."


"Bugsies, brass-hats and bottles of acid," he retorted brilliantly.

And bills of health. I added, almost under my breath.

Ruskin swung round suddenly and we looked at each other for a moment without speaking. At length—

"No mistakes this time," he barked.

"I like that. You know you had it at the bottom of your basket."

"It was your day on to-morrow," I countered.

"That's all the box, sir."

"No bills of health!"

"No, sir. The orderlies are waiting outside for the exercise orders."

"Right. They're all ready."

We worked for some time in silence. Every five minutes the orderly took a pile of correspondence in to the Secretary and returned with a larger pile for Ruskin. Then came a timid knock on the door, and a sick berth attendant entered.

"Yes?" said Ruskin, writing busily.

"Can you tell me where the Surgeon Commander is, sir?"

"Ashore, getting pratique. Why?"

"I've been trying to find him for half-an-hour."

"I saw, as I re-entered the Admiral's office, all the indications of what is known in the vernacular as a "flat spin." The Chief Petty Officer Writer was dealing steadily with a huge pile of official letters; another writer was typing a lengthy draft which was pinned a placard to Ruskin's desk bearing the indication "To 'Hermione' and 'Crocus.' Your bills of health not received. Make your own arrangements for obtaining pratique. . . . Repeat that. . . . Right."

He slammed down the receiver. "Now," he said ferociously.

"The 'Hermione's' bill of health," I said, placing it before him.

"Why the hell couldn't you say so before? Where's that—orderly? Here, Jones," to one of the writers, "nip down below with this and give it to the S.M.O. He's just going ashore with the bills of health." He lifted the receiver and rang up the signal distributing office once more. "Cancel 'Hermione' from that last signal; make it to 'Crocus' only," he told them.

The corporal entered with a pile of letters.

"Any minute now, sir," I interposed.

"Damn you, -don't interrupt me," he rapped out.

"One moment," I replied, and made a note on my blotting pad.

"Look here," boomed the stentorian tones of the Squadron Gurney's Officer, as he put his head inside the door, "when are the orders for that gunnery shoot going out?"

"Ready packed up to go, sir, as soon as the orderlies arrive," answered Ruskin, and wheeled round to give the S.M.O. a smile. "Are they, sir?"

"The corporal's running off the copies on the duplicator now. I'll go down and see if he's finished."

On my way out I passed two more staff officers, one of them waving a signal, and noticed Ruskin receiving them with a dangerous calm.

Down below, in the printing office, the corresponding orderlies were arriving and discharging the contents of their bags in cascades on to the deck. The place had begun to resemble a branch of the G.P.O. during the Christmas rush. Corporal and orderly were sorting feverishly; I grabbed the exercise orders which were lying in a tray, still wet from the press.

"The orderlies are to wait outside the office until these are ready to go out," I told the corporal, and was leaving the office when I noticed an envelope lying under the duplicator. I picked it up. It was addressed to the Senior Medical Officer, and in the corner, "Bill of Health" was inscribed in red ink.

"If you come across any bills of health," I ordered, "send them up to the office at once."

"One moment," I replied, and made a note on the signal distributing office once more.

"The 'Hermione's' bill of health," I said, ringing up once more. "Cancel 'Hermione' from that last signal; make it to 'Crocus' only," he told them.

"I've been trying to find him for half-an-hour."

"I saw, as I re-entered the Admiral's office, all the indications of what is known in the vernacular as a "flat spin." The Chief Petty Officer Writer was dealing steadily with a huge pile of official letters; another writer was typing a lengthy draft which was pinned a placard to Ruskin's desk bearing the indication "To 'Hermione' and 'Crocus.' Your bills of health not received. Make your own arrangements for obtaining pratique. . . . Repeat that. . . . Right."

I saw, as I re-entered the Admiral's office, all the indications of what is known in the vernacular as a "flat spin." The Chief Petty Officer Writer was dealing steadily with a huge pile of official letters; another writer was typing a lengthy draft which was pinned a placard to Ruskin's desk bearing the indication "To 'Hermione' and 'Crocus.' Your bills of health not received. Make your own arrangements for obtaining pratique. . . . Repeat that. . . . Right."

I saw, as I re-entered the Admiral's office, all the indications of what is known in the vernacular as a "flat spin." The Chief Petty Officer Writer was dealing steadily with a huge pile of official letters; another writer was typing a lengthy draft which was pinned a placard to Ruskin's desk bearing the indication "To 'Hermione' and 'Crocus.' Your bills of health not received. Make your own arrangements for obtaining pratique. . . . Repeat that. . . . Right."

I saw, as I re-entered the Admiral's office, all the indications of what is known in the vernacular as a "flat spin." The Chief Petty Officer Writer was dealing steadily with a huge pile of official letters; another writer was typing a lengthy draft which was pinned a placard to Ruskin's desk bearing the indication "To 'Hermione' and 'Crocus.' Your bills of health not received. Make your own arrangements for obtaining pratique. . . . Repeat that. . . . Right.
VOLUNTEER YACHTSMEN AGAIN!

(Following the article on the Volunteer Coastal Patrol published in the August Journal, the following information, appearing in the current Auckland Naval League Journal is of interest.

It would appear that a similar movement, sponsored by the Navy League, is well afloat in New Zealand.

Editor Journal)

INSTRUCTIONS FOR YACHTSMEN

Recently there has been expressed in the daily papers appreciation of steps which have been taken by the Auckland Branch of the Navy League to set up classes for instructing yachtmen and lasmen in navigation, signalling, etc. These classes are entirely free from official control, and are intended to give such knowledge as will make the members of the utmost use to the Naval Service in the event of war occurring.

During the Great War the services of amateur yachtmen were of the utmost value to the Navy and were of special use in motor Tugs, trawlers and minesweepers. Much time, about six months, was, however, taken in necessary instruction, and our idea is to give in peace time much of this instruction.

The response to our offer of instruction has exceeded our expectations, and has demonstrated the extreme patriotism of these yachtmen and their desire to fit themselves to be of service to their Country in the event of national emergency.

“AVAILABLE FOR SERVICE”

An Excellent Scheme

A “senior class” has been formed by the Auckland Branch of the Navy League, the objective being to enable yachtmen with sea-going experience to study advanced seamanship. The first meeting of this class was held in the League’s rooms early this month. The reasons for the formation of the class and the purpose and scope of the lectures to be given were explained to members by Commander C. H. T. Palmer, president, and Mr. J. H. Frater, chairman of the Auckland branch of the League.

Captain W. J. Keane, who is about to retire from the Marine Department, has been engaged by the League as instructor of the class, which is composed of three members from each of the major yacht clubs. The course will embrace coastal navigation, meteorology, chart reading, position-finding, Morse communication and allied subjects to a standard which will enable those completing the course to sit for the yachtsman’s home trade master’s certificate examination of the Marine Department.

When the training of the senior class is finished, it is proposed that the members will commence classes of instruction in their own clubs under the supervision of Captain Keane and associate instructors.

It is considered that under this scheme a number of skilled men will be available for marine services in time of national emergency. Instead of being drafted into the army, such men could be drafted into the navy or assigned special duties in the performance of which their special knowledge would be of advantage.

JOIN THE NAVY LEAGUE

TERMS OF MEMBERSHIP:

Fellow...£1.10.0 per annum, with Journal post free
Member...£1.6.6 per annum, with Journal post free
Member...£1.0.0 per annum, without Journal.

APPLICATION FORM

Date of enrolment...September 1938

Please enrol my name as a Member of the Navy League, N.S.W. Branch, for which I enclose a sum of £

Name
Address

For further information as to enrolling as a member of the League, communicate with the Secretary, Navy League, Royal Exchange, Pitt Street, Sydney. Phone B 7808.

THE NAVY LEAGUE JOURNAL

HOME AGAIN

Mendana and his battered fleet made the Californian coast on December 19th, 1568, and the voyagers rested. After a stay of some months they sailed again for Callao, where they arrived in July, 1569.

Mendana had returned practically empty-handed, and, apart from the discoveries made and information obtained, the expedition was accounted a failure. In spite of this, rumours arose concerning the fabulous wealth of the islands discovered by Mendana, and by the time twenty years had elapsed, instead of having returned with almost nothing, the explorers were reported to have brought back treasure to the extent of 40,000 pesos of gold, and vast quantities of the then precious commodities, cloves and ginger.

HOW THE NAME WAS COINED

They were popularly supposed to have found a land rich in gold, silver, and precious stones. A country comparable to the Biblical land of Ophir, whence King Solomon of old drew vast stores of treasure; and so gradually the name came into being, and was given to that lonely group in the Pacific Ocean, the Solomon Islands.

THE SECOND ATTEMPT

Now for the account of Mendana’s second, and last, Pacific voyage. Twenty-eight years after his discovery of the Solomons, Mendana interested another Viceroy of Peru—Mendoza, Marquis of Cañete, in a project to colonize the islands, and a new expedition was equipped. It consisted of four ships:—San Jeronimo, the flagship, Santa Isabel, the ship of the second in command, Christobal, one of the Solomons, where she hoped the expedition fell, determined to leave Santa Cruz, and to look for the island of San Christobal, one of the Solomons, where she hoped to find the missing Lope de Vega. Santa Cruz was left on November 10th, 1595, but San Christobal and Lope de Vega were never found.

The Pilot, de Quiros, navigated the remnant of the fleet across the Pacific. After indescribable hardships and privations, the worn-out, starving voyagers arrived at Manilla in the Philippines, early in 1596.

So ended the last voyage of Mendana; for all practical purposes, a failure like his first, spoilt by sheer bad luck, combined with the workings of mutinous members of the rank and file, and jealousy among the officers of the expedition. The map of the world, however, had been added to in no inconsiderable degree, and it is sad to think that the gallant Mendana died, leaving so much of his devoted life’s work unfinished.
The Navy League
N.S.W. Branch

Patron:
His Excellency The Governor of N.S.W.,
The Lord Wakehurst, K.C.M.G.

President:
Rear Admiral J. B. Stevenson, C.M.G.

Executive Committee:
Judge A. P. Backhouse, M.A. (Chairman)
Sir Kelso King, S.S.D. Captain M.B.R. Blackwood, D.S.O., R.N. (Ret.)
Commander F. W. Hixon, O.B.E. C. M. C. Shannon
Commander A. Consett Stephen Hon. J. Lane Mullens, M.A.
Commander S. W. Spain Commander F. W. Beale, O.B.E. (Mil.)
Commander J. Patrick, R.D., R.A.N.R. S. Cooper, S.S.D.

Hon. Treasurers:
Sir Kelso King, S.S.D. C. M. C. Shannon
Hon. Secretary:
Commander F. W. Hixon, O.B.E. S.S.D.
Hon. Auditors:
Robertson, Crane and Gibbons

Secretary and Editor of Journal:
Alan Hill, Master Mariner

AIMS AND OBJECTS OF THE NAVY LEAGUE

The Navy League is a Voluntary Patriotic and non-Sectarian Association of British Peoples, 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 all classes in Maintaining the Navy at the Requisite Standard of Strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.

2. To convince the general public 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 and Imperial Security.

3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.

4. To teach the citizens of the Empire, 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 peoples, No Less Depends on the Merchant Service, which, under the Sure Shield of the Navy, welds us into One Imperial Whole.

5. 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 in the spirit of their motto—"For God, for the King, for the Empire."

The NAVY LEAGUE JOURNAL

Visit the Orient ...
for Glamour, Romance, Charm

A.O Line gives you the last word in comfort and interest on a holiday trip to the East. Monthly sailings by the British Steamers "CHANGT" and "TAIPING" provide excellent accommodation, both First and Second Class, and also Private Suites. See Australia's showground of marine life: the Barrier Reef and Thursday Island on the way to HONG KONG, CHINA, JAPAN and the PHILIPPINE ISLANDS.

- First Class
  Return Fare to Japan £90
  Return Fare to Hong Kong £76
  (NO EXCHANGE)
  Obtain full particulars, itinerary, etc.
  from

A-O. LINE
(Incorporated in Hong Kong)
G. S. YUILL & CO. PTY. LTD.
(Managing Agents)
6 Bridge Street, Sydney

Cockatoo Docks & Engineering Co. Pty. Ltd.
Contractors to...
H.M. AUSTRALIAN NAVY
Ship-builders, Marine & General Engineers
Inquiries invited
COCKATOO ISLAND
SYDNEY
Phone: W 1941 [10 lines]
CHAPMAN

Motor Launches and Engines hold pride of place in aquatics. They are used by 99% of the Launch "Hire Drive-Yourself" services throughout Australia.

The Launch illustrated above is a 16ft. CHAPMAN WONDER LAUNCH fitted with the famous CHAPMAN "MASTER-PUP" Motor, the popular size. We carry in stock a complete range of launches from 12 to 20ft. in open, half-cabin and coach-house types.

Remember the two epic ocean trips of the famous 16-foot motor boat "Pup," from Sydney down the N.S.W. and Victorian coasts, then across Bass Strait to Tasmania, eventually almost circumnavigating that State. Voyage number two was from Sydney, to and beyond the top peak of Australia; all under the power of a CHAPMAN 2 ½ h.p. engine. After these two voyages, both boat and engine were in excellent condition and further trips of hundreds of miles have since been done.

Never has any other make of engine or boat of these sizes accomplished such remarkable feats.

Also engines from 2 ½ to 10 h.p. operating on petrol, and the new 10 h.p. Diesel Engine.

Our new pay-as-you-go policy enables you to secure one of these fine launches for £5, paying off the balance at a mere few shillings per week.

CHAPMAN & SHERACK

ENGINE MANUFACTURERS AND LAUNCH BUILDERS

CLARA STREET, ERSKINEVILLE, N.S.W.

City Showroom: 70 Oxford Street, Sydney
WHEN ARE YOUR HOLIDAYS DUE? ...

There is no more enjoyable way to spend a holiday than to cruise on one of the Interstate luxury liners that leave Sydney every few days for Brisbane, Mackay, Townsville and Cairns via Whitsunday Passage and the Great Barrier Reef, or for Melbourne, Adelaide and Western Australia.

"TRAVEL INTERSTATE BY SEA"

FULL PARTICULARS FROM
Th. Adelaide S.S. Co., Ltd., 22 Bridge Street, SW 2911
A.U.S.N. Co., Ltd. 247 George Street B 7511
Howard Smith Ltd., 339 George Street B 7611
Huddart Parker Ltd., 10 Bridge Street BW 1441
Melville, McCaughn, Ltd., 19 Bridge Street BW 1047
Melbourne S.S. Co., Ltd., 1 Barrack Street BW 1802
(Offices also at Newcastle)

THE NAVY LEAGUE JOURNAL

The Official Organ of the Navy League, N.S.W. Branch
Royal Exchange, 54a Pitt Street, Sydney. B 7808
Vol. 1—No. 7 (New Series) Sydney. October, 1938

REMEMBER TRAFALGAR!

On the 21st October, 133 years ago, the decisive naval action that broke all hope of Napoleon establishing France as a power commanding the seas was fought.

Trafalgar made England safe; it proved that whilst the Royal Navy still had keels to plough the waves, it would stand watch and ward over the homes and lives of Britain.

Nowadays, France is our tried and trusted ally. Through the welter of suspicion, intrigue, and hatred that is Europe to-day, the two great nations stand shoulder to shoulder, calm in the realisation of the complete understanding between them. Nowadays the old world is not a very happy place, but whilst the friendship of England and France endures, there is still hope for sanity in Europe. Enemies at Trafalgar—but worthy foes—they, and they alone, provide the greatest moral and physical force for peace in existence.

In the dark days which Europe has been passing through, one false step on the part of Britain's and France's leaders would have provided the excuse to set the world afame in horrible, soul and body destroying conflict. But these two nations, enemies for centuries, now friends, stood firm. Civilisation was saved from chaos.

True then, Trafalgar is an object lesson which all nations might well study. Former foes now comrades; old contentions have been shelved, and by this enduring friendship the peace of the world has been saved, even though it may be but a brief respite.

Would that all nations could shed their lusts for power, their greed for the possessions of others. Truly Utopian; but it is a vision well worth dreaming; the day when all the nations will march together in step, not to war, but to further the interests of mankind and civilisation.

Let us hope, then, that the peoples of the world will endeavour to make something of a reality out of the vision.

One thing, however, must be guarded against. From the feeling of relief that has swept the Empire may be engendered a state of mind that (Continued overleaf)
certainly will end in disaster. Our peoples might be impressed with the fact that the recent European crisis was settled by discussion, and not by force, and that future crises may be similarly treated. But the power of the mailed fist is still the main force for argument with certain European nations. Therefore, beware of a wave of Pacifism that most surely will work up in the near future. Almost certainly the clamour for limitation of armaments will be heard in the land, and, should it be heeded, then definitely a future crisis willloom up; a more serious one than this last.

Let us, in anticipation of that strength-sapping menace of Pacifism and limitation of fighting strength, paraphrase Nelson's famous signal. Remembering Trafalgar, let us say with courage:

"THE EMPIRE EXPECTS that every man will do his duty."

—THE EDITOR.

THE GREATEST SAILOR OF HIS TIME!

(Compiled from notes left by the late D. R. Mitchell, one-time Chief Officer of "Victory" Train Depot, North Sydney.)

As the one hundred and thirty-third anniversary of Nelson's death occurs this month, it is fitting that some details of the "Little Admiral" — his life and work should be given to readers of the Journal.

Horatio Nelson was born on September 29th, 1758, in a Norfolk village. His father was rector of the parish. In 1767 Nelson's mother died, leaving a large family to mourn their loss, and her brother, Captain Morris Suckling, R.N., offered to take charge of one of the eight boys. Young Nelson, then twelve years old, wrote from boarding school to his father, and asked to be allowed to go to sea with his uncle. His request was granted, and Horatio joined Captain Suckling in his ship "Raisonable."

Off To Sea

He made a voyage to the Falkland Islands, about which there was at that time a dispute with Spain. He was not long away from England, and returned to spend quite a lengthy period with his ship in port.

This comparatively quiet existence irked Nelson, and at the age of 13 he went for a voyage in a merchant ship. He returned a practical seaman, and rejoined his uncle on the 74 gun ship "Triumph." Some time later he was selected to go on an expedition to the Arctic, and at the age of 16 he was coxswain of the "Racehorse," sailing for the northern ice. His adventures and courage on this Polar expedition stamped him as one whose coolness and nerve was high above the average.

On his return to home waters he transferred to H.M.S. "Seahorse," 20 guns, and went to the East Indies. Eighteen months in the eastern climate played havoc with his delicate constitution, and he became ill and was invalided to England.

He Becomes an Officer

His health was restored, and he joined the 64 gun "Worcester" as acting Lieutenant, and made a passage to Gibraltar and return. On 8th April, 1777, he passed his examination for his lieutenancy, received his commission the next day, and was appointed Second Lieutenant of H.M.S. "Lowestoft," a board which ship he fought in several actions against French and American privateers in the West Indies. For his excellent work he was promoted to First Lieutenant of H.M.S. "Badger," a ship on which he had his first real chance to show his seniors his metal. This he did to no uncertain degree when the Spaniards threatened Jamaica. Nelson commanded the Fort Charles batteries at Port Royal, and time and again saved the Fort itself from capture, fighting again terrific odds.

Again Nelson's health broke down, and he had a sick leave spell of four months. Then he was appointed in charge of H.M.S. "Albemarle," and took her to the North Sea, and later to Quebec. After a lengthy service he returned to England, and seriously considered leaving the Navy. The outbreak of the French Revolution changed his mind, and he took command of a Mediterranean ship engaging in the sieges of Bastia and Calvi.

Wounded!

At the attack on the Fort at Calvi, a shot struck the ground in front of him, driving sand and gravel into his face. He treated the injury lightly, but as a result of it he lost the sight of one eye.

After the Mediterranean, promotion came quickly. He was first appointed Captain, and soon after Admiral, hoisting his flag on H.M.S. "Minerve." At the time England was at war with France and Spain, and Bonaparte was well started on the meteoric career that ended so sadly at Longwood, on the Island of Saint Helena. Strangely enough, Nelson was then hardly known to the English public, but his name was both feared and respected in the Mediterranean.

Nelson's first great victory was the battle of Cape St. Vincent, where on February, 1797, with 15 ships, he engaged and decisively defeated a Spanish fleet of 27 vessels.

(Continued overleaf)
Wounded Again!
In action at Teneriffe Nelson, while stepping ashore from his boat, was shot through the elbow, and the wound necessitated the amputation of an arm.

Nelson's next spectacular victory was in 1798, when he led his fleet in H.M.S. "Vanguard" against the French in the famous battle of the Nile.

The hero's next great achievement was in 1801, when he sailed with 32 other ships to the Spanish coast.

He was ready for battle, then, retiring to his cabin, October, 1798.

The fight continued through the morning, and by early afternoon victory was in sight. Then, with triumph approaching, came England's dark hour.

Victory And Loss!
All being ready for action, Nelson returned to the upper deck and made the famous signal which will be remembered as long as Britain is:

"England expects that every man will do his duty." The fleet resounded to the roars of cheering, sail was made, and the battle joined.

The night continued through the morning, and by early afternoon victory was in sight. Then, with triumph approaching, came England's dark hour. Though urged by his officers to remove his decorations, which provided a conspicuous mark, he declined to do so on the grounds that it might tend to indicate fear to the men under his command.

The glit
ter of his orders and trappings caught the eye of a sharp-shooter in one of the enemy's fighting tops. A careful, steady aim; the pressure of a finger on a musket trigger—and the ball that was to send England into mourning sped to its mark.

Nelson dropped to the deck, and to his friend, Hardy, who rushed to his side:

"They have done for me at last. Hardy: my backboard is through."

Below, the cockpit to which he was carried was filled with wounded men, and—irony of fate—they laid the great Admiral in a midshipman's berth. Though in mortal agony he insisted on knowing from time to time how the battle was going.

An hour passed, and then Hardy was able to report to his commander the news that victory was complete. Nelson replied:

"That is well. Anchor, Hardy, anchor."

Then Hardy asked him whether he would hand over to Admiral Collingwood, his second in command.

"Not while I live," replied the dying Nelson. Calling to Hardy, he said:

"Don't throw me overboard, Hardy. Kiss me, Hardy."

Hardy knelt down and kissed his cheek.

"Now I am satisfied," said Nelson, "thank God I have done my duty."

Soon after he passed away. His gallant spirit left his frail body, but surely that spirit still watches over the great Service to which he was such a splendid and faithful servant.

Nelson has left his signal, and that signal is a worthy watchword for all Britons. Truly, England expects that every man will do his duty, not only in war, but at all times.

The "JAMES BAINES"
(By Frank C. Bowen)

The famous "James Baines" was an Australian ship in which each England in the United States had equal right to take a great pride, for she was one of the finest ships flying the Red Ensign, run in the traditional fashion of James Baines' fleet, but designed and built by Donald McKay, of Boston, who is acknowledged by Britons just as readily as Americans to have been the master of his craft and the builder of some of the finest clipper ships ever launched.

It was in 1854 that James Baines, that strange, lovable character who did so much to raise the prestige of the British Merchant Service, and who died a ruined man after a meteoric career, went to Donald McKay, of Boston, for four ships of roughly the same size but differing very considerably in design. The "Lightning," of just under 2,100 tons, was the smallest, next came the "James Baines," of 2,275, then the "Champion of the Seas," of 2,445, and finally the "Donald McKay," of 2,568, all as measured by the old British rule.

All these ships were extreme clipper ships, and as such were apt to be exceedingly uncomfortable, but they were magnificent vessels and capable of a high and sustained speed under a huge cloud of canvas. At that time James Baines' principal rival on the Australian trade was Pilkington and Wilson's White Star Line, which immediately responded to his challenge with the "White Star" and the "Red Jacket." Naturally enough, British opinion was not pleased with this going to an American yard, but so much interest was aroused by the performances of the clipper ships in those days that as soon as they were built they were eagerly received and the country took the greatest pride in them.

On her dimensions 266 feet overall by 443 by 27 feet depth of hold, she had very comfortable accommodation for her day, the head room between decks being nearly eight feet and numerous state rooms being built round a dining saloon 35 feet long by 15 of width. The business of the ship after what was the usual fashion. A small deck house was all that was considered necessary for the accommoda-

dation for smokers. Apart from the first class she carried a large number of second and third class passengers and even they were given an appreciable degree of comfort, which was not by any means invariably in those days.

In rig, she was rather extreme and set flying kites like sky-Hawi-studding-sails and main-moonsails which were beloved by the American clipper man, but which were of doubtful value in helping drive the ship. With a fair wind she would set no less than 34 sails, carrying 13,000 yards of canvas. Both Donald McKay and James Baines believed in their ships having the very finest possible gear, and it was the trouble that was expended on the strength of her running rigging and sails that had a lot to do with the magnificent passages that she was able to make. Even the best of gear, however, would not stand the treatment that she got sometimes.

As a new ship she was commanded by Captain McDonnell, who had made his name in the "Marco Polo," and did the passage to Liverpool from her building port in 12 days, 6 hours, although the skipper always used to boast that he could have managed it in eight had the wind been rather more favourable, and claimed to have touched twenty knots running up Channel. It must be remembered, however, that on that passage she was light, for in those days it was customary to load the ships built in the New World to await their arrival at Liverpool before they received their passenger fittings and sheathing.

The ship could not have been delivered at a better time for the steamers which had begun to run the mail service had been taken off troop-}

ing to the Crimea, and the sailing ship owners had the chance of tendering for the mail. James Baines had sufficient confidence in his ships to offer to pay a forfeit for every day over 65 between Liverpool and Melbourne; the "James Baines" did her maiden passage in 63 days, 18 hours, 15 minutes. The steamer "Pacific" left 15 days before her, but had not yet arrived when she made her numbers. This was her best passage, and although it was an excellent one in most favourable circumstances, it was three days more than the famous run of the British-built "Thermopylae."

The NAVY LEAGUE JOURNAL

October, 1938

(Continued overleaf)
The average speed on this passage works out at range more than nine miles per 221 miles per day. There is a tradition that she ran 21 knots by the log on this passage, but if more than this that the, old James Baines must have found her a perfect gold mine. It was quite a blow to his balance sheet when she was taken off service to become a trooper in the Indian Mutiny of 1857. However, we cannot pass over in silence the “Champion of the Seas” and the “Lightning.” Queen Victoria inspected the ship before she left and there is a tradition that she offered her captain a handsome gratuity if he would return to the sea to take a record passage. She was so deeply concerned with the affairs in India at that time that it is quite possible true, but although the “Champion of the Seas” and “James Baines” both made passages of 101 days, the “Lightning” did it in 77.

Old James Baines thought that while she was in India she might just as well put up a cargo to bring her home, and such was his reputation that he had no difficulty in finding a very valuable one. But he had the worst of luck, for soon after arriving in the Huskisson Dock at Liverpool the ship caught fire, and in spite of the heroic measure of cutting her in the dock she was damaged beyond all hope of reconstruction, and the greater part of the cargo was consumed. Had it been possible to get her out into the deep water of the river and scuttle her there so that she was completely covered the result might have been a great deal better.

The disaster broke Captain McDonnell’s heart, for he was absolutely wrapped up in his ship and he made no effort to get another command, although it would have been very easy for him.

THE VICTORY OF TRAFALGAR

Lord Nelson, on board the Victory, directed his attack on the enemy’s line between the tenth and eleventh ships in the van; but finding it so close that there was no room for him to order his ship to be run alongside the Redoubtable, opposed to him; his, second, the Temeraire, engaged the next ship in the enemy’s line; and the others, singly or in succession, according to the order of battle. For the space of four hours the conflict was tremendous, particularly in that part of the line where the commander-in-chief had commenced the onset. The guns of his ship repeatedly set fire to the Redoubtable, and the British seamen were employed at intervals during the heat of the battle in throwing buckets of water on the spreading flames, which might have involved both ships in destruction.

Both the British and Spaniards fought with a degree of bravery and skill highly honourable to their officers and men, but the attack was irresistible. About three in the afternoon, the Spanish admiral, with ten sail of the line, joining the frigates to leeward, bore away to Cadiz. Ten minutes afterwards, five of the headmost ships of the enemy’s van, under Admiral Ganteboeuf, took shelter in the Spanish line; the sternmost were taken, but the others escaped. The heroic exertions of the British were rewarded by the capture of nine ships of the line, with the commander-in-chief, Villeneuve, and two Spanish admirals. The tempestuous weather which came on after the action rendered it necessary to destroy most of the prizes of which only four were carried into Gibraltar. The fugitive ships, under Dumanoir, were captured off Ferrol on the 4th of November, by a squadron under the commodore of Sir Richard Strachan.

The loss of the British in the battle of Trafalgar was estimated at one thousand five hundred and eighty-seven men, killed and wounded, but great as the victory was—and in importance and brilliancy it yields to none in the annals of naval warfare—it was purchased at an immense expense to the country—England lost her greatest sailor.

Quite soon after he died as a result of doing a little exaggeration in conversation. Their pleasantries have passed into serious history. They could scarcely have imagined how many of the Australian captains were taken off service to become a trooper in the West Indian wars—it was purchased at an immense cost. About three in the afternoon, the Spanish admiral, with ten sail of the line, joining the frigates to leeward, bore away to Cadiz. Ten minutes afterwards, five of the headmost ships of the enemy’s van, under Admiral Ganteboeuf, took shelter in the Spanish line; the sternmost were taken, but the others escaped. The heroic exertions of the British were rewarded by the capture of nine ships of the line, with the commander-in-chief, Villeneuve, and two Spanish admirals. The tempestuous weather which came on after the action rendered it necessary to destroy most of the prizes of which only four were carried into Gibraltar. The fugitive ships, under Dumanoir, were captured off Ferrol on the 4th of November, by a squadron under the commodore of Sir Richard Strachan.

The loss of the British in the battle of Trafalgar was estimated at one thousand five hundred and eighty-seven men, killed and wounded, but great as the victory was—and in importance and brilliancy it yields to none in the annals of naval warfare—it was purchased at an immense expense to the country—England lost her greatest sailor.

THE STORY OF THE ACTION—

By W. H. Roffey, Chief Instructor, Toronto (Canada) Sea Cadets

The object of this article is to give an insight into one phase of the work of the “Empire’s Navy” that receives very little publicity.

I refer to the suppression of the illicit gun-running trade that is carried on by the Arabs in the Gulf. For a score of years this illicit trade was a matter of great concern to both the British and Indian Governments as it had assumed alarming proportions. A small smuggling surreptitiously smuggled into India and sold to the war-like tribes of Baluchistan and Afghanistan. To suppress this trade a small squadron of H.M. ships was maintained in the gulf, with headquarters at Muscat. These ships were employed in patrolling the Persian Gulf and stopping and searching any suspicious dhow encountered. Notwithstanding these precautions, the smuggling still continued.

Men-of-War were too conspicuous, so that the ship’s boats and an armed launch were used to do most of the waylaying and searching, particularly in shallow harbours and close under the land where it was impossible for the larger ships to venture. The crews of these boats were usually away from the parent ship for a period of two or three weeks, alternately pulling and sailing up and down a certain stretch of coast allotted to their patrol. They were exposed to a scorching hot sun during the day and the heavy dews at night, occasionally landing at some isolated spot to stretch their legs and get needed exercise. Often it was necessary to land under arms and march overland through a hostile country and intercept a caravan laden with arms that had been landed further down the coast, and fighting often ensued with losses on both sides. The sturdy band of a dozen or so Bluejackets usually accomplished their object, however, by capturing and destroying the arms and ammunition found packed on the backs of the camels. The crews of the dhows engaged in this traffic are a villainous-looking crowd, armed with lances, cutlasses and guns, and muskets of an antiquated pattern. When searching a dhow at sea the crew of the cutter is always on the alert for the first sign of treachery on the part of the Nakdha and his crew under cover while the search is in progress.

All kinds of wiles are practised to try and outwit the vigilant eyes of the search party. Often as not the arms are concealed under a ballast of sand and sometimes it is necessary to rip up the bottom planks of the dhow before search is rewarded. They have also been known to sing the bailes of rubies under the keel, but Dumanoir, trained as he was to outwit the vigilant eyes of the search party, usually places the Bluejacket in a class by himself, as it is one of the few stations where romance is still to be found by those who go down to the sea in ships and do business in great waters.

GUN RUNNING IN THE PERSIAN GULF

Bitter experience has taught the Navy engaged in the work of searching at sea, not to approach a dhow (suspected of carrying arms) on the lee side, as the Nakdha has been known to rupture an order in Arabic to his crew in order to get his cargo away, and another the luckless crew of the service cutter alongside and scupper its crew, without a chance to defend themselves. But the Service has profited from past experience of this nature, and meets gule with gule by keeping the Nakdha and his crew under cover while the search is in progress.

All kinds of wiles are practised to try and outwit the vigilant eyes of the search party. Often as not the arms are concealed under a ballast of sand and sometimes it is necessary to rip up the bottom planks of the dhow before search is rewarded. They have also been known to sing the bailes of rubies under the keel, but Dumanoir, trained as he was to outwit the vigilant eyes of the search party, usually places the Bluejacket in a class by himself, as it is one of the few stations where romance is still to be found by those who go down to the sea in ships and do business in great waters.

PLEASE NOTE

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Royal Naval China Building, Pitt and Bridge Streets, Sydney.

The Navy League does not necessarily endorse the opinions of contributors to the Journal.
Men still set themselves hard tasks at sea. In 1935, on the wide ocean between Australia and South Africa the lookout-man in the steamer "Katos" sighted a patch of canvas and an open boat. Now that is usually the prelude to rescue and a tale of disaster croaked through swollen lips. But the two Swedes in this open boat asked nothing more than that a postcard should be sent to Sweden reporting their safety.

They were sailing round the world for pleasure; or, perhaps, for the sake of the achievement. There can be little happiness in ocean cruising under burning suns and the lash of cold spray. Lone voyages like Slocum, Gerbault, and Pidgeon, with their strong, decked craft, enjoyed luxury in comparison with the hardships of the open boat.

Romance of the Small Boat

The open boat! There you have a man's struggle against the moods of the sea reduced, almost, to its simplest terms. Sailors who steer far from shelter in small decked boats rank one step higher in the scale of ordeal. And how many adventures of this kind have gone unrecorded—voyages as worthy of a book of their own as the published masterpieces of Slocum and Gerbault.

Many remarkable feats of seamanship in South African waters live only in the yarns of the men who survived—men handier with marlinespikes than pens. Some have been told in a paragraph of print, a few lines in a log-book, a short report handed to a harbour master. Filed, forgotten, cast aside. In those corners of Table Bay Docks where small craft rub topsides have I listened to such adventures. Some of the little ships and their masters have gone; the scenes which they suggested flicker across the screen of memory like a cinema film.

Oldest of all these small ketches and cutters was the "Purveyor." Indeed, you would not expect to find such a vessel, in the post-war era, outside an honoured place in a naval dockyard. Her whole appearance supported the fact—discovered by a naval officer with a taste for historical research—that she was built soon after 1800.

Here, beyond doubt, was one of the tiny "oak walls" of Old England still in service in this southern port after a century of hard work. The "Purveyor" was not more than forty feet in length; but her oak timbers and planking, blackened with age, were immensely heavy. She had bows so bluff that I wondered how long she spent on the high seas before Table Mountain rose over the horizon.

It is known that the "Purveyor" was used as a supply ship to Nelson's fleet; some say that she was within hearing distance of the guns at Trafalgar. Her first port of registry could still be read in quaint, carved letters under her battered counter—Falmouth.

Who now how many tropical ports and islands she made, how many storms the little oak cutter weathered? Navies changed from oak to steel, but the "Purveyor" "ailed on. When the teredo worm threatened her hull, when her decks leaked beyond repair and the fast motor coasters took her cargoes, she was left to decay.

A year or two passed in idleness—the first long holiday in her busy life. Then, in 1922, a whaling company bought her for a coaling hulk—this ship which deserved a Viking funeral. I was on the wharf the day before they towed her away. They were stripping her of the few solid, ancient fittings which might still have a value; and finally they rigged tackle and hove the thick, ancient mast out of her bilge. There was not a coin, not a sentimental fragment under the heel to throw light on the life of the doomed old lady of the sea.

The Purveyor escaped the fate planned for her. On the way to the whaling station at Saldanha Bay, sixty miles north of Cape Town, she broke away from the towing steamer and drifted on to the rock-bound coast. Thus died the "Purveyor," with all her memories of pigtailed sailors, wide oceans, and the thunder of muzzle-loading guns.

(Continued overleaf)
Many young adventurous sisters have rubbed their planking against the ancient oak of the "Purveyor." One of them was the Forget-me-Not, a little Dover smack, which made a remarkable passage to South Africa in 1908. She was manned by three brothers named Pearson, a friend and a Creole. One of the brothers was a certified master; the rest of the ship's company had no previous sea experience. It must have been a grim training for them.

Two Hundred Days at Sea

The passage to the Cape lasted 202 days and the only "port of call" was the remote island of Tristan da Cunha. When the peak of Tristan lifted over the horizon most of the sails needed repair and the "Forget-me-Not's" provision lockers were almost empty. The islanders, usually in need of stores themselves, helped to fit out the smack. After cruising among the islets of the Tristan group in search of guano, Captain Pearson set a course for Table Bay, across 1,500 miles of empty ocean, arriving on Christmas Day. The "Forget-me-Not" remained in the South African coasting and fishing trade for many years—a tough ship that rode out great gales in safety.

Another small fishing smack from England which made the long run to South Africa successfully was the "Chance." In 1921 she covered 8,050 miles in 90 days, calling nowhere; the mail steamers on the direct route of 6,000 miles, take only seventeen days. But for the seven men on board the hard-driven "Chance" there were no shipmates. And they are forced to remain in the open until they have turned the log of the little "Chance." Three weeks before they reached Cape Town, the wind had changed in the night and driven them almost as far as Tristan da Cunha. When the peak of Tristan lifted over the horizon most of the sails needed repair and the "Forget-me-Not's" provision lockers were almost empty.

Dangers at Sea

The "Forget-me-Not" remained in the South African coasting and fishing trade for many years—a tough ship that rode out great gales in safety.

Dangerous Harbours

Some of the South African fishing ports, like Hondeklip Bay and Kuyasa, have narrow entrances more dangerous by far than any of the South African fishing ports. The fishermen on the small boats, determined to get the fish rising and they are forced to remain in the open until it is safe to return to harbour. Almost every year the sea claims some of these men. But for every one lost there are a hundred others who return. It is also true that the sea claims men and boats more often than any other cause. For some of the most wonderful small-boat voyages along the South African coast we must go back to the Dutch East India Company days. When the Indianman "Stavenisse" was wrecked on the Natal coast in 1656, for example, her men salvaged a few great guns and other wreckage. They worked feverishly, and at the end of eight months a queer, clumsy boat was ready for launching. But she was seaworthy. They named her "Centaurus," rolled her down to the water, and sailed her to Table Bay.

It is probable that Arab seamen in dhows from Zanzibar and the Indian Ocean ports visited the South African coast before Vasco da Gama. We have seen a dhow as far south as Beira—a crazy, high-pooped vessel, with a great open hold, a rickety mast, frayed rigging, one huge, patched mainail and sea-worn sides. In such ships do the Arabs cross the oceans. The type has not changed for a thousand years.

Stout Hearts

Yes, there were bold hearts in all these frail ships. The man I remember best of all was an elderly Swede who made his living in a little motor cutter along the Cape coast. Sealing, fishing, cargo-carrying—there was no task too hard for that little boat. The Swede was a kindly man with a pair of great, gnarled hands capable of fine work in the way of wire splicing and sailmaking.

Somewhere between Table Bay and Saldanha he lies in a sailor's grave. Caught out, I suppose, in a gale that overwhelmed the old cutter, so that no trick of seamanship or desperate effort could save him. No one saw him go. But his fearless spirit lives on in the men of his own race who are sailing round the world in an open lifeboat. For pleasure? Who can define that quality which has come down through the centuries from the long ships of the Vikings?
BOAT-STATIONS

Those who go down to the sea in ships (to use the time-honoured phrase) know what an important part in the routine of the vessel is played by the evolution of "Boat-stations." Practically every company of any magnitude, going one better on the Board of Trade, now insists on this manoeuvre being carried out at least once a week while the vessel is at sea. However, the axiom, "Different ships, different long-splices," is never so true as when applied to the varying interpretations given by different skippers to the company's too often ambiguous instructions concerning this operation.

Be that as it may, from the day on which Captain Muff first stepped aboard, one past morning in Cardiff, boat-stations considered as a spectacle commenced to ascend the scale and greatly enhanced their formerly rather wan attractions. Captain Muff was a painstaking old gentleman with a penchant for "stunts"; to any subject of vital importance he would give earnest, laborious and concentrated thought, and the result was usually highly original.

Boat-stations, we soon discovered, were one of his pet themes; and the first Thursday morning on the outward voyage—Thursday was our boat-and-fire-stations day—the Chief Officer, looking a little distraught, for he was a conservative soul and couldn't bear things not to be done "as they were in sail," came round to apprise the various boat-commanders of their new roles. Boat-stations, it appeared, were in future to be done by numbers; one blast on the steam whistle by numbers; one blast on the steam whistle for "forward," two blasts meant "Swing out stern"—and so on.

The Chief explained matters carefully to his unsympathetic Second and Third Mates; then to the Senior Cadet in charge of No. 4 boat, and then to the Chief and Second Engineers. After that, it was borne in upon him that he had got to make the situation clear to the serang and tindals—for we had a lascar crew—and his minority, headed by the Second Mate, in favour of "Square up and knock off," suffering defeat by a narrow margin. The bridge Cadet stationed on the whistle lanyard obeyed. The after boats began to swing forward, but horrors! Here were Nos. 1 and 2 moving aft!

In the heated argument which ensued the Chief was generally considered to have won, since his point, "How could he expect one boat move for'ard through a forged steel weather-stress?" was held to be logically unassailable.

"Two blasts!" cried the Skipper, by way of ending the argument without further damage to his dignity, but the Cadet was exchanging endearments of the "I told you so" variety with his colleague in No. 2 boat, and the command fell upon deaf ears.

"—" said Captain Muff and, grasping the lanyard in a hairy fist, gave a mighty heave. The wire parted somewhere over the galley, and the Captain assumed an unpremeditated sitting posture on the megaphone, which had been placed thoughtfully third Mate. The wish of the assembled ship's company underwent a severe strain for a few minutes, until Captain Muff succeeded in borrowing a police whistle as a substitute for the steam one. The substitute he blew three times by mistake, followed by a long blast to cancel this, followed by two shorts to indicate "Swing out stern." The ship's company fell into heated speculations as to the deuce this meant, a strong minority, headed by the Second Mate, in favor of "Square up and knock off," suffering defeat by a narrow margin. The bridge Cadet received stops of leave which should last him well into his Mate's examination, and a flattened object, which closer inspection proved to be the bridge megaphone, hurled with a splash into the water.

"Push out your stern!" roared Captain Muff, with appropriate gestures; and the boats complied with the exception of No. 6, which had carried away a guy and assisted the Chief Engineer, who was coming up the Marconi ladder, to descend again.

The boats now lay as it were, half in and half out; this part of the operation is usually accelerated as much as possible, and got over as rapidly as may be; but some minutes elapsed thus another guy snapped, and the Chief did some creditable if inaccurate mental arithmetic concerning how much manilla he could spare for guy lanyards, and wished he hadn't got rid of that coil of 2-inch in Cardiff last time.

Two blasts, a spit (owing to the wind in the whistle) and another blast the expectant crew that they must "launch aft."

At last the third and fourth manoeuvres were completed and the boats were out and made fast. There followed an harangue from the bridge, in which the words "blasts" and "blasted" occurred with unusual frequency, and then the evolution recommenced, to get the boats back inboard again.

The Chief Engineer's boat, having come in and gone out again (owing to the ocean giving a playful little roll or two) three times in rapid succession, to the intense gratification of the Second Mate, who had had words with the C.E. the day before, made a bad last; but eventually all were secured, and the Chief Officer (who had aged visibly during the proceedings) realised with a sinking sensation that his sufferings were not yet over. Fire-stations were still to be got through.

An appalling clamour broke out upon the bell, and the rocket, girded doubly by the Third Mate who seemed a little uncertain whether he might not go up as well, screeched into the blue and burst. The engine-room staff, entirely unprepared for such a spectacular Thursday morning, looked surprised and charmed at these unlooked-for pyrotechnics, laid hold of the fire-hoses with a will. The Down town pump was demanded, playful little roll or two) three times in rapid succession, gone out again (owing to the ocean giving a spectacular Thursday morning, and burst. The engine-room staff, entirely unprepared for such a spectacular Thursday morning, and burst. The engine-room staff, entirely unprepared for such a spectacular Thursday morning, and burst. The engine-room staff, entirely unprepared for such a spectacular Thursday morning, and burst. The engine-room staff, entirely unprepared for such a spectacular Thursday morning, and burst. The engine-room staff, entirely unprepared for such a spectacular Thursday morning, and burst. The engine-room staff, entirely unprepared for such a spectacular Thursday morning, and burst. The engine-room staff, entirely unprepared for such a spectacular Thursday morning, and burst. The engine-room staff, entirely unprepared for such a spectacular Thursday morning, and burst. The engine-room staff, entirely unprepared for such a spectacular Thursday morning, and burst. The engine-room staff, entirely unprepared for such a spectacular Thursday morning, and burst.
SEA CADET NOTES

THE CORPS ON PARADE

Two spectacular and excellent ceremonial parades were held in the month of September. The first was the formation of a guard of honour at the Lyceum Theatre for the Admiral Commanding H.M.A. Naval Squadron, Rear-Admiral W. N. Custance, C.B., at the filming of the première of "Our Fighting Navy" on the night of Friday, 16th. A squad of fifty picked Navy League Sea Cadets assembled at Circular Quay, moving off at 7 p.m. The squad marched along Pitt Street to the Lyceum at the peak of the rush hour of Sydney's late shopping night. Traffic arrangements were admirably handled by the Police, and complimentary, and indeed enthusiastic comment was heard from spectators all along the route.

The Cadets lined the stairs leading from the Lyceum foyer to the dress circle, and after Rear-Admiral Custance and Captain Phillips (Captain-in-Charge, Sydney) were welcomed by the Admiral Custance and Captain Phillips (Captain-in-Charge, Sydney) were welcomed by the President and members of the Navy League Executive Committee, the guard was inspected.

The Admiral expressed his pleasure at the smartness and excellent bearing of the cadets.

The second ceremonial occasion was the forming of guards of honour at the church, and later at the Town Hall, at the marriage of the Mayor of Balmain. Again, the Cadets, seen by thousands of Balmain residents, made a very impressive showing.

Officers-in-charge of Companies are to be congratulated on the splendid job they have done with the Cadets under their charge, and the Cadets themselves deserve great praise for their general smartness and ability.

SO NOW YOU KNOW!

Bell-bottoms. Sailors originally wore tight trousers which were difficult to turn up. These were criticised by an English Queen, and the King asked her to produce something better. She did this by cutting her skirt up the middle and sewing the sides together. The result was trouser legs with bell-bottoms.

The jean collar worn by sailors was adopted for the purpose of preventing the fat on the pig-tail from soiling the coats which, in those days, resembled a soldier's. There is a tradition that the three white braids near the edges of the collar denote Nelson's three great victories—The Nile, Copenhagen and Trafalgar.

"VICTORY" TRAINING DEPOT

(By L. R. V. Smith, O. in C.)

On Wednesday, 7th September, the Depot was honoured by a visit from the new Officer Commanding Navy League Sea Cadet Corps, Captain M. B. R. Blackwood, D.S.O., R.N. (Ret.)

Captain Blackwood was very interested in the system of training ratings, examining our Log, training syllabus, curriculum etc., and suggested certain alterations to the existing system which are being put into effect.

On Friday, 16th, representatives from V.T.D., together with picked numbers of other Companies, attended a parade through the city to the Lyceum theatre, where a guard of honour was inspected by Rear-Admiral Custance. The parade is reported elsewhere in this issue. The general efficiency of all concerned was quite a noticeable improvement, and the League deserves a pat on the back for being able to parade a squad of its Sea Cadet Corps along Pitt Street on Friday night, at the height of the shopping hour.

After the inspection, ratings attended the première of "Our Fighting Navy," a picture which was produced in England with the cooperation of the Royal Navy and the Navy League, London. On Wednesday, 28th September, the depot was again visited by the C.O., who attended a meeting of the North Sydney Navy League Sub-Branch Committee. Captain Blackwood met the members, thanked them for their work, and expressed the hope that it would continue while the Corps is under his Command.

Our strength is steadily increasing, and once again "Victory" Training Depot can report "All Well!"

LARS HALVORSEN

Designers and Builders of Cruisers and Commercial Craft.

DISTRIBUTORS FOR MORRIS MARINE ENGINES.

NEUTRAL BAY

SYDNEY

Phones: XA 1705, XA 1737

October, 1938
The President of the Shiplovers' Society of New South Wales, Captain W. J. Wade, received the following letter from the Honorary Secretary (alias "Purser") of the Cutty Sark Club. The Club is a Canadian institution devoted to the interests of those who love the sea and ships, and principally, to those who have had any connection with the famous clipper from which the Club takes its name. The Club was founded and originated by Charles F. Gray in 1932, and has provided a popular venue in the principal cities of Canada for those who still have the memories of the Tall Ships strong in their minds. Each branch of the Club has its members divided into ranks and ratings, the branch itself being designated a "Watch". The letter printed below seemed to the Editor of the Journal to be worthy of reproduction in our columns, both from the humorous strain stressed in the following letter from the Honorary Secretary of the Club Rooms at No. 3, Music and Arts Building, Winnipeg. The Old Man was in command, and thirty-five of the ship's company were present on this muster, and did we have a good time! "Oh boy! There were yachts, all truthfulness one, that would have raised the hair on your head..."

Well, shipmates, here goes. Duty must be done, or else destruction and destruction, for it is all grass that withers. On Friday, July 8th, we held the regular monthly meeting in the Club Rooms at No. 3, Music and Arts Building, Winnipeg. The Old Man was in command, and thirty-five of the ship's company were present on this muster, and did we have a good time! "Oh boy! There were yachts, all truthfulness one, that would have raised the hair on your head..."

On Saturday, July 16th, the Club held its annual picnic at the banks of the Red River, at the home of Shipmate and Mrs. C. F. Gray. One of the features of the afternoon was a half-hour broadcast over our local station, CKYT. This broadcast was made possible by Shipmate J. P. Coates, and from all accounts it was very much enjoyed by those who listened in. Everybody had a good time, but we missed our beloved Shipmates and Friends of the Club, so write again, Shipmates.

Your letters will be answered.

The NAVY LEAGUE JOURNAL

October, 1938
The sailor's profession is steeped in great
tradition, and one cannot imagine a setting more
likely to foster that feeling than the ship beloved
by sailors and shiplovers the world over, the
"Cutty Sark."

E. RYAN,
Purser.

(Extract from August, 1938, "Manitoba
Calling").

The sailor's profession is steeped in great
tradition, and one cannot imagine a setting more
likely to foster that feeling than the ship beloved
by sailors and shiplovers the world over, the
"Cutty Sark."

E. RYAN,
Purser.

(Extract from August, 1938, "Manitoba
Calling").

The sailor's profession is steeped in great
tradition, and one cannot imagine a setting more
likely to foster that feeling than the ship beloved
by sailors and shiplovers the world over, the
"Cutty Sark."

E. RYAN,
Purser.

(Extract from August, 1938, "Manitoba
Calling").

The sailor's profession is steeped in great
tradition, and one cannot imagine a setting more
likely to foster that feeling than the ship beloved
by sailors and shiplovers the world over, the
"Cutty Sark."

E. RYAN,
Purser.

(Extract from August, 1938, "Manitoba
Calling").

The sailor's profession is steeped in great
tradition, and one cannot imagine a setting more
likely to foster that feeling than the ship beloved
by sailors and shiplovers the world over, the
"Cutty Sark."

E. RYAN,
Purser.

(Extract from August, 1938, "Manitoba
Calling").

The sailor's profession is steeped in great
tradition, and one cannot imagine a setting more
likely to foster that feeling than the ship beloved
by sailors and shiplovers the world over, the
"Cutty Sark."

E. RYAN,
Purser.

(Extract from August, 1938, "Manitoba
Calling").

The sailor's profession is steeped in great
tradition, and one cannot imagine a setting more
likely to foster that feeling than the ship beloved
by sailors and shiplovers the world over, the
"Cutty Sark."

E. RYAN,
Purser.

(Extract from August, 1938, "Manitoba
Calling").

The sailor's profession is steeped in great
tradition, and one cannot imagine a setting more
likely to foster that feeling than the ship beloved
by sailors and shiplovers the world over, the
"Cutty Sark."

E. RYAN,
Purser.

(Extract from August, 1938, "Manitoba
Calling").

The sailor's profession is steeped in great
tradition, and one cannot imagine a setting more
likely to foster that feeling than the ship beloved
by sailors and shiplovers the world over, the
"Cutty Sark."

E. RYAN,
Purser.

(Extract from August, 1938, "Manitoba
Calling").

The sailor's profession is steeped in great
tradition, and one cannot imagine a setting more
likely to foster that feeling than the ship beloved
by sailors and shiplovers the world over, the
"Cutty Sark."

E. RYAN,
Purser.

(Extract from August, 1938, "Manitoba
Calling").

The sailor's profession is steeped in great
tradition, and one cannot imagine a setting more
likely to foster that feeling than the ship beloved
by sailors and shiplovers the world over, the
"Cutty Sark."

E. RYAN,
Purser.

(Extract from August, 1938, "Manitoba
Calling").

The sailor's profession is steeped in great
tradition, and one cannot imagine a setting more
likely to foster that feeling than the ship beloved
by sailors and shiplovers the world over, the
"Cutty Sark."

E. RYAN,
Purser.

(Extract from August, 1938, "Manitoba
Calling").

The sailor's profession is steeped in great
tradition, and one cannot imagine a setting more
likely to foster that feeling than the ship beloved
by sailors and shiplovers the world over, the
"Cutty Sark."

E. RYAN,
Purser.
AIMS AND OBJECTS OF THE NAVY LEAGUE

The Navy League is a Voluntary Patriotic and non-Sectarian Association of British Peoples, 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 all classes in Maintaining the Navy at the Requisite Standard of Strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige in every port of the World.

2. To convince the general public that commerce can only be guarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.

3. To bring home to every person in the Empire that commerce can only be safeguarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.

4. To teach the citizens of the Empire, young and old alike, that “it is the Navy wherein, 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 peoples, No Less Depends on the Merchant Service, which, under the Sure Shield of the Navy, welds us into One Imperial Whole.

5. 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 in the spirit of their motto—“For God, for the King, for the Empire.”
Motor Launches and Engines hold pride of place in aquatics. They are used by 99% of the Launch "Hire Drive-Yourself" services throughout Australia. The Launch illustrated above is a 16ft. CHAPMAN WONDER LAUNCH fitted with the famous CHAPMAN "MASTER PUP" Motor, the popular size. We carry in stock a complete range of launches from 12 to 20ft. in open, half-cabir and coach-house types.

Remember the two epic ocean trips of the famous 16-foot motor boat "Pup" from Sydney down the N.S.W. and Victorian coasts, then across Bass Strait to Tasmania, eventually almost circumnavigating that State. Voyage number two was from Sydney, to and beyond the top peak of Australia; all under the power of a CHAPMAN 2½ h.p. engine. After these two voyages, both boat and engine were in excellent condition and further trips of hundreds of miles have since been done.

Never has any other make of engine or boat of these sizes accomplished such remarkable feats.

Also engines from 2½ to 10 h.p. operating on petrol, and the new 10 h.p. Diesel Engine.

Our new pay-as-you-go policy enables you to secure one of these fine launches for £5, paying off the balance at a mere few shillings per week.

CHAPMAN & SHERACK
ENGINE MANUFACTURERS AND LAUNCH BUILDERS

CLARA STREET, ERSKINEVILLE, N.S.W.
City Showroom: 70 Oxford Street, Sydney

Wholly set up and printed in Australia by Star Printery Pty. Ltd., 433 Kent Street, Sydney.
WHEN ARE YOUR HOLIDAYS DUE? ...

There is no more enjoyable way to spend a holiday than to cruise on one of the Interstate luxury liners that leave Sydney every few days for Brisbane, Mackay, Townsville and Cairns via Whitsunday Passage and the Great Barrier Reef, or for Melbourne, Adelaide and Western Australia.

"TRAVEL INTERSTATE BY SEA"
FULL PARTICULARS FROM
The Adelaide S.S. Co., Ltd., 22 Bridge Street, BW 2911
A.U.S.N. Co., Ltd., 247 George Street B 7511
Howard Smith, Ltd., 269 George Street B 7611
Huddart Parker, Ltd., 10 Bridge Street BW 1041
Mcllwraith, McEachern, Ltd., 19 Bridge Street BW 1047
Melbourne S.S. Co., Ltd., I Barrack Street BW 1803
[Offices also at Newcastle]

MILD CAPSTANS IN THE RED PACKET: time for a CAPSTAN SPECIAL MILD MEDIUM AND FULL STRENGTH

"WITHOUT COMMENT!"

As its heading indicates, this editorial is written entirely without comment.

It is felt that those who read it will be sufficiently concerned to draw their own conclusions. After the turmoil surrounding the recent European crisis had died down, Australia was informed that adequate steps had been taken to put the country into a state of defence. Now let us consider a summary of a report by the Defence Correspondent of the "Sydney Morning Herald" (27/10/38):

At the end of September our Naval squadron was weaker even than it had been during depression years. The Navy found itself with two of its four cruisers undergoing long refits, and its one remaining heavy cruiser without sufficiently protective armour. When the squadron was mobilized three 20-year-old destroyers were taken out of reserve, and an ancient oil tanker and a non-armed supply ship added to the strength. This, to go to sea with, and to defend our shores from a possible invader, or to protect our trade routes and sea lanes from the harrassings of enemy raiders!

The Army could not have effectively opposed the landing of even small hostile raiding parties at any one of many strategic landing points on the coast.

The Air Force had no machines with which to oppose enemy aircraft. In fact, the 'planes at its disposal could not even equal the performances of passenger craft that have been operating in commercial air lines of Australia for the past year.

There were but a few anti-aircraft guns in Sydney and Melbourne, certainly not enough to engage raiding aircraft borne by enemy battleships. Thus, large industrial centres, railways, roadways, and bridges would have been at an invader's mercy.

November, 1938.
The Militia strength was negligible, nor did the Militia itself possess any anti-tank guns, so rendering impossible any opposition to hostile tanks or armed lighters, such as are in present use in the Sino-Japanese conflict.

There were only ten modern tanks in Australia, and few armoured cars; indeed, none at all of the latter in New South Wales.

There is good reason to believe that the artillery ammunition supplies were dangerously low. It is a worrying point to realise that Militia artillerists are only capable of fifty shells per year for each four-gun battery. Searchlight equipment was definitely very poor. Anti-gas precautionary measures were practically unknown, especially to the general public.

A final (and very trenchant) point:

The largest ammunition that can be made at present in Australia is 8-inch; therefore the 9.2-inch coastal batteries have to depend on supply and order a few dozen to be delivered within 24 hours!

The foregoing surely justifies a straight-out question deserves — and demands — a speedy answer. The question: WHEN ARE WE GOING TO WAKE UP?

The Militia itself possess any anti-tank guns, the only additions to existing construction being the "Cabedelo", "Camocim", "Cananea", "Canavieiras", "Caravelas", and "Carioca". They will mount two 4-inch guns and carry 50 mines apiece.

Six milenaries of 552 tons to be built at Rio are being named "Caipara", "Cumaba", "Juruema", "Juruena", "Jutaba", by J. Samuel White & Co. Ltd., Cowes; and the "Japura" and "Jurua", by Vickers-Armstrongs, Ltd., Barrow-in-Furness. They are ships of 1,376 tons, armoured with four 4.7-inch guns and eight torpedo tubes, generally similar to the British "Hero" class.

The names of the six destroyers under construction in this country have now all been announced. They are the "Jaguaribe" and "Juruema", laid down by Messrs. John I. Thornycroft & Co., Ltd., at Woolston, Southampton; the "Javary" and "Jutaba", by J. Samuel White & Co. Ltd., Cowes; and the "Japura" and "Jurua", by Vickers-Armstrongs, Ltd., Barrow-in-Furness. They are ships of 1,376 tons, armoured with four 4.7-inch guns and eight torpedo tubes, generally similar to the British "Hero" class.

To sum up, it is evident that German naval construction is not being unduly hastened, the total of tonnage in hand falling well short of that allowed under the Anglo-German Naval Agreement.

ITALY:

The 12 "exploratori" of the "Agrippa" class should be completed by the end of 1940, since most, if not all of them, are believed to have been begun by Easter last. Four are being built by the Odero-Terni-Orlando combine at Leghorn and Spezia; two by Ansaldo, two by the Tirreno yard, two by the Riuniti Ancona yard and one each by the Riuniti Palermo yard and the Napoletani yard. A speed of at least 39 knots is forecast, with a probable main armament of eight 5.2-inch (dual purpose) guns.

With the exception of two units—the "Alpino" at Ancona and the "Lanciere" at the Tirenno yard, Viva Trigo—(all twelve destroyers of the 5,900-ton "Ariete" class) these have been launched by the beginning of August, so there should be few obstacles to rapid progress with the new 3,500-ton ships. It is true that 20 or more submarines are believed to be building, apart from those already launched, these are mostly in hand at different shipyards from those engaged on surface vessels, which should not therefore be affected.

NETHERLANDS:

The nine submarines under construction for the Royal Netherlands Navy, which were originally to have been numbered K 19 to K 27, are to be numbered O 1 to O 27 instead. Originally these initials were used respectively for submarines destined for the East Indies Station and for home service; but it is unlikely that future Dutch submarine construction will be definitely earmarked for either purpose. As it is, certain earlier submarines with "O" numbers have recently proceeded to the East.

The small submarine O 7, of 168 tons, built at Rotterdam in 1916 has been scrapped.

NORWAY:

The third 550-ton torpedo boat of the "Sleipner" class was launched on July 2, and named "Gyller". It is now proposed that the
remaining two ships of this type which were ordered shall be built as 32-knot destroyers.

SPAIN:
The Nationalist cruiser "Navarra", of 5,500-tons, is reported to have completed an extensive refit, in the course of which her boilers were retubed. Originally launched at Ferrol in 1920 as the "Reina Victoria Eugenia", she was renamed "Republica" on the overthrow of the ancient monarchy. When the present civil war began, she was at Cadiz. Her crew mutinied and endeavoured to take her to Cartagena, but the strain of raising steam proved too much for her defective boilers, and she was unable to escape from the range of the forts, which were under Nationalist control. Forced to surrender, she was brought back into harbour, and has since been in dock under repair.

A Signal of Success—M.B.C. Training

For many years an efficient training in one of the various M.B.C. business courses has been whereby many thousands of young people have steered into the smooth waters of future happiness and security.

Can you read signals?

To succeed in the world of commerce, young men must have business training which completely fits them to occupy a good position. Without this business training, they are likely to "hit the rocks." Therefore, do not take risks with something in so vital to your whole war campaign, making no superfluous movements, in two hours were reported ready. Without any milling about, orders decided by leaders above could be executed to the letter. Trained troops on active service, we represented the solid striking force of our nation's massed thought.

Some Nights On Active Service

(By "Aeron" with the A.I.P.)

Our platoon Sergeant shoved his head suddenly into the bough and tarpaulin covered bivouac that still sagged in places to a burden of unthawed snow. "Go," he said, "and draw your bombs!"

"Ouch!" we groaned in the darkness.

"Ain't war terrible?" he ended smoothly.

"Laddies, we are for it, one and all, at three forty ack emma precisely. We move at midnight. Get ready!"

The winter through we had garrisoned slushy trenches, through thaw and freeze, through freeze and thaw, occasionally sending raiding parties just to keep combat spirit high; and now, in the clear land beyond the old winter lines, we were to test the enemy strength with naked steel. We were to have it out hand to hand.

No need for any further instructions. The routine was known well enough. After days of waiting, an advance into enemy country was for us long overdue. An ordinary company of Australian Infantry, troops hardened by two full years of war campaign, making no superfluous movements, in two hours were reported ready. Without any milling about, orders decided by leaders above could be executed to the letter. Trained troops on active service, we represented the solid striking force of our nation's massed thought.

We were, in boxing parlance, the chopping left hook that worried the opposition! More than that, we were the living symbol of that fighting will of common men, without which a nation is as nothing!
The black darkness of that sleety winter night was for nerves that could keep every sense alert — hearing particularly. Eyes were useless, but hearing both sharp and shrewd was necessary to identify every sound at once — particularly footsteps or the accidental clank of equipment — which would be a warning.

Officers did patrolling between the dead hours from midnight and dawn, and the characteristic Australian footsteps of our Company Commander, short, firm, toed-in steps, so absolutely the opposite to the loose, clumping, jack-booted stride of a German, were easy to recognize! (He had walked many a mile, as the saying goes, to catch a horse to ride!) Approaching from the right rear, correct to his patrolling time, he was easy to identify and to challenge.

The cocking lug of a Lewis gun, jerked hard, comes home with a metallic clank that is warning enough for anyone.

Added beauty, it does not betray position as a voice would do — a betrayal that can instantly be answered with a percussion fused bomb.

And as it is well to challenge long before the outline of a man can be seen, the cocking lug came home very loudly.

"Dad!" came back the countersign. "Don — ack — don!"

Spoken quietly and without any force whatever, spoken rather as by a man preoccupied, before he appeared from the gloom it could be sensed that our leader was watchful and alert. From the ranks, and from the hard school of Queensland cattle runs before that, his success as an infantry Commander was due to the example he always gave of warlike vigilance.

"Too quiet by half they are, over there tonight" he said, forthright and abrupt, looming huge in his Burberry coat and knee boots above the black gash that was the trench. "See here, sentry; ... If they come at us it'll be to the left of here ..."

The Warning

There was nothing vague at all about those orders. Nor was there anything vague about the important article of war about which he spoke: "... to annihilate your enemy it is necessary to take him enfilade." It was understood and remembered too that although the loader (No. 2) was fast asleep, hunkered down beside the gun, our Commander chose to ignore the fact that it was absolutely contrary to routine rules. A greenhorn would not have known that strength and leadership rest on firmer ground than petty fault-finding. Leadership is soon recognized in war, and the backbone of our organisation was now a mutual trust. Swept away was every other trapping or useless pretext of discipline. On a common level of danger the man of the Australian Imperial Force found mutual faith in his neighbour to be the basis and bedrock of its strength — and foundation for victory.

When illuminated hands on a wristwatch showed 2 a.m. it was dawn to stand a loaded sentry; ... If they come at us it'll be to the right rear, correct to his patrolling time, he was easy to identify and to challenge.

The cocking lug of a Lewis gun, jerked hard, comes home with a metallic clank that is warning enough for anyone.

From the ranks, and from the hard school of Queensland cattle runs before that, his success as an infantry Commander was due to the example he always gave of warlike vigilance.

"Too quiet by half they are, over there tonight" he said, forthright and abrupt, looming huge in his Burberry coat and knee boots above the black gash that was the trench. "See here, sentry; ... If they come at us it'll be to the left of here ..."

The Warning

There was nothing vague at all about those orders. Nor was there anything vague about the important article of war about which he spoke: "... to annihilate your enemy it is necessary to take him enfilade." It was understood and remembered too that although the loader (No. 2) was fast asleep, hunkered down beside the gun, our Commander chose to ignore the fact that it was absolutely contrary to routine rules. A greenhorn would not have known that strength and leadership rest on firmer ground than petty fault-finding. Leadership is soon recognized in war, and the backbone of our organisation was now a mutual trust. Swept away was every other trapping or useless pretext of discipline. On a common level of danger the man of the Australian Imperial Force found mutual faith in his neighbour to be the basis and bedrock of its strength — and foundation for victory.

When illuminated hands on a wristwatch showed 2 a.m. it was dawn to stand a loaded sentry; ... If they come at us it'll be to the right rear, correct to his patrolling time, he was easy to identify and to challenge.

The cocking lug of a Lewis gun, jerked hard, comes home with a metallic clank that is warning enough for anyone.

From the ranks, and from the hard school of Queensland cattle runs before that, his success as an infantry Commander was due to the example he always gave of warlike vigilance.

"Too quiet by half they are, over there tonight" he said, forthright and abrupt, looming huge in his Burberry coat and knee boots above the black gash that was the trench. "See here, sentry; ... If they come at us it'll be to the left of here ..."
OPPOSITE ENDS

There seems to be but little "ship-sentiment" left in this bustling world of ours. However, that some does remain was proved by the handing-over of the famous clipper "Cutty Sark" (described in the October "Journal") as an adjunct to the Thames training establishment of H.M.S. "Worchester," Cadet-Ship for Naval and Merchant Service aspirants.

But the last job of work of the old "Macquarie," a clipper even more famous in Australian waters than the "Cutty Sark" shows the reverse — and grimmer — side of a nautical picture.

The name of Macquarie stands for much: It is something more than the name of a ship, or of a river. Macquarie was an outstanding Governor in the early days of New South Wales; he was no doubt something of a martinet. Conditions demanded the stern disciplinarian, but they also called aloud for the humanitarian and the impartial judge. Macquarie's title to a special place in the history of Australia is established by his gift for picking their chance of making good as free men; a convict who manned her; she was of sterling quality, with her iron hull built from man o' war plates; she carried not only important cargo, but some sixty or seventy passengers on nearly every trip, and if she could speak would doubtless refer to her own record with a pride which she shared with the owners and the public who saw her on the Thames or in Port Phillip or Port Jackson. But in her advancing years through no fault of her own but from force of circumstances she fell out of the running, and like Tom Bowling lies "a sheer hulk" awaiting the call which comes inevitably to ship as to man.

And so the "Cutty Sark" will spend her latter years "asleep on her iron," as a starting-place for men of the sea, while the "Macquarie" eats her heart out in lowly employment, probably filled with envy of her more fortunate sister.

Now let us consider the fate of the ship "Macquarie" as opposed to that of the "Cutty Sark":

Built in 1875 as a Blackwall clipper for the Australian trade, she was first named the "Melbourne". She was given the name "Macquarie" by her owner, whereas Captain Corner. Sold to the Norwegians and renamed "Fortuna" in 1893, she still traded to Australia. A few years later she was sold to British owners, who sent her on a voyage to Sydney carrying coal. There she remained, to be converted into a coal hulk, and she can still be seen in Sydney Harbour, her plates in marvellous condition. She had seen her own record with a pride which she shared with the owners and the public who saw her on the Thames or in Port Phillip or Port Jackson. But in her advancing years through no fault of her own but from force of circumstances, she fell out of the running, and like Tom Bowling lies "a sheer hulk" awaiting the call which comes inevitably to ship as to man.

To commence, we must revert to last month's issue of the journal in which the "V" T.D. committee passed a vote of thanks to Mr. W. Dixon and Mr. T. Marks for their many generous donations towards the unit.

The Officers and Ratings of "V" T.D. also wish to stress their thanks to these gentlemen. Mr. Dixon, so well-known in Sydney financial circles, and Mr. Theo Marks, noted throughout Australia as a sporting man. Both have shown their fine national and sporting spirit in helping us generously, in what was an uphill battle to build a boat's ramp alongside the depot.

On Friday night, the 30th September, Cadets met at the depot in preparation for a camp at Clontaff. Mr. Vaughan, of the Volunteer Coastal Patrol, very kindly transported the tents and whalers, towed by a hired launch.

There were two ratings and two officers attended, swimming, sailing, and rowing were enjoyed, and a jolly fine time was had by all. The remainder of the camp went down in the whirls, towed by a hired launch.

Mr. Dixon has had considerable experience in first aid and also in Youth movements, and we have every confidence in him as our Fourth Officer. He has agreed to take over Mechanics' course, in order to train our future Cutter's Crew, it being his trade, so we have been very lucky in finding a man so helpful to our unit.

November, 1938.

The NAVY LEAGUE JOURNAL

SEA CADET NOTES

"VICTORY" TRAINING DEPOT.

(By L. R. V. Smith, O. in C.)

To commence, we must revert to last month's issue of the journal in which the "V" T.D. committee passed a vote of thanks to Mr. W. Dixon and Mr. T. Marks for their many generous donations towards the unit.

The Officers and Ratings of "V" T.D. also wish to stress their thanks to these gentlemen. Mr. Dixon, so well-known in Sydney financial circles, and Mr. Theo Marks, noted throughout Australia as a sporting man. Both have shown their fine national and sporting spirit in helping us generously, in what was an uphill battle to build a boat's ramp alongside the depot.

On Friday night, the 30th September, Cadets met at the depot in preparation for a camp at Clontaff. Mr. Vaughan, of the Volunteer Coastal Patrol, very kindly transported the tents and whalers, towed by a hired launch.

There were two ratings and two officers attended, swimming, sailing, and rowing were enjoyed, and a jolly fine time was had by all. The remainder of the camp went down in the whirls, towed by a hired launch.

Mr. Dixon has had considerable experience in first aid and also in Youth movements, and we have every confidence in him as our Fourth Officer. He has agreed to take over Mechanics' course, in order to train our future Cutter's Crew, it being his trade, so we have been very lucky in finding a man so helpful to our unit.

November, 1938.
Mitchell looked very proud carrying a wreath almost as big as himself from the Quay to Martin Place. Admiral Stevenson placed the wreath on the cenotaph and the parade carried out their ceremonial duties in a fine manner.

On Saturday, 8th, the Royal Sydney Yacht Squadron opened their sailing season, and as usual sent over a barrel of ginger beer and buns which the lads enjoyed after rowing a hard race, which was won by the Birchgrove crew in a very fine style; North Sydney coming second with No. 1. whaler and last with No. 2. whaler, which we expected to be the victor. Still we are living in anticipation of next year's race.

The sub-branch committee, officers and ratings wish to congratulate Captain and Mrs. Hill on the birth of their son Peter Nelson. With such a name we hope him to be a member of the complement of the "V" T.D. in the near future.

The training at the depot is a little slack at present. We have a few ratings at "Fairlight" training for a special parade at that depot; otherwise we are just carrying on with general work but can still report "All's well at the V.T.D.!!"

"FAIRLIGHT N.L. TRAINING DEPOT"  
(By D. J. Mort, O.I.C.)

"Fairlight" Depot has been out of routine for the last three Saturdays for the purpose of making alterations to the Depot.

These alterations are well under way and the result should provide the boys with a small, but efficient Depot. The lower hall has been built in and a floor laid down making a very strong Drill Hall. It is proposed to hold an "At Home" at "Fairlight" in the near future when Officers and Cadets from other Depots will have an opportunity to inspect our new home.

The strength still remains the same, but with the improvements to the Depot we hope to increase our strength twofold.

Mr. Farr, our 2nd Officer, has been transferred to H.Q. to assist the Inspecting Officer. "Fairlight" regrets to see this Officer go, but wish him good work in his new Appointment.

The NAVY LEAGUE JOURNAL

November, 1938.
and in conclusion would like to express our pleasure at winning the Navy League Open Service Boats' race at the opening of the Royal Sydney Yacht Squadron on Saturday, 8th October. We also extend our congratulations to the runners-up in providing a very thrilling and close tussle, in which Birchgrove can count itself fortunate in sneaking the necessary half length required to win.

"THE BOAT RACE"

On Saturday, 8th October, the Royal Sydney Yacht Squadron staged its Opening Day for the season.

By the generosity of the Club's Committee a race was arranged for Navy League Sea Cadets, rowing in Service type boats.

Four boats entered, North Sydney No. 1 whaler, North Sydney No. 2 whaler, Birchgrove gig, and a combined crew from "Fairlight" and Manly rowing in the "Fairlight" gig.

North Sydney No. 2 whaler was granted a start of 20 seconds and a really thrilling race followed on, the boats being at Kurraba Point to the Royal Sydney Yacht Squadron's jetty. The result of the race was an extremely close finish, with a boat's length covering all four crews. Birchgrove, with a magnificent steady effort, came first, by half a length from North Sydney No. 1 whaler.

A particularly good effort was made by the combined crew's gig, the members of which had had no previous practice whatsoever. Undoubtedly but for a little wide steering, this crew would have secured second place. As it was, North Sydney No. 1 whaler came up with a splendid spurt, and just managed to get their stem over the finishing line not more than a foot ahead of the combined crew's gig.

A highly placed Naval officer who was standing by with the judge stated that both the race and the rowing were of a particularly high order. "Indeed," he said, "it would have done credit to any Service crews' race." Coming from the source that it did, this information was particularly gratifying, and only goes to prove that our Sea Cadets are carrying on their job in the right manner.

The executive Committee, the Officer Commanding, Navy League Sea Cadet Corps, and the Inspecting Officer, extend their congratulations to the winners, and their assurances to the other crews that the splendid tussle was one worthy of the highest traditions of the Navy League, and of good clean sport.

MANLY DEPOT

(By G. H. Smith, O.L.C.)

Training and recreation are going ahead at Manly, and the depot is looking really shipshape.

On Saturday, 29th October, Mr. P. Spender, M.L.A., officiated at an "At Home" at the depot, and presented Warrants of Appointment to the O.C. and his assistant, Mr. Turley, and badges to leading seamen, a writer, and a boy signaler.

The Inspecting Officer of the Corps was also present, and members of the welfare committee provided an excellent afternoon tea, plus a very welcome five gallon keg of ginger beer for the cadets.

In his remarks to the Cadets Mr. Spender mentioned how pleased he was to see the youth of Manly carrying on this work, and by so doing giving many other lads a very definite lead in matters of patriotism, preparedness, physical fitness, and love of country. He was, he said, extremely gratified to note the smartness and efficiency of the lads present, congratulated them on their showing, and threatened to drop in unannounced at any convenient Navy League depot on some Wednesday night or Saturday afternoon in the near future.

Now that the local Federal member has shown such a definite interest in our Company we can only hope that residents of the Manly district will turn their attention to us a little more than they have in the past, and render the community and our Company the public assistance which is so necessary to the wellbeing of a unit of the Navy League Sea Cadet Corps.

THE GOOD OLD DAYS and their discomforts

(By Frank C. Bowen)

Often enough, particularly when travelling in or referring to the crack luxury liners, one hears expressions of regret at the passing of the good old days of hemp and canvas, although one cannot help thinking that those who say most on the subject are the last who would take advantage of any opportunity that might be given them to travel under the old conditions; the lukewarm response to Captain Gustaf Eriksson's scheme of passengers in his sailing ships carrying grain from Australia seems proof enough of that. The old conditions at sea certainly produced magnificent sailors, although, unhappily, they broke many who might have been very useful to the sea had conditions been different. These conditions were nearly always truly appalling, and the trouble is that quite a lot of them were unnecessary.

A certain measure of discomfort is unavoidable in a sailing ship, particularly if she is bent on making a passage, but there was a good deal more than was at all necessary, and, unhappily, the reputation of British ships was bad when compared with many of their foreign contemporaries. Any number of books of reminiscence have been published by old sailors which touch on this subject, but they are always merely devoted to the two aspects of harsh discipline and bad food; comparatively few deal with any extent with the accommodation provided for all seafarers, although it is an interesting subject and worth attention.

How it came about that shipowners who were estimable men in their private lives, kindly to their neighbours and having an excellent reputation for humanity and charity, obliged their employees at sea to live in circumstances that were frequently appalling and bad. The good old days of hemp and canvas were frequently an undoubted question of psychology. Perhaps it was that their knapsacks and gunny bags were very limited, and generally concerned his vagaries ashore after many months of enforced abstinence.

There is, however, little doubt of their very bad influence on the sailor, and the first thing that strikes the old sail-bred seamen when they naturally take the first opportunity of visiting windjammers that come into British ports, generally under the British flag, is the quality of the forecabin as compared with their own day. The placing of the first cabin at the forward end of the ship was a real fetish based on ill-understood tradition, for it was the very worst place that could possibly be found. In the old days it was no doubt justified, for there was a certain amount of dry accommodation under the forward fighting castle, but its retention, particularly when so many ships under foreign flags were accommodating their hands in reasonably comfortable deck-houses, is rather a mystery. There were some British ships which adopted this latter fashion at an early date. Measures Killick Martin's clippers on the China trade in the 'sixties for instance, but generally speaking, the men were accommodated forward.

If they would not have been so bad if the forecastle were reserved for the officers and employed for the accommodation of the crew, but it housed the windlass, and therefore the chains had to run through it to the hawsepipes and the anchors outside. Every sailing ship unshackled her anchors as soon as she got well out on her voyage, and left them stowed on the forecastle head until she was again in soundings, but however carefully the hawsepipes were cleared of mud and cemented, they always let a certain amount of water directly into the men's living quarters. As a measure of precaution the anchors were naturally shackled on again as soon as the ship got into water where she might have to let them go in a hurry, and when that was done it was impossible to plug the hawse-pipes to any extent; and as a ship was always running on a beam, the bilge would go up channel at the end of a voyage, the state of the forecastle will well be imagined.

November, 1938.
Certain ships at the end of sail had an improved type of top-gallant forecastle which was divided into two watchies by longitudinal bulkheads with the hawse-pipes and windlasses in the central passage-way, while the worst of the water coming in through the hawse-pipes ran down this and out on to the main deck. As such, these forecastles might be regarded as a very high standard of comfort, but it must not be thought that they were dry in anything but a comparative sense.

Nor, for that matter, were the deck-house forecastles, which were regarded as a great improvement. They were lighter and more airy, for it was possible to provide them with reasonable skylight, but water found its way in, and in them it was not so easy to work up a real sailors’ atmosphere by the simple means of plugging up the only ventilator with an old pair of trousers.

At the very end of sail such big four-posters as the “Garthpool,” the last British square-rigger to survive, had her accommodation in a raised midship section running right across the ship and generally known as a “Liverpool House.” This was occasionally flooded, it is true, but far less frequently than any other type of forecastle; its great disadvantage, from the point of view of the sailor who was really keen on his work was that it made it very difficult to get from one end of the deck to the other when gear had to be handled in a hurry, and more than one master, having sufficient men for the purpose, divided his watch on deck and ran his ship as two, a brig forward and a brigantine aft.

The Board of Trade cannot be held altogether blameless for the bad reputation of British accommodation, for although it led the way in framing regulations for the protection of seamen, these regulations were very easily evaded and even when interpreted literally they only gave a small measure of comfort. The authorities under foreign flags who had very few regulations of this sort contrived to give their seamen much more protection, particularly when ships were built under a subsidy which gave the Government the right to supervise their plans and delete anything considered undesirable.

After the actual accommodation came the furnishing, and this was of the plainest description. In comparatively few British ships, and those mostly from the Colonies, the men using their hammocks Navy fashion instead of sleeping in bunks, in which case the Merchant Shipping Act provided that each man only had to be given nine square feet of floor space against the normal twelve. But even the latter figure was very small, and with a full forecastle, with bunks fitted wherever they would go in, it gave little enough air space, and this, admittedly coupled with the seaman’s dislike for any excessive ventilation, led to a number of sailing ship men being invalidated.

The bunk was provided as a matter of course, and there the owner’s liability stopped. The sailor’s usual mattress was the traditional “donkey’s breakfast,” a straw-filled sack that could be bought in any of the seaport towns for a shilling to eighteenpence apiece. Most of them, particularly when the buyer was not in a state to be critical, were far too narrow for the midship sections were known as “small steps,” permitting the men to roll off and making a big difference to the sleep that was very badly needed. British seamen usually provided themselves with a few bed-clothes as well, if they were in a financial position to do so, and the Americans and some Continental seamen always made themselves very comfortable. In Italian ships it was the tradition to have no bed-clothes but the mattress, but their mattresses were infinitely better than the “donkey’s breakfast.”

Only in the later British ships were tables provided forward; normally the seamen had to eat their food on his knees or on his sea-chest, which also acted as a seat. In some ships, it is true, tables were fitted, generally to slide up and down stanchions to be out of the way when they were not in actual use, but even to the end there were any number of ships without them. Italian vessels always had tables, no matter how small they might be, but curiously enough, the tradition was always for the men to eat their food out on deck whenever the weather permitted it. British seamen also had to provide themselves with everything that they wanted in the matter of eating, generally plates and pannikins of the cheapest description provided by the boarding-house keepers at an extortionate price against the man’s advance note. Forks were a refinement; the seaman’s inevitable sheath-knife and fingers were almost universal. All refreshments were served in hook-

The Navy League Journal

November, 1938.
IXL Products

IXL JAMS
IXL CANNED FRUITS
IXL TOMATO SAUCE
IXL BAKED BEANS
IXL SPAGHETTI Plain & Curried
IXL Diced FRUIT SALAD
AUSTRALIAN'S BEST
ALL IXL PRODUCTS ARE QUALITY PRODUCTS

LARS HALVORSEN
Designers and Builders of Cruisers and Commercial Craft.

DISTRIBUTORS FOR MORRIS MARINE ENGINES.

NEUTRAL BAY SYDNEY
Phones: XA 1705, XA 1737

IXL Products

pots which were not unlike the soldier's canteen in the Great War, holding rather more than a pint and having one or two hooks hinged on the flat side to attach the pot to the edge of the bunk.

Not much comfort in that, and the method of serving the rations, and the usual state of the 'kite', in which they were brought from the galley may be gathered from any number of books of sea reminiscence.

Although it does not really come into the subject of accommodation, for it was never provided by the owner, the sailor's sea-chest deserves a word or two of description. In the old days no self-respecting seaman would dream of joining a ship without his chest; to do so would suggest that he had been 'shanghaied'. 'Pariah-rigged' by a boarding-house keeper as so many of them certainly were. But the quiet sober seaman always took the greatest pride in his chest, sometimes very elaborate, and put in a lot of time decorating it. Pictures of ships and geometrical designs would go inside the lid; crude enough and often painted with ship's paint and a brush home-made from the hair of the ship's cat, but a matter of great pride to the artist. Really beautiful ropework was often put into the becket handles and shackles, many a first-voyager being tempted to make himself proficient in ropework by the wish to emulate an old hand who had done some really excellent work on his chest. It was only in later days that the real seamen turned to the kitbag instead of the chest, usually for convenience of stowage, but then he gave his sailor-issuing an outlet by fancy rope designs worked into the bottom.

The lighting and heating in forecastles were also very poor in British ships, whereas many foreigners paid careful attention to them. If the men were lucky they could get a small bogany stove, or improvise one from a paint drum and some stolen piping, but they were luckier still if they managed to get a constant supply of fuel for it, and even if they did, except that it provided facilities for drying clothes and oil-skins, it was not universally popular. For one thing the warmth woke up the bugs, with which so many sailing ships were afflicted, and once another, the back draught from the sails al-

a bug is awakened he is invariably hungry. For ways prevented the stove from drawing properly, and, finally, there was invariably a quarrel as to whose job it was to clear away the ashes and to bring up coal.

Lighting was as bad as heating in most ships. As a rule the only artificial light was a "slush lamp," which was originally a second-hand meat tin filled with fat from the galley, which the sailor invariably called slush, having a wick made from shredded sail canvas. The supply of light was thus entirely dependent on the goodwill of the cook who controlled the supply of slush, and as the cook was not usually a popular figure in the forecastle he contrived to get a good deal of his own back. Even when such a refinement as colza oil lamps were introduced they were generally still called slush lamps.

On the China trade, for instance, ordinary oil was often difficult to get and cocomut oil was used instead. This congealed in bad weather and had to be melted before it could be used, but once it was melted it burned reasonably well but gave a filthy smell. Most oil provided in sailing ships seems to have given out more smoke and smell than light.

Many a forecastle of a sailing ship homeward bound from the Colonies was lit by a hurricane lamp found guarding a hole in the road, but here again the supply of oil was a difficulty, for few seamen had enough money to buy any. In that case a mate who was a heavy sleeper was a godsend, for the man who went to rouse him for his watch on deck took the opportunity of emptying his cabin lamp of all the paraffin that it contained.

On the other side of the picture must be mentioned the fact that one or two kindly shipowners tried to provide far greater comfort. In one freak sailing ship built in the early 'eighties various refinements were provided—
two-berth cabins, washing basins, curtains, mirrors and mess-traps—and in consideration of this the crew was signed on at rather less than standard pay. When they reached the Colonies all the pretty fittings were smuggled ashore and there paid for a glorious orgy.

It must also be remembered that the majority of the seamen of that day were rough men who were not accustomed to any very great standard of comfort, but they certainly might have been given a very much more than they were, and in any circumstances that argument does not apply to the half-deck, which accommodated apprentices from good homes, who were shipped by the owners to learn their craft in return for a premium that was sometimes very stiff indeed. In such circumstances they might well have been given good quarters, although here again a hungry apprentice was usually a genius in raising money on anything that was movable, and in many ways, but as far as the treatment of the world has ever known, and that the sailor is encouraged to forget that he is at sea all, but it is surprising that more effort was not made to provide the elements of comfort for the crew. It was true that the existing conditions produced the finest breed of seamen that has made the production of the best sailing ship the man was not by any means an unhappy individual, but they produced them at a very heavy price in men that were forced away from a sea career or who broke down physically under the strain. They were the good old days in many ways, but as far as the treatment of the sailor is concerned, present-day practice, especially as shown in some modern cargo ships, is infinitely preferable.

Yet, except that they were generally housed in a deck-house instead of under the forecastle head, their quarters were seldom very much more elaborate than those of the men before the mast. There were some conscious exceptions in which the apprentices had really good quarters, such as Milne’s “Inver” from Aberdeen. In some of these the half-deck, as the apprentices’ accommodation was called, was divided into small two-berth cabins round a central mess-room—crammed, it is true, but affording some privacy and very much more comfortable than in most ships.

A further discomfort in any number of sailing ships was the vermin. Rats were expected, and bugs and cockroaches were practically inevitable. The more effort to give comfort there was in the matter of lining quarters with wood, the worse these pests became, and although a spell of really bad weather off Cape Horn would occasionally clear the ship, the usual method was to run paraffin down the seams and set light to it, an appallingly dangerous practice which caused many casualties.

Where any official effort was made to fumigate quarters it was usually with a bucket of tar into which a red-hot chain was dipped—a chain being used under the poop in that particular ship, separated from the captain’s cabin by a wooden bulk-head. A small hole carefully bored through this bulkhead just under the captain’s bunk, and a nightly hunt for vermin which were all carefully pushed under the captain’s bunk, and a nightly hunt for vermin which were all carefully pushed through this hole, finally got matters rectified. For vermin which were all carefully pushed through this hole, finally got matters rectified. For vermin which were all carefully pushed through this hole, finally got matters rectified.

The afterguard, captain, mates and steward, were almost always housed under the poop, and occasionally the petty officers as well, otherwise the last-named lived in a deck-house which generally adjoined the half-deck. Traditionally the first mate had the cabin on the port side of the ship under the bridge, the second mate was shifted him. Even in ships which were not designed to carry passengers there were usually one or two spare cabins which could be used for various purposes, as store rooms, sick lockers and the like, and the captain’s accommodation was usually right aft. In many ships this was quite comfortable, a sleeping cabin and perhaps a bath-room and a kitchen in cabin as well. The state-rooms usually opened directly into the saloon and every effort was made to secure comfort, although the small size of the ship for the number of passengers that it carried prevented very much being done in that way. The emigrant who travelled in the “tween decks had little enough in the way of comfort—all too often little enough of elementary decency—but they were pioneers going to a land of promise and there were remarkably few complaints.

There is aHappy medium between the accommodation of the old sailing ships and the luxury of certain liners to-day, where the passenger is encouraged to forget that he is at sea all, but it is surprising that more effort was not made to provide the elements of comfort for the crew. It was true that the existing conditions produced the finest breed of seamen that has made the production of the best sailing ship the man was not by any means an unhappy individual, but they produced them at a very heavy price in men that were forced away from a sea career or who broke down physically under the strain. They were the good old days in many ways, but as far as the treatment of the sailor is concerned, present-day practice, especially as shown in some modern cargo ships, is infinitely preferable.

The Navy League Journal
The Navy League
N.S.W. Branch

Patron:
His Excellency The Governor of N.S.W.,
The Lord Wakehurst, K.C.M.G.

President:
Rear Admiral J. B. Stevenson, C.M.G.

Executive Committee:
Judge A. P. Backhouse, M.A. (Chairman)
Sir Kelso King, S.S.D. Captain M. B. R. Blackwood, D.S.O., R.N.
A. Consett Stephen
Hon. J. Lane Millen, M.A. C. M. C. Shannon (Ret.)
Commander S. W. Spain
Commander J. Patrick, R.D., R.A.N.R.
Hon. Treasurers:
Sir Kelso King, S.S.D. Commander J. W. Spain
Hon. Secretary:
Commander F. W. Hixon, O.B.E. C. M. C. Shannon
Hon. Auditors:
Robertson, Crane and Gibbons
Secretary and Editor of Journal:
Alan Hill, Master Mariner

AIMS AND OBJECTS OF THE NAVY LEAGUE

The Navy League is a Voluntary Patriotic and non-Sectarian Association of British Peoples, 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 all classes in Maintaining the Navy at the Requisite Standard of Strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.

2. To convince the general public 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 and Imperial Security.

3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in Conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.

4. To teach the citizens of the Empire, 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 peoples, No Less Depends on the Merchant Service, which, under the Sure Shield of the Navy, welds us into One Imperial Whole.

5. 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 in the spirit of their motto—“For God, for the King, for the Empire.”

THE STAFF OF LIFE . . . is a STURDIER STAFF if spread with NORCO BUTTER Be sure to ask for . . . “THE BUTTER OF PERFECTION”

ARNOTT’S CRISP SAO BISCUITS the lightest and most desirable base for savouries. Attractive, too, with ham, paste, fresh or stewed fruit and a simple epicurean delight with butter and cheese.

Recent Passenger Liners With Babcock Boilers:
“Strathallan”
“Strathmore”
“Stratheden”
“Orion”
“Orcades”

With Babcock-Johnson Boilers:
“Arundel Castle”
“Windsor Castle”
“Andes”
All above vessels are oil-fired.

With Babcock Boilers & Babcock-Erith Marine Strokers:
Two new Mail steamers for the British India S.N. Co. Ltd.

Babcock & Wilcox Limited
Incorporated in England
Australian Head Office and Works:
REGENT’S PARK, N.S.W.
CHAPMAN

Motor Launches and Engines hold pride of place in aquatics. They are used by 99% of the Launch "Hire Drive-Yourself" services throughout Australia.

The Launch illustrated above is a 16ft. CHAPMAN WONDER LAUNCH fitted with the famous CHAPMAN "MASTER-PUP" Motor, the popular size. We carry in stock a complete range of launches from 12 to 20ft. in open, half-cabin and coach-house types.

Remember the two epic ocean trips of the famous 16-foot motor boat "Pup," from Sydney down the N.S.W. and Victorian coasts, then across Bass Strait to Tasmania, eventually almost circumnavigating that State. Voyage number two was from Sydney, to and beyond the top peak of Australia; all under the power of a CHAPMAN 2½ h.p. engine. After these two voyages, both boat and engine were in excellent condition and further trips of hundreds of miles have since been done.

Never has any other make of engine or boat of these sizes accomplished such remarkable feats.

Also engines from 2½ to 10 h.p. operating on petrol, and the new 10 h.p. Diesel Engine.

Our new pay-as-you-go policy enables you to secure one of these fine launches for £5, paying off the balance at a mere few shillings per week.

CHAPMAN & SHERACK
ENGINE MANUFACTURERS AND LAUNCH BUILDERS

CLARA STREET, ERSKINEVILLE, N.S.W.

City Showroom: 70 Oxford Street, Sydney

Wholly set up and printed in Australia by Star Printery Pty. Ltd., 433 Kent Street, Sydney.
TRAVEL
INTERSTATE
BY SEA...

REGULAR SAILINGS
by luxury passenger liners to:
Melbourne
Adelaide
Western Australia
Brisbane
Mackay
Townsville
Cairns

CRIUSES
To Melbourne, Burnie and Devonport (Tasmania); Sydney, Brisbane and return to Sydney by s.s. “Ormonde” — leaving Sydney 16th January, and fortnightly thereafter.
To South Sea Islands — Easter Cruise by s.s. “Kathomba” — leaving Sydney 8th April, 1939.

FULL PARTICULARS FROM
The Adelaide S.S. Co., Ltd., 22 Bridge Street
A.S.N. Co., Ltd., 247 George Street
Howard Smith, Ltd., 269 George Street
Feddert, Parker, Ltd., 10 Bridge Street
Melbourne, McEachern, Ltd., 19 Bridge Street
Melbourne S.S. Co., Ltd., 1 Barrack Street

(Offices also at Newcastle)

BE BY SEA IS BEST

In the rush and bustle of defence precautions, allocations for war stores and materials, and services, the Navy has, once again, been overlooked in one important department at least.

It is particularly disappointing to note that in spite of promises that they would be effected, adjustments in pay and conditions have once again been shelved by the Powers That Be.

An additional £5,000,000 has been provided for defence, and neither in that amount nor in the supplementary statements being considered this month has any attempt been made to remedy conditions which have provided for a long time a cause of grievance in the Service. Naval strength is being increased by a provision of extra ships, but it seems very likely unless strong representations are made, that the system of inequality maintaining in the Australian Navy will still go on.

Many people think that members of the Australian Service have far better conditions, especially in regard to the matter of deferred pay and discharge allowances than members of the Royal Navy. (Here it is worthy of note that the British Government has stated its definite intention of improving matters in the Royal Navy to an even greater extent).

As a matter of fact the position of Australian officers compares very unfavourably with their British confreres. Take for example, a R.A.N. Lieutenant Commander. Should he retire after serving 32 years, including his cadetship, he does so a comparatively young man, with a cash deferred payment of a sum of £2,000. A British officer under similar conditions retires on an allowance of £400 a year for life.

Admittedly the Australian scale of naval pay is higher than the R.N., but the opportunities in both Services for an officer to save for his years of retirement are extremely remote. Those

(Continued Overleaf)
"A SCRAPPY ENGAGEMENT"

(By G. Casey)

Outside the closed scuttles of the smoking room, a heavy fog, seeping with thin rain, soaked the awnings and hid the shore from view. About six of us were sitting about the room, reading the newspapers and wondering if the fog would lift before lunch and we should be back late from the postponed exercise or whether it would hang out until the trip had to be abandoned.

The air was damp and thick with tobacco-smoke. The heavy, oppressive silence was broken only by the rustle of newspapers and the catter of the coal-scuttle, as Sub-Lieutenant Crassin, detailed by common consent for that duty, methodically dumped coal on the fire.

Main-Ballast sat on the club fender staring round the room and occasionally leaning forward to read the back page of an upheld newspaper. Occasionally people would wander in, brood over the barograph for a few minutes and then wander out again. Less frequently, a paper would be flung down and the reader would bustle out in the manner of one whose duties will brook no further delay.

Breaking the ice

It was nearly eleven o'clock before there was any indication of this frigid reserve melting. The steward came in with a basket of bottles, the fire suddenly blazed up and Crassin started back in fear of his eyebrows. Main-Ballast stretched himself and yawned and then delivered himself of a great thought.

"Why don't we have a mess scrap-book?" he asked. He had no immediate response. Eventually, three newspapers were lowered cautiously, followed by two illustrated weeklies and a crossword puzzle. The mess considered the question in critical reserve.

"What for?" asked Planes at last.

"Oh, just for sustaining interest, you know. Awfully interesting to look through in a few years. How about it?"

"Yes, and so will you," said Planes sourly and with no particular point. The mess began to take interest. Planes v. Main-Ballast was always a popular fixture.

"Might have a picture of the ship's launch, when the bottle wouldn't break."

"Or a sketch of Number One starting his car."

Suggestions began to pour in.

"Or the true story of Torps' Christmas leave."

This from Main-Ballast, for whom allowances must be made.

Torps countered immediately.

"Or what the shipwrights' parrot said when Main-Ballast brought the Panay Whitewide party off to lunch."

"That," said Main-Ballast smoothly, "will cost you one round of drinks, Torps. AND a cheap price for the pleasure of mentioning a lady's name, I think."

A plea of stage-names was unanimously rejected.

"Waiter. Five gins and a cocktail to Lieutenant Commander Pendant, please. The cocktail," he explained, "is for me."

Interest increased and two regular passengers by the 12.30 boat decided to lunch on board for a change. Then Main-Ballast got above himself. He always does, sooner or later.

"What about including your wine-bill for last month, Planes?" he asked.

"Certainly. By all means. I have nothing to fear. Also, it would be most unfair not to mention your last bathing-party, wouldn't it?"

The reference was a sore one with Main-Ballast. One day, when his submarine was being re-fuelled, the casing was oily and Main-Ballast completed a tour of inspection by slipping and entering the turgid waters of the harbour. Planes, who happened to be Officer of the Watch in the Depot Ship at the time, was so impressed by the spectacle of Main-Ballast being assisted by about ten sailors to clamber up the greasy, whaleback side of his submarine that he thoughtfully delayed rescue operations.

Season's Greetings

The N.S.W. Branch of the Navy League, and the Navy League Sea Cadet Corps, extend to members, friends and supporters the Compliments of the Season, and the wish for a happy, prosperous and peaceful 1939.

THE NAVY LEAGUE JOURNAL

PLEASE NOTE

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Royal Exchange Building, Pitt and Bridge Streets, Sydney.

The Navy League does not necessarily endorse the opinions of contributors to the Journal.
until he had run to the smoking-room and summoned his mess-mates to share his enjoyment.

"We ought to have a signed confession from Buster about those liqueurs."

Buster, the chaplain’s Sealyham, had a thirst for any sweet drink. He assuaged this once by lapping up the contents of several liqueur-glasses, which stood on the deck near his owner’s chair. Four brandies and an aloe gin, they reckoned, when the culprit was found and smelt and his owner politely requested to make good his depredations.

The postman, whose duty it was to exercise every dog in the ship twice daily, described Buster’s appearance for the ensuing three days as "Kind of dazed. Looks as though he’s been maltreated or ‘ad ‘is memory lorn.” The Captain, scanning the wine-books, was reluctantly compelled to censure the chaplain for exceeding his wine-bill, so now the entry "Dog, Chaplain’s," appears between Crassin and Drummond in the archives.

A Memorable Occasion

"I’ll provide a picture of my skipper dropping the brick, if you like," offered Buoyancy, generally known as the "acquired" Kodak print, which shewed beyond doubt that Blower, who had admitted that his knowledge of the ceremony was somewhat hazy, had placed his hat on the lower half of his wine-bill, so now the entry "Dog, Chaplain’s," appears between Crassin and Drummond in the archives.

When writing for a journal which is read around the world it is the soldier and the airmen who do most of the actual fighting; their’s the danger and the casualties; in short, while the navy continues its work in comparative comfort, those in the sister services experience all the horrors of war. But, geographically situated as it is, our Empire depends for its existence on the safety of the highways of the ocean. It is the duty of the navy, assisted by its air arm, to maintain that control at sea, without which the people in the United Kingdom would starve; the people in the overseas Dominions would lose their prosperity; our troops could not be transported in safety over the oceans; and our aircraft would be useless, because the fuel which gives them motive power has, mainly, to be brought from overseas under naval protection.

In short, sea power is necessary to our existence; without sea power we surely perish. The very foundation of that sea power, or power on the seas, is naval protection.

We all want peace, because it is only in times of peace we prosper. We cannot have peace without also having security, without security we might have defeat, but defeat is not peace. It becomes us, therefore, to support any movement which will make our peace-interested Empire strong, so that it can be a real power for peace in years gone by of our Royal Navy has, time and again, proved itself the greatest peace machine in the world. If the navy is strong enough and

Set a course for Success, in 1939, with M.B.C.

Soon you must commence training for a career which is really a long voyage through life’s waters. Naturally, to successfully navigate these waters, you will require the best pilot. Therefore, make sure of a successful career by obtaining efficient business training at the M.B.C. The M.B.C. not only provides you with a complete training, but also, when you are ready, assistance in obtaining employment is given to students.

Courses include:—Accountancy, Banking, Bookkeeping, Shortland, Typewriting, Business Principles and Administration, Metallurgy and all business subjects.

Read our results for this year—

1938 RESULTS

85 Firsts in Public Exams

THE NAVY LEAGUE JOURNAL

December, 1938

A NAVAL INCIDENT

(Continued from Page 11)

When writing for a journal which is read around the world it is the soldier and the airmen who do most of the actual fighting; their’s the danger and the casualties; in short, while the navy continues its work in comparative comfort, those in the sister services experience all the horrors of war. But, geographically situated as it is, our Empire depends for its existence on the safety of the highways of the ocean. It is the duty of the navy, assisted by its air arm, to maintain that control at sea, without which the people in the United Kingdom would starve; the people in the overseas Dominions would lose their prosperity; our troops could not be transported in safety over the oceans; and our aircraft would be useless, because the fuel which gives them motive power has, mainly, to be brought from overseas under naval protection.

In short, sea power is necessary to our existence; without sea power we surely perish. The very foundation of that sea power, or power on the seas, is naval protection.

We all want peace, because it is only in times of peace we prosper. We cannot have peace without also having security, without security we might have defeat, but defeat is not peace. It becomes us, therefore, to support any movement which will make our peace-interested Empire strong, so that it can be a real power for peace in years gone by of our Royal Navy has, time and again, proved itself the greatest peace machine in the world. If the navy is strong enough and

is distributed about the world it can act at the first sign of any disorder or disturbance. We all know that if disorders are not quashed in their early stages they may assume serious proportions, and may even lead to war.

I will now describe one typical case in which the British Navy, being strong enough, and being in the right place at the right time and used in the right way, prevented trouble which might have resulted in a war with Turkey.

In 1922, after Sultan Mahomed VI of Turkey had abdicated and fled, the whole country became very disturbed. An International Conference was summoned to sit at Inndania to discuss the future of Turkey. International Conferences are slow to move, and may never reach agreement. Whilst it was sitting steps had to be taken to preserve order. As usual, the “Peace Machines”—British defence forces—were called upon, and besides having a strong squadron on the spot, several regiments were sent to occupy the area in and around Constantinople and the Dardanelles. At Smyrna, in Asia Minor, we had one small cruiser to watch over British interests. Now Smyrna is an important seaside town, with a large number of British subjects resident there, in trade or business. There is an English church and an English chaplain, and a large amount of trade is carried on with various parts of the Empire.

The Turkish authorities sent a telegram to the naval commander-in-chief to say that the cruiser lying off Smyrna was to leave within twenty-four hours. This of course, was quite an unreasonable demand in times of so-called peace, so the commander-in-chief replied asking for reconsideration of the order. He then received another telegram saying the matter had been reconsidered and the time would be extended,
It would have been madness to send another small cruiser unsupported, so H.M.S. “Resolution,” a battleship commanded at the time by the present writer, which was on her way to the Dardanelles, was ordered by wireless to proceed to the island of Mitylene. On arrival there at eight, we found assembled another battleship (H.M.S. “Emperor of India”) a cruiser, with an admiral on board, some torpedo-boat destroyers, and a seaplane carrier. Before break of day this little squadron left for Smyrna. Leading the line was the cruiser with the admiral on board; then came the “Resolution” with her 13.5-inch guns; the “Emperor of India” with her 15-inch guns; six destroyers, and the seaplane carrier.

On arrival at the entrance of the Gulf of Smyrna a signal station, in a fort on the top of a nearby hill, hoisted the signal “Stop engines.” The small squadron turned her course. Then followed another signal: “Heave to,” which means the same thing. Again we went a little faster. Then a flash of a gun was seen; the third shot which, by accident, had hit the tree. A tree in front of the fort was seen to fall to the ground, so it seemed it must have been a live charge. Again we went a little faster. The admiral said, “Stop engines.”

Then a flash of a gun was seen; the third shot which, by accident, had hit the tree. A tree in front of the fort was seen to fall to the ground, so it seemed it must have been a live charge. Again we went a little faster. The admiral said, “Stop engines.”

Then a flash of a gun was seen; the third shot which, by accident, had hit the tree. A tree in front of the fort was seen to fall to the ground, so it seemed it must have been a live charge. Again we went a little faster. The admiral said, “Stop engines.”

Then a flash of a gun was seen; the third shot which, by accident, had hit the tree. A tree in front of the fort was seen to fall to the ground, so it seemed it must have been a live charge. Again we went a little faster. The admiral said, “Stop engines.”

The above true incident is an excellent example of the necessity of power if peace is to be preserved. Let us consider, for a space, what the result would have been if Great Britain had not had sufficient force available at short notice. When, in the first instance, the cruiser at Smyrna was ordered to leave, the captain of that ship would have had two alternatives only. He might have obeyed the order, in which case some 2,500 British men, women and children would have been left at the mercy of the Turks; to say nothing of the loss of trade. If he had refused to leave, and no reinforcements were available, the Turkish forts might have opened fire on the ship, which would have been sunk in ten minutes. Could we, a leading nation, calm, sit down under such an insult? No. If no force had been available it would have meant, at least, war with Turkey, and we all know how easily a war can spread.

The great Admiral Lord Nelson, once said, "A line-of-battle ship is the best negociator in Europe." We might well bring this saying up-to-date by saying that if, in recent years, we had had more cruisers and fewer conferences, there would be far less trouble in the world than there now is.

The island of Newfoundland blocks the wide mouth of the River St. Lawrence, forming two narrow passages through which surge the broken waters of the broad Atlantic. Although both these passages are naturally two dangers to navigation, however, neither is to be compared in this respect to that long tongue of rock which thrusts itself outward from the island to form the famous headland of Cape Race. This long tongue of living rock is serrated with indentations and promontories like the blade of a clumsy saw, and is a succession of submerged reefs running far out to sea. On the southward side of the headland lies a submerged tableland of considerable extent, and in the shallows thus created mammoth icebergs, drifting from the frozen north, are buffered in terrific collision against what mariners have named the "Grand Banks."

Now the route of ships entering the Gulf of St. Lawrence from the Old World extends across the northern half of the Grand Banks, and on this spot is dreaded by all mariners for its treacherous nature. Thus Cape Race has had an evil reputation among navigators the world over since sea routes between the two hemispheres were first established. On this spot in 1856 was built one of the first lighthouses of the New World. It was erected on an eminence 87 feet above the sea—a small cylindrical tower maintained at the expense of the British Government of only 600 candle-power, and quite inadequate for the vital part it played in the safety of ships from all parts of the world. To pay for the cost of maintenance, a tax of one-sixteenth of a penny per ton was levied on all ships passing the light.

Like many other important institutions which require considerable expenditure for improvement, the Cape Race Light had to become a source of revenue. The keepers realised that there was no time to lose, and lowered themselves down to the ledge at imminent risk to life and limb. Their encouragement and help put new hope into the exhausted passengers and crew. Gradually they ventured to climb the rocks, and even to assist each other. A point of the cliff was cleared, the heroic lighthouse keepers went into a pit of darkness on the rocks below to rescue all whom they could find. But for the heroism of these men the disaster would have been far greater.
been doubled. Meanwhile, men from the telegraph station on Cape Race had arrived on the cliffs, and assisted to alleviate the sufferings of hundreds of passengers.

These two disasters at Cape Race, coming as they did within a few hours of each other, at last roused the authorities to action, and public opinion demanded that something be done to combat the danger to shipping at this spot. A sum of £20,072 had accumulated through the tax levied on all shipping that passed Cape Race Light, and this money, together with the responsibility for building a new lighthouse, was handed over to the Canadian Government. The tax was abolished, and plans drawn up for a magnificent tower on the summit of Cape Race.

When the new lighthouse was completed in 1907 it proved to be one of the finest in the world. It is now a cylindrical tower of reinforced concrete 100 feet in height, and is surrounded by a light that ranks among the world's largest even to-day. A giant ray, produced by an incandescent oil-burner and mantle, gives a warning flash of a quarter of a second's duration every seven seconds, and this is visible to navigators at a distance of 19 miles. The light is estimated to be of 1,100,000 candlepower, and, since the height of the lantern is increased 87 feet by the cliffs, it is seen from an elevation of 195 feet above the sea.

Far above the graves of many men and many ships it stands, a mighty beacon that has become famous among mariners of all the world.

LARS HALVORSEN
Designers and Builders of Cruisers and Commercial Craft.

THE NAVY LEAGUE JOURNAL

December, 1938
"Remember, Prendergast, if another crisis occurs, you'll find me at the golf club!"

"A SCRAPPY ENGAGEMENT"

(Continued from Page 4)

"Thank you. The motion is carried. A mess scrap-book will be provided, having the advantage of Main-Ballast as honorary proprietor or keeper, whichever term he prefers."

And there the matter rested, except that Main-Ballast went round all the ships in harbour, asking for suggestions and returning at odd hours in the afternoon, looking dazed.

I opened it and was delighted to see that Main-Ballast, out of his scanty leisure, had already found time to fill the first page. A large white envelope, addressed to the Captain and Officers and stamped "Postage due, Three pence," occupied the centre of the page. Underneath, a caption ran "Part of the C. in C's Christmas Card."

I went away on leave shortly after and, on my return, found a handsomely-bound volume lying on a little wall-shelf in the Mess, with the ship's badge embossed in gold. Letterpress invited officers to collect any papers of interest to the ship and hand them to the indefatigable Main-Ballast for inclusion.

"Shinio Metal Polish is used exclusively by H.M.A. Navy and Defence Forces. "Shinio" Metal Polish is also used by the N.S.W. Fire Brigade Board. "Shinio" is also used by the Leading Hotels, Clubs, Shipping Houses, etc. "Shinio" cleans Silver and Brass equally well, and will not injure the most delicate surface of Gold, Electro-Plate, Silver, Brass, Copper, Aluminium, etc.

You do not know how beautiful your Silver and Brass can look until you have polished them with "Shinio," the world's greatest Metal Polish. It is no longer necessary to have two tins for polishing: one for Silver, and one for Brass.

"Shinio," the modern Metal Polish, imparts a magnificent lustre to both.

"Shinio Metal Polish"
SEA CADET NOTES

An Outline of the Work of the Navy League Sea Cadet Corps

By D. J. MORT

The training of a Navy League Sea Cadet is an effort to make the boys healthy in body and mind, by giving them Physical and Recreational training, besides the instruction they receive in useful subjects of seamanship and mind training.

Every boy looks forward to being able to take control of others and to fill an executive position, no matter what he undertakes to do. Boys joining a Navy League Sea Cadet Corps at the Depot get this opportunity and the discipline teaches them to be good citizens; and able to take the hard knocks that may come to them in life. They are taught to be obedient to their Officers, and respectful to parents and other citizens. Such an organisation must necessarily keep the boys off the streets, and with a cheerful and healthy outlook on their associates in the League, they do their best to make the Depot to which they are attached, the pride of the Corps.

Boys who cannot enter into the voluntary spirit of training are not desired, but every applicant is given a chance and serves his probation under strict discipline and every consideration is shown to his moods and reactions to such discipline. If he is in earnest and desires to become a good and efficient Cadet he is confirmed in the rating of Sea Cadet and signed up for 12 months, during which time he is subject to the Rules and Regulations of the Corps. The signing of the agreement does not bind the boy to the sea, but it does place him in honour bound to respect the Rules of the Organisation he has joined. The training at the Depot may seem a little rigid at times, but it is on the same lines as naval training and the subjects he is taught are on Naval and Mercantile Marine lines therefore it is necessary for him to take it very seriously if he wishes to go ahead. The various ratings in the League coincide with those of the Navy, such as Cadet Petty Officer, Leading Seaman, etc., and there is a great deal of study and work necessary to qualify for them.

Boys must be able to swim before they are allowed to enter a boat; this is necessary, in order to lessen the risk of danger in the event of the boat capsizing. Officers and Instructors are required to be good swimmers.

Cleanliness is essential. Officers pay particular attention to this point, and boys are expected to keep their persons and uniform spotlessly clean. When an opportunity occurs, cadets are taken away camping under the charge of competent officers. This is great fun and teaches them to be independent and able to look after themselves. During these camps they perform sentry duties and cooking and keep fit with Physical and Recreational training.

The boys pay 3d. per week, which goes into their funds. Such an organisation requires the support of the adult members of the League and thus we have a Committee for each Depot, who administer the financial side of this work. The more adults who become interested in the movement, the greater are the facilities for training, as their assistance means more gear for practical and theoretical training.

"VICTORY" TRAINING DEPOT.

(By L. R. V. Smith, O. in C.)

In the first place the complement of "Victory" would like to congratulate "Fairlight" Company on their fine parade on Saturday, 19th November, on the occasion of their "At Home." It is quite apparent that the Navy League Sea Cadets are now forging ahead.

On Thursday, 10th November, detachments from Manly, "Fairlight" and "Victory" attended the Royal Prince Alfred Hospital for the purpose of forming a guard of honour for Her Excellency, Lady Wakehurst at the unveiling of a statue of the Egyptian God of Medicine. Inhotep. Her Excellency inspected the guard, and after a most amusing incident occurred when Lady Wakehurst questioned one of the ratings, asking him his age. Being a careful Cadet he replied "Sixteen, Miss."

Taking into consideration the fact that the parade was held on a working day, and that examinations are being held in school at present, it was excellently attended. After the ceremony the guard fell out, and were treated by the Board of Directors of the Royal Prince Alfred Hospital to a very lavish spread, to which all hands did full justice.

Parades are going very well at V.T.D., and we are recruiting strongly and are very hopeful of having 100 on the books by Christmas. Ratings attending first-aid classes are very interested, and early in the next year we should have some sick bay attendants on the strength.

The Company is looking forward to the Christmas camp, to be held at the Basin, Pittwater. It is pleasing to see the League going out of the harbour for camps once again, and in a move keenly appreciated by members of the V.T.D.

At our last social, held on 19th October, the orchestra did not arrive, so after refunding the admission charge to our many supporters it was decided to hold a games night, which turned out to be a great success. To make up for our last social lapse we intend to put on a monster Christmas social on December 17th, on which occasion we hope to have our Patron, Sir Thomas Gordon, Kt., in attendance.

This being the last issue of the JOURNAL in 1938 we wish to extend our best wishes for a merry Christmas and a prosperous new year to your orders "Ship per Patrick Steamer" and get all the advantages of Patrick service.

JAMES PATRICK & CO. PTY. LTD.
SCOTTISH HOUSE, BRIDGE STREET, SYDNEY
Telephone: BW 4181 [6 lines]
all associated with the Navy League and its Sea Cadet Corp, and, as in previous months, are proud to be able to report ALL WELL AT V.T.D.

"FAIRLIGHT N.L. TRAINING DEPOT (D. J. Mort, Officer-in-charge)"

The normal training routine of the Depot will commence on Wednesday, 23rd November. Two Classes are under instruction, No. 1 Advanced, and No. 2 New Entry Class. The alterations, although not quite finished, have reached a stage that makes it possible to commence training under better conditions than before. The Depot now has a small, but very serviceable Drill Hall. The Strength is now, two Officers one C.P.O., one Petty Officer Instructor and Yeoman of Signals, one Petty Officer, Provisional, one Leading Seaman Provisional, one Writer, one ordinary Signalman, four new Entries. Total 14. Mr. Farr who is attached to H.Q.S. is borne on "Fairlight" books as Supernumerary.

On Saturday, 19th November, "Fairlight" held an "At Home," which is reported elsewhere. Warrants were presented to the Officer-In-Charge and Chief Officer.Badges were awarded as follows—: Petty Officer Thomas, Crown (Instructor), Yeoman of Signals Provisional, Marksman, Leading Seaman Treers, Petty Officer Provisional, Able Seaman Goodwin Leading Seaman, Ordinary Seaman Simmonds, Ordinary Signalman, Ordinary Seamen, Smith and Hether: Ordinary Signalman, Provisional. "Fairlight" now reports "All's Well," and hopes to make good progress in the future.

"FAIRLIGHT" DEPOT RECOMMISSIONED.

A very successful ceremonial parade was staged at "Fairlight" on the occasion of the recommissioning of the depot on Saturday, 19th November. A large number of guests were invited, and a muster of some 200 — including parents and friends of officers and ratings — attended what proved to be a spectacular and splendid performance.

The official party included Rear-Admiral J. B. Stevenson, C.M.G., President, Navy League; Mrs. and Miss Stevenson, Judge A. P. Backhouse, Chairman, Navy League; Commander Hixson, Honorary Secretary, Navy League, and Mrs. Hixson, Sir Kelso King, Joint Honorary Treasurer, Navy League and Miss Olive King; Mr. C. M. C. Shannon, Joint Honorary Treasurer, Navy League; Mrs. Shannon and Master Shannon, Commander and Mrs. Spain, Mr. T. H. Silk, Captain and Mrs. E. J. Bayldon, Captain and Mrs. Hart, Captain Hempton, Mr. and Mrs. Eric Blackmore, Miss Blackmore and friend, Mr. Rowe, Mrs. and Miss Flochart, and Captain William Hill, Secretary, Navy League.

The programme arranged by Mr. D. J. Mort, Officer in Charge "Fairlight," and rehearsed for several weeks prior to the event, ran very smoothly, and reflected considerable credit on the hard training and good staff work that showed its evidence on the great day.

On arriving, Rear-Admiral Stevenson inspected a guard of honour and took the salute at the march past of the ship's company. Signalling, knotting, physical training, and boatwork displays were given under the general charge of Mr. Grant, Chief Officer of the depot. Instructor Petty Officer Thomas handled his various squads with great efficiency, and the squads themselves deserve great praise for the almost clockwork precision with which they carried out evolutions.

At the conclusion of the display badges were presented to ratings, and Warrants issued to several who joined in so wholeheartedly. The programme carried out by the depot was presented to the audience and a guard of honour and took the salute at the march past of the ship's company. Signalling, knotting, physical training, and boatwork displays were given under the general charge of Mr. Grant, Chief Officer of the depot. Instructor Petty Officer Thomas handled his various squads with great efficiency, and the squads themselves deserve great praise for the almost clockwork precision with which they carried out evolutions.

The whole parade was the cause of considerable enthusiasm among the spectators, and the greatest of credit is due to all those taking part.

The thanks of "Fairlight" and the Navy League are due to the officers and ratings of other Companies who joined in so wholeheartedly in order to make the recommissioning a success, and last, but certainly not least, thanks are due to Commander and Mrs. Hixson for their hospitality and generosity in making their home and grounds available, and to Mrs. Chase and the ladies of the "Fairlight" committee, who worked so hard to make the social side of the occasion the success it undoubtedly was.

December, 1938
**HOW THEY DO IT IN AFRICA!**

**1st Rhodesia N.L. Sea Cadet Corps**

**REPORT ON FIRST ANNUAL CAMP.**

**Heled at Mazoe Dam from 23rd August to 6th September, 1938.**

One officer and twenty-two Ratings left Salisbury on the 23rd August, for the site appointed on the west bank of the Mazoe Dam by the B.S.A. Company. This was reached about 11 a.m. Immediately on arrival, parties were detailed to erect tents, dig camp latrines, etc., and to scuff a certain amount of ground. Tents (marquees, bell and cottage) were erected by the Cadets themselves (only one native being in camp to assist with the kitchen). They also dug the trenches to a depth of 24 ft. in very hard ground. The site allocated was in fairly thick bush, with little or no shelter from the midday heat. Trees were not allowed to be cut, and consequently, tents had to be pitched wherever space was available.

The kitchen was in working order by 3 p.m., tea was served at 4 p.m.

**THE KITCHEN.**

The kitchen was in working order by 3 p.m., and tea was served at 4 p.m.

The health of the Cadets was excellent throughout. Minor accidents, temperatures and stomach troubles were very mild, and, with the excellent first aid and medical equipment provided, were easily dealt with. Three cases of influenza were reported to the medical officer who visited the camp. On his advice these three Cadets were sent in to Salisbury. Subsequent enquiries showed that it was very mild and, with the exception of one, they were all out and about again within a day or so. The government medical officer who visited the camp was satisfied with all camp arrangements, but not with the site. He reported the conditions to the Director of Medical Services, who, himself, visited the camp on Sunday, August 28th.

**THE CADET AND THE OFFICER.**

Lt.-Col. Martin expressed his disappointment with the site, and intimated his intention to try and arrange for a more suitable spot for the Corps’ permanent camp. Up to the time of striking camp, no further instructions were received in this connection.

**MESSING.**

The Messing was in many ways extravagant. The Cadets were each charged 1/- per diem, and in some cases this was impossible to collect. Fresh bread, meat, milk and vegetables arrived on Mondays, Wednesdays and Fridays. The only tinned food opened in camp was milk and jam. It is not possible as yet to give full details of costs, but it is very certain that the Messing will be high. This was very necessary for two reasons: (1) The extreme youth of some of the Cadets, and (2) the fact that it was the first camp of this nature in the colony.

Five cadets of under 11 years of age were in camp — at the express wish of their parents. Although they stood up to the work given them quite well, it was in ways a mistake. Each of them needed so much individual attention at all hours and in many ways.

**DISCIPLINE.**

The discipline of the Cadets was exemplary. On one occasion only, a Cadet was found on Main Guard duty between the hours of 2 and 4 a.m. In this particular case, the Cadet concerned had, through some oversight, been on two guards in three days. and it was

---

**BIRT & COMPANY (PTY.) LIMITED**

No. 4 Bridge Street — Sydney

Telephone: BW 1421 (7 lines)

Box 544 B, G.P.O.

Also at 64 EAGLE STREET, BRISBANE.

MUSGRAVE COLD STORES, MUSGRAVE WHARF, SOUTH BRISBANE

SHIPPING & GENERAL AGENTS

Agents in Australia for:


Tourist Agents:

The New Zealand Government Tourist and Trade Bureau, Imperial Airways Ltd.

Cargo and Passenger Services from Australia to United Kingdom, Continent, America and the East. Taking Wool, General Cargo and Refrigerated Cargo at Lowest Current Rates.

Particulars of Passenger accommodation and Fares will be furnished on application.

Agents for:

Van Hovingen and Kircaldy's Anti-corrosive and Anti-fouling Compositions for ships' bottoms.

---

**THE NAVY LEAGUE JOURNAL**

December, 1936
felt that a reprimand met the case. It is here interesting to note that one Cadet (aged 13 years) when visited at 3 a.m. one morning, reported having seen "a large dog with spots" pass the Guard tent. Investigation at daybreak showed the unmistakable spoor of a large leopard. Certain minor incidents of a nature to be expected from lads of such varying ages occurred. This was in a way helpful in that it assisted in marking out certain Cadets for further observation with a view to promotion and their ability to carry such promotion.

**GENERAL:**

The Cadets, on the first day that the "Whaler" was seaworthy, performed a commendable action. Two yachtsmen were capsized on the far side of the dam, and despite the Cadets' inexperience with oars and boatwork, they succeeded in reaching the men and also towing in the wreck.

No bathing was allowed and all water was boiled before use in either cooking or drinking.

The Cadets, on frequent occasions, scrubbed their own uniforms, so necessary owing to the conditions of the camp site.

The camp, although organised for the purpose of preparing the site for more permanent use, was successful in all respects but this. It is felt that the Cadets learned a certain amount of self-reliance, a large amount of naval routine work and boatwork, besides learning to do their own washing and to generally look after themselves without the aid of native servants. They also benefited by the practical demonstration of camp life and hygiene.

It is felt that, in the event of future camps, more adult assistance is necessary; for one man only, it is an almost impossible undertaking. The camp was visited by the Hon. Minister for Defence, who expressed his appreciation of the work in progress and general conditions. The Hon. Minister gave practical expression to his appreciation by sending the Cadets a large box of minerals. This was utilised in "Splicing the Mainbrace," and drinking the Minister's health by all Cadets and visitors.

---

**Visit the Orient...**

for Glamour, Romance, Charm.

A.O. Line gives you the last word in comfort and interest on a holiday trip to the East. Monthly sailings by the British Steamers "CHANGTE" and "TAIWING" provide excellent accommodation, both First and Second Class, and also Private Suites. See Australia's showground of marine life; the Barrier Reef and Thursday Island on the way to HONG KONG, CHINA, JAPAN and the PHILIPPINE ISLANDS.

- First Class
- Return Fare to Japan £90
- Return Fare to Hong Kong £76

(NO EXCHANGE)

Obtain full particulars, itinerary, etc.

from

A-O. Line

(Incorporated in Hong Kong)

G. S. Yuill & Co. Pty. Ltd.

[Managing Agents]

6 Bridge Street, Sydney

---

**NAVAL NOTES**

**H.M.A. SQUADRON**

**Programme for Period 6th February to 28th April, 1939.**

- Independent Cruise
- H.M.A. "CANBERRA" (Bying the Flag of the Rec.-Admiral Commanding, H.M.A. Squadron), H.M.A. "SYDNEY," H.M.A. "HOBART" and H.M.A. "VOTAGER" will carry out the following programme, which, however, is provisional only and liable to alteration at any time:

**H.M.A.S. "CANBERRA"**

<table>
<thead>
<tr>
<th>Place</th>
<th>Arrive</th>
<th>Depart</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sydney</td>
<td></td>
<td>13th February</td>
</tr>
<tr>
<td>Hobart</td>
<td>17th February</td>
<td>16th March</td>
</tr>
<tr>
<td>Portland</td>
<td>23rd March</td>
<td>16th March</td>
</tr>
<tr>
<td>Melbourne</td>
<td>3rd April</td>
<td>16th April</td>
</tr>
<tr>
<td>Jervis Bay</td>
<td>19th April</td>
<td>28th April</td>
</tr>
<tr>
<td>Sydney</td>
<td>28th April</td>
<td></td>
</tr>
</tbody>
</table>

**H.M.A.S. "SYDNEY"**

<table>
<thead>
<tr>
<th>Place</th>
<th>Arrive</th>
<th>Depart</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jervis Bay</td>
<td>6th February</td>
<td>18th February</td>
</tr>
<tr>
<td>Hobart</td>
<td>17th February</td>
<td>16th March</td>
</tr>
<tr>
<td>Waterloo</td>
<td>3rd March</td>
<td>18th March</td>
</tr>
<tr>
<td>Adelaide</td>
<td>1st April</td>
<td>18th March</td>
</tr>
<tr>
<td>Port Fairy</td>
<td>3rd April</td>
<td>16th April</td>
</tr>
<tr>
<td>Jervis Bay</td>
<td>19th April</td>
<td>28th April</td>
</tr>
<tr>
<td>Sydney</td>
<td>28th April</td>
<td></td>
</tr>
</tbody>
</table>

**H.M.A.S. "HOBART"**

<table>
<thead>
<tr>
<th>Place</th>
<th>Arrive</th>
<th>Depart</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jervis Bay</td>
<td>6th April</td>
<td>(When ready)</td>
</tr>
<tr>
<td>Hobart</td>
<td>17th February</td>
<td>16th March</td>
</tr>
</tbody>
</table>

**INDEPENDENT CRUISE**

- Melbourne: 6th April
- Westernport: 13th April
- Jervis Bay: 19th April
- Sydney: 28th April

December, 1938

---

**H.M.A. "VOTAGER"**

<table>
<thead>
<tr>
<th>Place</th>
<th>Arrive</th>
<th>Depart</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jervis Bay</td>
<td>6th February</td>
<td>18th February</td>
</tr>
<tr>
<td>Hobart</td>
<td>17th February</td>
<td>16th March</td>
</tr>
<tr>
<td>Port Arthur</td>
<td>13th March</td>
<td>16th March</td>
</tr>
<tr>
<td>Sydney</td>
<td>14th March</td>
<td></td>
</tr>
</tbody>
</table>


Lieutenant-Commander: Philip C. Patten-Thomas to "Cerberus" for passage to England per "Orcades" for reversion to the Royal Navy, 8th November, 1938; Thomas A. Godsell to "Cerberus" additional for duty at Navy Office as Assistant Inspector of Naval Ordnance, 9th September, 1938; Philip Bailhache to "Canberra" as Observer, and as Squadron (O) Officer, 2nd November, 1938.

Lieutenant: Ian H. McDonald to "Cerberus" for passage to England per "Oronsay," 27th October, 1938; John J. Coey to "Moresby" and as Assistant Surveyor, 14th Class, 12th September, 1938; Ronald J. Robertson to "Cerberus" for passage to England per "Oronsay," 25th October, 1938.

Acting Sub-Lieutenant: Thomas Milner to "Penguin" additional, 15th October, 1938.


Signal Boatswain: John G. Wolmer to "Cerberus" and for Signal School additional, 27th September, 1938; Charles H. Nicholls to "Canberra," 1st October, 1938.

(Continued Overleaf)
The following Officers have been appointed to H.M.A.S. "Hobart" on commissioning, to date 28th September, 1938:—

Captain Robert R. Stewart; Commander George S. Stewart; Lieutenant-Commander (N) David H. Harris; Frederick R. James; Christopher W. Johns; Lieutenant (G) Richard C. J. Dryer; Charles J. Stephenson; (T) Thomas K. Morrison; (E) Eric E. Mayo, (O) Claud V. S. Malleton; (G) William B. M. Marks; George W. A. Langford; William K. Tapp; James M. Ramsay; Timothy M. Synnot; Commander (E) Allan D. Cairns; Lieutenant-Commander (E) Harrie; G. D. Oliver; Edward P. Liddell; Kenneth McK. Drquhart; Paymaster Commander (E) R. G. Sharp; Paymaster Sub-Lieutenant (G) Richard Jellicoe; Paymaster Lieutenant Keith T. Manders; Paymaster Lieutenant-Commander 15th September, 1938; Paymaster Lieutenant-Commander (E), 1st October, 1938; Sub-Lieutenant (E) Leslie L. Williams to Paymaster Commander (E), 1st October, 1938; Lieutenant (E) Ronald Phillips to Paymaster Lieutenant-Commander (E), 1st October, 1938; Sub-Lieutenant (E) Leslie L. Williams to Lieutenant (E), 16th September, 1938; Paymaster Lieutenant John C. E. Burston to Paymaster Commander (E), 15th September, 1938; Mechanician 1st Class Stanley W. G. Haileymay to Acting Warrant Mechanician, 21st September, 1938.

When the margin's full of safety, When the weakest in the Fleet Is a Hyper-Super-Dreadnought, When the Squadrions are complete, Let us pause awhile and ponder, In the light of days gone by, With their strange old ships, and weapons, What our Fathers did and WHY,

Then, if still we dare to argue. That we're just as good as they, We can seek the God of Battles, On our knees and humbly pray That the work we leave behind us, When our earthly race is done, May be half as well completed As our Fathers' work was done.

**IF STILL WE DARE TO ARGUE**
—From "Our Fathers."

By Admiral R. A. Hopwood.

Wherefore, when we've raced the seagulls, Run submerged across the Bay, When we've tapped a conversation, Fifteen hundred miles away, When the gyroes spin superbly, When we've done away with coals, And the tanks are full of fuel, And the targets full of holes.

When the Staff of Life... is a **STURDIER STAFF** if spread with **NORCO BUTTER**

Be sure to ask for...

**"THE BUTTER OF PERFECTION"**

---

**REMEMBER OUR ADVERTISERS!**

We ask you to keep in mind the firms advertising their products in the Journal.

These are the people whose co-operation has made the production of your magazine possible, and you will do both the Journal and the Navy League a service by consulting them for your various requirements.

And, in doing so please mention—

"THE NAVY LEAGUE JOURNAL"
Motor Launches and Engines hold pride of place in aquatics. They are used by 99% of the Launch "Hire Drive-Yourself" services throughout Australia. The Launch illustrated above is a 16ft. CHAPMAN WONDER LAUNCH fitted with the famous CHAPMAN "MASTER-PUP" Motor, the popular size. We carry in stock a complete range of launches from 12 to 20ft. in open, half-cabin and coach-house types.

Remember the two epic ocean trips of the famous 16-foot motor boat "Pup," from Sydney down the N.S.W. and Victorian coasts, then across Bass Strait to Tasmania, eventually almost circumnavigating that State. Voyage number two was from Sydney, to and beyond the top peak of Australia: all under the power of a CHAPMAN 2½ h.p. engine. After these two voyages, both boat and engine were in excellent condition and further trips of hundreds of miles have since been done.

Never has any other make of engine or boat of these sizes accomplished such remarkable feats.

Also engines from 2½ to 10 h.p. operating on petrol, and the new 10 h.p. Diesel Engine.

Our new pay-as-you-go policy enables you to secure one of these fine launches for £5, paying off the balance at a mere few shillings per week.

CHAPMAN & SHERACK
ENGINE MANUFACTURERS AND LAUNCH BUILDERS

CLARA STREET, ERSKINEVILLE, N.S.W.
City Showroom: 70 Oxford Street, Sydney
PLEASE NOTE

THIS MATERIAL WAS FILMED AT A REDUCTION RATIO OF 16.5x