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The Navy League Journal

Vol. XI. No. 5.

SYDNEY, SEPTEMBER, 1930.

PRICE 3d.

A BOOK has recently been published in London by Henry Stevens, Son and Stiles, entitled

New Light on the Discovery of Australia as revealed by the Journal of Captain Don Diego Prado y Torrec, edited by Henry N. Stevens, M.A., F.R.G.S., etc., containing Prado's manuscript and Torres' Relation of the voyage from his own deductions, and has made a grave error in including only a small, very crude sketch of New Guinea and Torres Strait to illustrate the track which he considers Torres' made, whereas he should have produced an authentic copy of an Admiralty chart from which could be judged the value or otherwise of his deductions.

I hope soon to make a full technical analysis of the whole voyage deduced from Torres' letter and Prado's manuscript as a continuation of my analysis of Torres' letter published in the Royal Australian Historical Society's Journal, Vol. XI., Part 3, 1935; but on account of Stevens' most misleading deductions, it seems best to at once make available a brief summary of the voyage through Torres Strait, as deduced by myself from
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These documents, for I have navigated in the track of Torres for many years, and Stevens has endeavoured to show that my above-mentioned article is entirely wrong, whereas it will be seen that it is almost entirely substantiated by Prado's manuscript.

As is well known to students of Quiros and Torres, Prado left Callao on December 21, 1605, with Quiros, but on account of trouble between the two, was transferred to Torres' vessel at the New Hebrides, thus continuing the voyage with him through Torres Strait to Manila.

Prado's recently discovered manuscript is not a Journal, but is a most interesting narrative written by him years after the voyage had ended, when he was a monk of the Order of Saint Basil the Great in Madrid. He states that he was in chief command of the expedition from the New Hebrides to Manila; but there are so many contemporary documents by Torres, Quiros, and Prado himself, each one of which refers to the voyage and discoveries of Torres, with no reference to Prado's, that Mr. Dixon and myself do not for one moment believe this statement of Prado's, but are firmly convinced that Torres was in chief command, as has been believed during the past three hundred years.

The narrative was evidently compiled by Prado from some Journal or another, and was probably written to interest his brother monks, but it forms a most valuable supplement to Torres' letter, clearly showing that their track between Australia and New Guinea was through Bligh Channel, on the northern side of Banks and Mulgrave Islands, and that their nearest approach to Australia was at Mount Ernest Island, in latitude 10° 14', twenty-seven miles distant from Cape York.

FROM NEW HEBRIDES TO TORRES STRAIT.

As this short article is written to show Torres' track through Torres Strait, only the briefest of summaries can be given of his voyage from the New Hebrides to the Strait, and of the final part from South West New Guinea to Manila. Large scale Admiralty charts only should be used in tracing out his courses; small maps, which do not show any soundings, are of little real assistance.

Torres, with Prado, aboard the San Padrue, of forty tons burden, manned by forty sailors and half a dozen officials and monks, in company with a launch named The Three Kings, manned by twelve sailors and its captain, left the Bay of St. Philip and St. James, Espiritu Santo Isle, New Hebrides, on about June 28, 1606. Although Prado states that he was in chief command, we have not the least doubt but that Torres was the commander. Prado gives the latitude of the bay as 15° south, whereas it is 15° 10', and he gives the circumference of the island as about thirty leagues, whereas it is nearer sixty leagues. With south-east trade wind blowing, they sailed in a south-westerly direction, without seeing any land, to about latitude 20° in the Coral Sea, in about longitude 150° east, when they hauled up towards north-north-west to clear the eastern end of New Guinea, intending then to sail direct to Manila.

However, on July 14, they sighted land ahead, probably Tugaha Isle, South-East New Guinea, and they could not work to windward to round its eastern extremity, so were forced to sail to the westward looking for a passage through the reefs. They found one, and anchored almost certainly in Sukuri Bay, off Sideia or Basilisk Island, in latitude 10° 14', near the east end of New Guinea, on July 18 or 19. Prado made a very crude sketch of the vicinity on which most distances and many bearings are very inexact, although every place he names is easily recognisable: and it is a joy to read his description of their doings in the vicinity, as they can so easily be followed. He does not write a daily journal, but only mentions episodes of a few days, which would interest his brother monks, during the stay of fifteen days in this harbour. Throughout his entire narrative he very seldom gives any courses steered by compass or distances sailed, but makes bad guesses at distances when near land. For instance, during their stay at Sukuri Bay, he says the Bay of St. Millan is about thirty leagues in circumference, yet his sketch made years before the narrative was written, shows it as about seven and a half leagues, and the correct distance is about six leagues.

During these fifteen days they saw open water to the eastward, but knew it was no use attempting to sail out that way, for their ship could not sail closer to the wind than eight points or ninety degrees.
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NOTES OF THE MONTH.

Sea Cadets from Birchgrove, Drummoyne, Leichhardt, Eastern Suburbs, Mosman, North Sydney, Woolwich, Cooks River and Balgowlah have arranged to march in the procession organised to assist the Royal Prince Alfred Hospital on September 20. The meeting place will be Abercrombie Street, City, and the time 2 p.m. Mr. Forsythe is officer of the day.

At the Royal Shipwreck Relief Society's Concert to be held at the Sydney Town Hall on September 15, Cadet R. Collison of Woolwich Coy. will be presented with the Humane Society's Bronze Medal for saving life. The State Governor will make the presentation. Mr. S. Cooper will be in charge of the Guard of Honor to the Governor.

Officers and cadets of the Elizabeth Bay Coy. are most grateful to Commander and Mrs. E. R. G. R. Evans, C.B., D.S.O., will review the Officers of the Day and Starter will be Mr. L. E. Forsythe, and the Timekeeper Mr. Dan. Waterfield. A Judge will be provided by the Club.

The Officer of the Day and Starter will be Mr. L. E. Forsythe, and the Timekeeper Mr. Dan. Waterfield. A Judge will be provided by the Club.

At all future Navy League boat races it will be necessary for overseas competitors to meet a list showing the age of each member of the crew to the starter prior to the race. Failure to do this will entail disqualification.

It is pleasing to announce that Rear-Admiral E. R. G. R. Evans, C.B., D.S.O., will review the cadets before the end of the year. Mr. L. E. Forsythe is responsible for such welcome news.

The entries and handicaps for the Navy League Cadets rowing race, to be held under the auspices of the Royal Motor Yacht Club on a date to be decided, are as follow:

<table>
<thead>
<tr>
<th>Company</th>
<th>Type of Boat</th>
<th>Handicap</th>
<th>Starting Flag</th>
</tr>
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<tbody>
<tr>
<td>Drummoyne</td>
<td>Cutter-gig</td>
<td>22 secs.</td>
<td>Yellow</td>
</tr>
<tr>
<td>Woolwich</td>
<td>Cutter-gig</td>
<td>22 secs.</td>
<td>Yellow</td>
</tr>
<tr>
<td>Manly</td>
<td>Cutter-gig</td>
<td>22 secs.</td>
<td>Yellow</td>
</tr>
<tr>
<td>Eastern Suburbs</td>
<td>Whaler</td>
<td>79 secs.</td>
<td>Green</td>
</tr>
<tr>
<td>Birchgrove</td>
<td>Cutter</td>
<td>90 secs.</td>
<td>Red</td>
</tr>
<tr>
<td>Drummoyne</td>
<td>Cutter</td>
<td>90 secs.</td>
<td>Red</td>
</tr>
<tr>
<td>Birchgrove</td>
<td>Gig</td>
<td>104 secs.</td>
<td>White</td>
</tr>
<tr>
<td>Drummoyne</td>
<td>Gig</td>
<td>110 secs.</td>
<td>Blue</td>
</tr>
<tr>
<td>Leichhardt</td>
<td>Gig</td>
<td>110 secs.</td>
<td>Blue</td>
</tr>
<tr>
<td>Mosman</td>
<td>Gig</td>
<td>110 secs.</td>
<td>Blue</td>
</tr>
<tr>
<td>Woolwich</td>
<td>Gig</td>
<td>110 secs.</td>
<td>Blue</td>
</tr>
<tr>
<td>North Sydney</td>
<td>Gig</td>
<td>110 secs.</td>
<td>Blue</td>
</tr>
<tr>
<td>Balgowlah</td>
<td>Gig</td>
<td>110 secs.</td>
<td>Blue</td>
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</tbody>
</table>

The opportunity is here taken to offer them our united sincere thanks.

Royal Naval House not being available, the usual Navy League Nelson Night ceremonies will not be held in the city this year. It is hoped that some of the companies with suitable halls will suitably commemorate the name of the great seaman on October 21.
North Sydney.

(Contributed by Mr. E. A. Salmon, R.N.)

Maply.

(Contributed by Mr. B. Collins, O.C.)

A social evening for cadets and their friends was held at the Depot early in the month, when the enjoyable time was spent. We find that such functions, though small, help to publish the useful activities of the cadets in North Sydney.

The cricket match between Mosman Bay Company and our lads ended in a draw owing to the limited time available.

Petty officers and cadets recently attended a Church parade at St. Augustine’s in company with Mosman and Balgowlah cadets.

All hands are working with a will and it is expected that our efforts will start to yield results by the end of October. Cadets are also training hard for the exams to be held shortly, when not a few of them expect to pass for petty officers. Our boots are being reconditioned, and the lads will give a good account of themselves at the forthcoming boat races.

We thank Musicians Sharpe, Gangham and Welther for their splendid work in organising the cadet parades in the interests of the Company.

Woolwich.

(Contributed by Mr. C. Tenefer, R.C.)

The success of this company is largely due to the splendid generosity of the following:—Mr. E. Boston who supplied the fittings and installed the electric light in the depot; the Southern Portland Cement Co., for donating 24 bags of cement for the boat-ship; Messrs. H. Hiller, Sen., H. Hiller, Jun., J. Brownlow, and J. Hughes, for providing materials to the concrete; Mrs. Robinson for her gift of £5; and to Mr. Harry Shelley for his £25. Woolwich is not the only company which gladly acknowledges the wonderful help accorded by Mr. Shelley. And to Mr. Pierce, the chief officer, and the cadets for their untiring efforts, and to members of the Committee for their willing support, I tender sincere thanks. To Mr. Clarke, Mayor of Hunter’s Hill, who kindly interested himself in the building of the depot, all hands wish to convey their thanks.

With the addition of the fine lads from the old Lane Cove company this unit continues to thrive. We are glad also to have the interest of Messrs. Hetherington and Lanston. We hope that the latter’s Honor Cup will long remain with the cadets of Woolwich Company.

Usurp.

This Company is still making steady progress, what is needed most is a boat of any description before the Summer. On the 16th August a party of boys spent an enjoyable day on board the Pilot Ship Captain Cook. It was very interesting to see how the Pilots were put on board. Some of the boys who had been on board the Captain Cook told the boys what the different signals meant, and all about Pilot bags. Numerous Ablutions caused much excitement to the boys as they glided over the waves, some of the lads had never seen such wonderful birds before, and they remarked at the great spread of their wings. During lunch hour the gold was guarded with hungry boys who ate everything that was available. Most of the afternoon was spent in playing games while the steamer lay at her moorings in Watsons Bay. At four o’clock they left the ship never to forget their first trip outside Sydney Heads.

On Saturday 23rd of August we attended the unveiling of the Anchor from the “Dunbar” at the Gap. There were several old volunteers present, and they were delighted to see our young cadets in their smart uniforms.

Cook's River.

The month has been fairly quiet with Cook’s River cadets. Next year we shall have our own recreation ground, when it will be possible to invite any Sea Cadet Company to compete with us in various games.

The “Wreck of the Dunbar” ceremony at Camperdown Cemetery was attended by us in company with the other units from Birchgrove and Leichhardt, together with Birchgrove Band.

Mr. Gledhill warmly thanked the Navy League officers and cadets for their attendance.

A suitable site of land has been leased to Cook's River Company by the Public Works Department, all hands wish to convey their thanks. With the addition of the fine lads from the old Leichhardt, together with Birchgrove Band.

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Voyage of Torres—Cont. from page 7.

water changes but little, and in three hundred years the greatest change appears to be less than two hours; at any rate it is sufficiently near to show us whether ebb or flood tide was flowing in the morning, and we thus find that for the previous week ebb tide was flowing to the eastward during the morning. From this we see that on leaving Dauan and Saini, trying to steer south-west or south-south-west to clear the shoals, they had seen, with speed of about four miles per hour, and tide setting east-north-east about three miles an hour, they would only make a south to southeast course, which would bring them on to Warrior Reefs. Next night was very stormy until daybreak, when they went to a safer anchorage.

"Seeing that we could not get clear of these shoals . . . . we decided not to weigh anchor until low water, and to go with the foresail only to direct the ship . . . . and to anchor on top of the tide. The opinion was as if it had come from heaven, for in this way we secured the ship from damage. The opinion was as if it had come from heaven, for in this way we secured the ship from damage."

Prado states it would lie a league and a half in north latitude, south of Dungeness (or Warrior Reefs). There was a lot of pumice-stone on it, so we decided not to weigh anchor until low water, and to go with the foresail only to direct the ship . . . . and to anchor on top of the tide. The opinion was as if it had come from heaven, for in this way we secured the ship from damage.

It must now be pointed out that the last date Prado gave was September 22, and that the next one he gives is October 3—that is eleven days between; but it will be noticed that in his narrative he mentions them as being at anchor or sailing on eighteen days, so that he has overstated some of the numbers of days taken en route and at anchor.

We set sail from here (Monserrate) in search of other islands, and at the end of three days we anchored between two islands to take in water. The other islands were the lofty and large Banks and Malgrave (Bada). They anchored off Banks and Malgrave on their northern or lee side near the eastern entrance to Bligh Channel in about latitude 10° 4', having sailed about twenty-three miles in nine fathoms, were Burke, Pole, and Mount Ernest, which is the highest, being seven hundred and fifty feet. Here they anchored, and named it Monserrate; and this was the nearest approach of Torres to Australia. He was then in latitude 10° 14', distant twenty-seven miles from Cape York. They could not see Australia from the ship, but if they climbed up the hills and it was very clear, they would be able to see the hills near Cape York; if it were hazy, as it so often is in the Strait with the south-east trade winds, they would not be able to see a distance of twenty-seven miles. I would suggest that the name of Mount Ernest be changed to the original Monserrate, as being a fitting memorial to Torres and his men, and as marking their nearest approach to Australia.

It must now be pointed out that the last date Prado gave was September 22, and that the next one he gives is October 3—that is eleven days between; but it will be noticed that in his narrative he mentions them as being at anchor or sailing on eighteen days, so that he has overstated some of the numbers of days taken en route and at anchor.

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Prado does not mention any islands at all being visible to the southward.

Prado continues: "So great was the number of flies they call cantharides that it seemed as if they wanted to eat the men up. These are probably a species of March fly which infest these islands. He continues: "The Indians fled to the hills, and we got a fine supply of very clear water. On the following day, the contrary currents were so great and so strong that it was necessary to have two men at the helm to keep the ship's head against the stream, and this lasted for eight days and nights. It kept the name of Isla de las Con-charidias."

The tidal streams rush through Bligh Channel with great velocity, fully six miles per hour; this caused their vessels to steer about so wildly that they had to steer them, whilst lying at anchor, in the same manner as if they had been sailing at the same rate, in order to prevent parting their cables.

Prado continues: "After the said currents ceased we proceeded towards two islands of no great size, passing along a very narrow channel which formed some shoals; we did not reach them, for we did not need to." These two islands are Jervis (five hundred feet high) and Florence (one hundred and sixty-five feet), small islands five miles to the northward separated from Bligh Channel by Jervis Reef. The very narrow channel is Bligh Channel, which is only half a mile wide, and in places only a quarter of a mile, and its western entrance is almost blocked up with shoals. When these reef navigators Torres and Prado say "a very narrow channel," they mean it is very narrow; they do not mean a channel like Endeavour Strait, which is seven miles wide through nearly all its length. And Bligh Channel is what Torres refers to when he states that at 11° in latitude 10", as so many of us have believed for years.

Such is definitely Torres' track through the western channels of the Strait, as derived from the narratives of Prado and Torres. For a hundred years men have been wondering what was his actual track, and this Prado manuscript has definitely shown it to us, and that they had not the least suspicion that they had passed through a strait with a large continent as its southern boundary: hence the great importance of this Prado manuscript as shedding new light on the non-discovery of Australia.

Prado continues: "And at the end of two days, on the eve of St. Francis, we found other islands towards the north, and among them one bigger than the rest; and at nightfall we anchored in five fathoms at half a league from the island; and at midnight the ship began to give bumps on the bottom which, had it not been of clay, would have smashed it to pieces. We lightened the deck and paid out the cable, and with this it righted; the launch was nearer to the island, but being a small boat, escaped that danger."

This shows us that directly they got clear of Bligh Channel they stood to the northward, still in three to nine fathoms, in order to again pick up the New Guinea coast; and after sailing cautiously thirty-two miles in two days, they found Kerr Isle and Deliverance Isle with extensive reefs, Deliverance Isle being the bigger. They anchored there, and bumped at midnight, but the bottom, being mud and sand, the ship was undamaged. The eve of St. Francis gives the date as October 3, that is, eleven days between these two dates, although in his narrative Prado mentions sailing or lying at anchor for eighteen days. At Deliverance Isle they could see coastal trees from aloft, so they were again able to keep in sight of the coast, following it to the north-west and west in open water of three to nine fathoms without being dependent on tides. Sailing sixty to seventy miles a day would bring them off the south-western point, Cape Valsche, on October 8, where they saw the land trending away to the northward and so recognised that they had finished with coasting along the south coast in shoal water. TO BE CONCLUDED IN NEXT ISSUE.
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The Navy League Journal
Vol. XI, No. 6, Sydney, October, 1930. Price 3s.

**Voyage of Torres**

by Correspondent FRANCIS J. BAYLON, F.R.G.S., N.N.

Principal, Sydney Naval School.

Prado thus continues from Delaveraz Jole:—

“God was pleased that we should henceforth find more water, so that we had not to wait for the tides. The wind being a strong breeze, we went out towards the north, and discovered a lofty cape of the great country; we steered towards it, and saw on anchoring that the coast ran in a different direction, and perceived that there was an end of the coast. Prince of Wales, Wednesday, etc. Had they actually sailed there, they would have found that a distance of fifty leagues would extend far down into the interior of Cape York Peninsula; also that twenty-five fathoms would have been obtained most of the way from Endeavour Strait to Cape Yalke. Torres also impresses us, at this cape, that they went along this coast, as far as we could judge, about fifty leagues in a southern direction. It pleased God that at this cape we got away from the shoals. They gave it the name of Cabo de San Pablo; it is in 85° altitude.”

Cape Yalke, in latitude 85° 31’, is not a lofty cape; it is low lying and densely wooded, as is all the south and south-western coast of New Guinea. Prado impresses us that for thirty-four days, from about September 4 to October 8, they were amongst rocks and shoals, and, his annotation adds, in four or five fathoms, extending southwards, "as far as we could judge," about fifty leagues; that is an estimation, not an exact distance, probably guessed at when they were at Malgravo or Banks Isle, from the appearance of the group of islands, Prince of Wales, Wednesday, etc. Had they actually sailed there, they would have found that a distance of fifty leagues would extend far down into the interior of Cape York Peninsula; also that twenty-five fathoms would have been obtained most of the way from Endeavour Strait to Cape Yalke. Torres also impresses us, at this cape, that they went along this coast of three to eight fathoms for two months, and then found twenty-five fathoms, so that he tells us directly they get into deep water, and so does Prado, in his next sentence, that they bore northwards in
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Stevens' criticisms.

In my paper on "The Voyage of Torres," published in the "Journal of the Royal Australian Historical Society," Vol. XI., Part 3, Sydney, 1925, I insist that Torres sailed as closely as he was able along the south coast of New Guinea; this Prado's narrative corroborates. But as Stevens wrongly construes this narrative, he shows, on his crude sketch, the old established idea of a straight south-westery course from the head of the Gulf of Papua down to Endeavour Strait, near latitude 11°, and another straight north-westerly course thence to Cape Valsche (as if Torres had known exactly whither he was sailing), and asks on page 68, "'Could anything be clearer?"

My answer to this is this present article. He says, on page 64, that I assume Torres' latitude, distances, and directions are incorrect because I consider it would have been impossible for Torres to have done what he said he did, i.e., sail to 11°. Again, Prado's narrative supports my contention that he did not sail to 11°. Stevens argues, on pages 50-54, that as I was misled by the previous translations of 5° latitude, instead of five fathoms, in Gulf of New Guinea, that my whole superstructure crumbles. This article, based on Prado's narrative, shows how much easier it would have been for me had I known five fathoms were meant, and that the conclusions I arrived at were not all affected by this mistranslation. On page 65 Stevens makes the futile remark, "What evidence can Bayldon offer to prove what was the nature of the winds and the actual state of the currents, channels, and shoals more than three hundred years ago?" My answer is, that amongst other proofs, the statements of Torres and Prado, if properly construed, amply prove that the conditions they experienced in the Strait were similar to those of today.

On the same page he says, "After three hundred years, surely the natural inference is that, owing to the continual scouring of the violent currents, some at least of the channels would be more open, easier, and deeper than in Torres' day." That is, in order to support the grossly erroneous track which he makes Torres take, he wants us to believe that the depths of water all along to the eastward of Warrior Reefs, and between Endeavour Strait and Cape Valsche, have increased from three to nine fathoms to the present twelve to twenty-five and thirty fathoms. Comment on this is best left unexpressed.

Then he continues: "But this line of argument need not be elaborated or geography and historians have decided on the exact interpretation to be put upon the newly discovered Relation of Prado, etc." Stevens might also include navigators.
White Pacific.
Japan's Impregnable Position.
Commander Ishimura's Strategy.

Lecture by E. George Marks.

RECENTLY under the auspices of the Returned Sailors and Soldiers' Imperial League of Australia, Rose Bay Sub-branch, Mr. E. George Marks, author of "Watch the Pacific," delivered a lecture to officers and men under the presidency of Major W. W. Berry. There was a large attendance.

The lecture was entitled "Watch the Pacific," and Mr. Marks at the outset said that the problems of the Pacific were at the present time the most momentous in the history of the world notwithstanding the attempts to obscure their transcendent importance by certain no defence and total disarmament fanatics. The mandated islands held by Japan in the mid-Pacific and consisting of the Marshalls, the Carolines, the Ladrones and Pellew Islands athwart our trade routes rendered that great Asiatic nation impregnable in the Western Pacific.

He then referred to the book written by Commander Ishimura with the sanction of the Japanese Admiralty. That distinguished writer had emphasised in the most unmistakable manner that the retention by Japan of these islands in the mid-Pacific had given her such a tremendous strategic advantage over the fleets of the United States and Great Britain as to enhance her chances in any war in the Pacific for the supremacy of the great ocean by at least fifty per cent.

COMMANDER ISHIMURA.

Commander Ishimura, Mr. Marks added, had minutely sketched out a plan of campaign for the Japanese fleet and stated without reservation that a U.S.A. fleet, based on Pearl Harbor, Hawaii, would be almost annihilated in its attempt to proceed from that base to the U.S.A. Island of Guam, because such fleet would be flanked by or would have to pass through the Archipelagoes of the Marshalls, the Carolines, the Ladrones and Pellew Islands. Ishimura states that these islands, although unfortified, are ideal submarine bases, and that a United States fleet operating from Pearl Harbor without intermediate bases must be molested by submarines, torpedo craft and the aerial force that it would be in such a position that it could never get to its objective at Guam nor would it be able to retreat to Pearl Harbor.

Dealing with Japan's position in the Far East, especially in the Sea of Japan, the Eastern Sea and China Sea, Mr. Marks further quoting the opinions of Commander Ishimura stated that that strategist was definitely in his opinion that it would be a practical impossibility for a U.S.A. fleet operating from Pearl Harbor to invade Japan because of the absence of bases which were all in the possession of Japan and were intensely formidable.

For a U.S.A. fleet to attempt to enter any of the seas mentioned would have to be accompanied by a great flotilla of supply ships and oil tankers and floating docks, and the great mobility of the Japanese attacking along a bee line from the mandated islands and front from their great naval base, Sasebo, it was questionable if a U.S.A. fleet once it had entered the seas mentioned would not be faced with annihilation.

GREAT BRITAIN TOO!

Mr. Marks, still dealing with Commander Ishimura's book, stated that that strategist had also taken into very definite consideration the probability of Great Britain being drawn into any
Pacific war between the United States and Japan. Ishimura then has his plan for the gradual attrition or wearing down of a British squadron, and the islands in the mid-Pacifie are once more to play an important part and diplomacy is also to be a factor, because he considers that the embroiling of Great Britain on the Continent would constrain her to keep the major portion of her fleet in European waters and that the squadron that Japan would have to deal with might be beaten in detail before it ever arrived in the mid-Pacific. He further stresses the fact that Japan to a very large extent was protected by distance because she was 10,000 miles from Europe and 5,000 miles from the United States, whereas the islands in the mid-Pacific had given her such a central outlook that she might be said to dominate every phase of the great ocean north and south of the Equator. As in the case of the United States the disabilities which are to operate against the British fleet are the lack of intermediate bases and the fact that Singapore is over 4,000 miles from the Marshall Islands. This fact convinces Ishimura that the Singapore base will not be of the great utility it is expected to be in time of stress in the Pacific because he says it is problematical whether British ships would ever reach that place owing to Japan's holding the gateways of the mid-Pacific.

Mr. Marks, however, considered that Great Britain and the Commonwealth must not relax its hold on Singapore as it is the sentinel of the East and must afford immense advantages as a base during a conflict in the Pacific.

Mr. Marks next dealt with the menace of these mandated islands to Australia and New Zealand, and emphasized the fact that Japan with an area of 148,000 square miles had a population of 76,000,000 or 380 to the square mile, whereas Australia has nearly 3,000,000 square miles and had less than 2 persons to the square mile and the Northern Territory with its 523,000 square miles was carrying only one white person to every 36 square miles. He then referred the remarks of a Japanese delegate at the recent Pan-Pacific Conference in which he said that the Congress of Versailles was not the last word of God and that European nations who were against the admission of Japanese nationals were prone to forget that these very territories were the fruits of conquest.

The lecturer said that this was an indication of what was in the minds of the Japanese and that if the associated powers would not permit Japan's nationals to go to Manchuria, Mongolia or Siberia, natural outlets and added to the fact that they were excluded from the United States, the Commonwealth of Australia and other countries that great Asiatic power would be forced to seek territory for her surplus population and it appeared inevitable that they would come south and in doing so the islands in the mid Pacific would give them opportunity of capturing New Guinea, seizing Torres Strait, Thursday Island and eventually Port Darwin and occupying the Northern Territory.

In conclusion Mr. Marks scathingly denounced the ineptitude and incapacity and want of foresight of the Commonwealth Government in starving the naval and military forces and enumerating the suicidal policy that Australia as a peace gesture did not require any form of defences. This, too, in face of the fact that the British Pacific Squadron had been greatly reduced owing to disarmament conferences. From every point of view Japan had an overwhelming advantage in the Pacific, and it behoves Australians to counteract the absurd policy of the Federal Government by manifesting emphatic opinion that Australia must adequately be protected by land and sea.

The greatest safeguard in the lecturer's estimation, in addition to adequate defence, was a compact between the white peoples of the Pacific, principally, Great Britain and U.S.A. and the Commonwealth of Australia for promulgating the ideal that the Pacific must be white and that the 550,000,000 Asians on its littoral must be induced to look to their natural outlets in the East.

**Nelson Day.**

On the 21st October, one hundred and twenty-five years will have passed away since the great Nelson died at Trafalgar in the hour of victory.
R.S.Y. Squadron.

Rowing Race for Sea Cadets, 18th October, 1930.

Entry: Boat Handicap Starting Flag
Drummoyne " Skiff Limit Black & White
Woolwich " " " " Yellow
Drummoyne Cutter-gig 15 secs. " " " " Green
Eastern Suburbs Whaler 40 secs. " " " " White
Birchgrove Cutter 50 secs. " " " " Red
Drummoyne " 50 secs. " " " " Red
Birchgrove Gig 57 secs. " " " " White
Drummoyne " 60 secs. " " " " Blue
Leichhardt " " " " " " " " Blue
Mosman " " " " " " " " Blue
Woolwich " " " " " " " " Blue
North Sydney " " " " " " " " Blue
Balgowlah " " " " " " " " Blue

Race starts at 3.15 p.m.
Boats and crews to meet at North Sydney Depot at 2.30 p.m.
Starter, Mr. L. E. Forsyth.
Timekeeper, Mr. Dan Waterfield.
Judge, Mr. S. Cooper.
Officer of the Day, Mr. B. W. Snow.

All crews land at North Sydney Depot after race for light refreshments. Coxswains are requested to see that their respective crews are uniformly dressed.

Officers' attention is invited to page 5 of Regulations, etc., Acts or Entry, which must be complied with unless special permission is obtained to enlist boys under age if exceptionally good physique warrants such a course.

We understand that quite an imposing armada of boats from No. 5 Region were seen making their way up the Parramatta River on Eight Hours Day. The League is essentially a "water organisation", and its zealous voluntary officers with their boats and cadets will be much in evidence on the Harbour and river waters during the coming Summer.

Mr. Pickles, the popular O.C. of Drummondy Company and right hand man to Regional Officer Forsyth, is to be married at an early date. He and his bride-to-be will have the warmest good wishes of every officer and cadet in the Sea Cadet Movement.

At Newcastle the Rev. McCulloch is putting the Cadet Movement on the map. We have no doubt that under his leadership the Movement in the Northern Port will expand and gain in popularity.

Due to the splendid work of R.O.s, O.s, C.s in C. and their helpers great improvements in the Depots at Birchgrove, Drummoyne, Woolwich, Mosman, Vaucluse, Leichhardt, Eastern Suburbs and North Sydney have been effected. It is really remarkable what these officers have accomplished and, taking the Cadet Movement as a whole, the high state of efficiency that has been reached.
Little opportunity has arisen during the past month for combined parades, and each Company has been busy making final preparations for the summer season and boating.

Cadets from North Sydney and Mosman Companies, under Mr. Hammond, O.C., Mosman, formed a guard of honour at the crowning of Miss B. Stedman as Queen of the North Shore at the Warringah Hall, Neutral Bay, on Thursday, 11th September. They provided the dancers with a splendid idea of the Sea Cadet Movement and were received with applause. Later, refreshments in abundance were provided for the boys, and the Regional Officer desires to thank Mr. Chigrell and other members of the hospital staff for their courtesy to himself, his officers and the cadets.

We acknowledge with sincere thanks a donation of one guinea from Mr. W. P. Baker, of Neutral Bay, and one of two guineas from Mr. J. N. Stedman, of Wollstonecraft, both of which have been paid into North Sydney Company’s account. We trust they will continue to interest themselves in the Sea Cadet movement, and perhaps induce some of their friends to assist us from time to time.

Mosman Company held a most successful card party on Tuesday, 30th September, at the Mosman Bowling Club, and a cheque for £5/5/- has been made available out of the proceeds for the local relief fund. Balgowlah Company has been busy with a dance held on September 27th.

All officers are showing great enthusiasm and with the summer season ahead of us we hope to extend the activities of the Navy League in this Region to the utmost.

It is at all times very heartening to hear employers speaking in terms of praise of Sea Cadets who work for them. Instances recently brought to our notice are J. Cooper, L. Parry and J. Lamperd who are well spoken of for their attention to duty. The boy who readily does a little bit more than he is paid to do is laying the foundation to success.

North Sydney.

(Contributed by Mr. B. Collins, O.C.)

The units’ gig is in the water and in good racing trim. Her keel, stem and bilges having been repaired by Mr. Williams, stretchers fitted and capping repaired by Mr. Darling. Tingling, reclenching and painting have been carried out by our shipwright cadets. The crew consists mostly of new hands, many of the old crew having passed the age limit, but we retain our stroke L. Hilton, who has a few months yet before reaching his eighteenth birthday.

Officers and cadets of other companies are invited to the North Sydney Depot on Sat. 18th Nov. when the Annual Company Fete will be held.

It is pleasing to report that Mr. Bardon, Chief Officer, and cadets are doing good work and according me fine support.

Manly.

(Contributed by Mr. J. D. McKnight, O.C.)

Cadets from this Company were most pleased to be chosen to assist in forming the Guard of Honour to the State Governor on the occasion of the Annual Meeting of the Royal Shipwreck Relief and Humane Society at the Sydney Town Hall recently.

The Sub-branch Committee held its usual monthly meeting at the Manly Town Hall on the 29th inst., when McElhanna Green, Greenfield, Bate, Hopkins and Brookman were formed into a sub-committee for the purpose of organising a Social at an early date.

By courtesy of W. D. and H. O. Wills a number of our cadets paid an interesting and instructive visit to their great tobacco works.

The Manly and Warringah Unemployed Relief Council were again assisted by our cadets when making the drive for the Distress Fund.

The Company camp at the Nepean River was brief but successful. Much excitement was caused by a big black snake which was found snugly encamped in the bed of the O.C. It was due to the keen sight and promptitude of Cadet Shepherd, that the O.C. was able to kill the reptile.

A crowd of larrickins visited the camp when most of the seniors were absent and made an unexpected and unwarranted attack on Mr. Rates inflicting minor injuries. The Police were informed.

Our thanks go to the Staff Officer of the “Java,” Flagship of the Netherlands Squadron visiting Sydney, for an interesting time spent by the cadets when they visited the cruiser.

We deeply regret the death of Mrs. M. L. Dudley who was a splendid worker for this sub-branch and at one time was our Hon. Secretary.
Woolwich.
(Contributed by Mr. C. Trotman, O.C.J)

It is pleasing to report that this Company continues to make satisfactory progress.

The cutter has now been fitted with an engine, and anticipate that it will give the Company far greater service. For racing and training purposes we make use of the gig.

In company with Drummoyne unit we recently visited the Auburn cadets up the Parramatta River, when everybody spent a most enjoyable time.

Our Committee is as keen as ever and is always busy organizing different functions in the interests of the cadets and their depot.

Mr. Lund is sincerely thanked for the present of a battery.

Woolwich Company of Sea Cadets has developed in a remarkable manner in the last six months or so and Mr. Trotman, his officers and members of the Committee are warmly congratulated on the splendid results achieved.

Cook's River.
(Contributed by Mr. W. J. Faulkner, O.C.J)

Mr. Ryan, who is keen as ever on the progress and efficiency of this Company, will be pleased to hear of any Sea Cadet Unit wishing to engage in a cricket match with Cook's River.

There is plenty of room out here for all the Cadet companies to muster for a real sports day. In the words of the song:

"The more we are together,
The merrier we'll be."

Our cadets recently took part in the procession at the opening of the Carnival for the Relief of Unemployed in the district. We also assisted in the City march in aid of the Royal Prince Alfred Hospital. We thank the Hospital Authorities for their hospitality and refreshments to our cadets.

We are in need of a boat and shall be glad when one is available.

Doubtless there will be an all-round improvement when unemployment is less acute. As things are it is not easy to purchase anything except the absolute necessities of life.

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A body of Sea Cadets under the command of Mr. L. E. Forsythe will attend the Nelson Commemoration Service at St. Andrew's Cathedral on Sunday, October 19.

Captain S. G. Green, Commander F. W. Hixson and Captain C. M. Menmuir, Secretary, are congratulated on the success of the Annual Meeting and Concert of the Royal Shipwreck Relief and Humane Society at the Sydney Town Hall last month.

Captain Menmuir has written to Mr. S. Cooper, Officer of the day, thanking him and the Navy League Officers for providing the splendid Guard of Honor of Sea Cadets to His Excellency the State Governor on the occasion of the Annual Meeting and Presentation of Awards of the Society.

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**THE NAVY LEAGUE** is a Voluntary Patriotic 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 Australians in maintaining the Navy at the Requisite Standard of Strength, with a view to the safety of our trade and Empire.
2. To convince Australians that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden development of Naval Strength is impossible, only continuity of preparation can guarantee National Security.
3. To bring home to young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE NAVY, WELDS US INTO A POWERFUL WHOLE.
4. To encourage and develop the Navy League Sea Cadet Corps, not only with a view to keeping alive the sea spirit of our race but also to enable the Boys to become Good Citizens of the Empire, by learning discipline, duty and self-respect.

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  a WATCHDOG of National and Imperial security,

  an ENEMY of apathy in all matters naval and maritime,

  a TRAINER of the citizens of to-morrow,

  a PRESERVER of our glorious sea heritage.

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The official organ of the Navy League and of the Sea Cadets, New South Wales
There may be a few who get rich quickly, and easily, but they are a mere handful compared with the vast army that gets poor quickly in the vain effort to emulate them. The small investor is the one most tempted to dabble in apparently "get rich quick" investment offers, and he is the one hardest hit when they do not "come off," as indeed they rarely do.

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With the comparatively recent growth of social consciousness and the emergence of certain ideas of social responsibility much has been done by organisations and individuals in raising the general standards of living.

Work has been done, of course, along all lines, but, needless to say, the most successful has been that which deals with the young of both sexes. The school, run as it is to-day, and the making attendance thereat compulsory, is of inestimable value in its own very broad sphere, but it does not generally concern itself with the leisure time of the children.

The Navy League, amongst others, is actively engaged in boy welfare and, in the specific case of the League, by means of its boy-organisation, the Navy League Sea Cadets.

The boy—as also the girl—is the citizen of to-morrow; and much can be done to better conditions for the future by working among the young people.

If citizens, say of this City of Sydney, know and realise to the full what work the Navy League is doing for the boyhood of the vicinity, we are sure that more material help would be vouchsafed by them towards this movement. It is a great work of discipline and useful training and means so much to the growing generation. Many enthusiasts, as Officers and Members of Committees, are giving their time, interest and money in quite a voluntary capacity towards the development of this Corps, and without their generous aid the whole scheme would be impossible. Others, however, may not be in the position to help in person but we recommend to these latter, as an expression of their goodwill and appreciation, that they become subscribers to the funds of the Navy League or to a Navy League Sea Cadet Depot, and thus help along a work of fundamental importance and value.
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Strange Meetings.

In Strange Places.

By "Jack Poitn.

It is not without some feeling of reluctance that I set out to write this contribution of anecdotes under the above caption. For well I know how very much the average Australian seems anything that savours of ambition; as though it were, indeed, an anathema to speak of having rubbed shoulders with royalty; as though, indeed, it were anything unusual for a person to have once been more or less intimate with members of royalty in the course of a quarter of a century's service in the Navy! Of course the people of the masses who have seen royalty only once in a lifetime on such rare occasions as on the opening of the Commonwealth Parliament, or the visits of the Prince and the Duke to Australia, may well smile scornfully and put it down as cheap "skite" when they hear one of the common herd intimately speaking of royalty; such people perhaps forget that kings and queens and princes and dukes have such servitors in their regular employ as valets, kitchenmaids, window-cleaners and clerks. And very ordinary people these are, too! They think no more of casually passing the time of day with a nobleman—and talk less about it—than do their critics who think it is something worth writing home about to have exchanged a "How d'you do?" with a lord mayor!

If I have made myself understood, there is no reason why I should apologise for having once so far lowered my self-respect by having a glass of grog with the late King Edward; nor in having paid our present King George (when he was a lieutenant) his wages of ten shillings a day; and on one occasion having a drink at his expense for having obliged him by advancing him a fiver for his boat's crew. I don't think that King George was ever known to use his galley at a late hour without shouting drinks for his boat's crew. So I claim no special privilege. If you wish to rub shoulders with royalty, join the Navy! That was my privilege.

Nine of the foregoing incidents, however, strictly came under the category of strange meetings in strange places. But there were others which I think may be so classified.

In the summer of 1890 I was serving in my first seagoing ship—H.M.S. Australia, on the Mediterranean Station, (not our first flagship of that name which many are under the wrong impression was the first Australia). In August of that year part of the fleet was sent with all despatch to Salonica (which then belonged to Turkey) for the protection of British and other foreign residents during a local revolt. I was one of a landing party to be sent on shore for that purpose; but during the process of manning and arming our boats I fell from aloft and sustained a fracture of a thigh and a jawbone. One day, whilst I was still lying in the ship's sick bay with my leg and jaw in splints, waiting an opportunity for passage to Malta Hospital, there was a great commotion on board on it being learned that the Admiral was to Australia; and more especially did they wish to see the new cruiser Whitsunday and the Great Eastern. A quarter of a century's service in the Navy!
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One afternoon at Hong Kong I went on shore for the purpose of witnessing a polo match between naval and army teams, the visiting prince being one of the former team, I had taken my hand camera with the object of securing if possible a snapshot of the Mailed Fist. On my way to the ground, I was overtaken by two horsemen in polo costume. As they approached, one of them inquired of me whether they were on the right course for the polo ground. I directed him, and he thanked me, and was about to proceed when he observed my camera which was an instrument not least heartily.

“Are you going to take photographs of the match?” he asked, after first leaning forward to examine my dressings, it was patent that she was skilled in hospital work. A deal of the bandaging had by that time been removed, leaving portion of my thigh exposed. Very gently she pressed around the fractured portion. At her slight pressure I winced a little.

“I am surprised and shocked at your speaking of unusually high social position—displayed a very keen interest in my case as the surgeon turned back the bedclothes to show how he had arranged the splints and bandages, the while he explained the shocking manner of my accident. From the way she questioned the surgeon, and closely examined my dressings, it was patent that she was skilled in hospital work. A deal of the bandaging had by that time been removed, leaving portion of my thigh exposed. Very gently she pressed around the fractured portion. At her slight pressure I winced a little.

“Are you not comfortable?” she asked me.

I nodded in the affirmative, smiling as best I could; for speech was difficult if not impossible. Again she gently pressed; and again I winced.

“Are you quite sure you are comfortable?” she asked, with great solicitude in her voice.

Again I nodded, “yes.”

“Then what causes you to jump so at the slight pressure of my hand?” she smilingly persisted.

That was a question that could not be answered by gestures; so I summoned all the physical pressure I could muster and was able just to mumble: “You tickled me, Ma’am.”

At that all the party roared with laughter, the solicitous lady not least heartily.

“Are you going to take photographs of the match?” he asked, after first leaning forward to more closely scrutinize the hand camera.

“Yes,” I replied. “I am hoping to secure a snapshot of the Mailed Fist.” I explained, at the same time confiding the fact that I was in the habit of writing and photographing for the London papers. “So I am particularly keen on getting a good snapshot of the Mailed Fist,” I said.

“Ah!” he exclaimed. “I am hoping to secure a snapshot of the Mailed Fist,” I explained, at the same time confiding the fact that I was in the habit of writing and photographing for the London papers. “So I am particularly keen on getting a good snapshot of the Mailed Fist,” I said.

“Now is your opportunity.”

So saying, he pulled up his fine pony on its haunches, and laughingly struck a dramatic pose. Meanwhile, as I realised that it was none other than the prince himself whom I was addressing, I
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felt a longing that the earth would open and swallow me up for my indiscretions.

But I secured an excellent snapshot, vowing that never would I send it to the Press, as to do so I felt would be poor return, and not at all good form as recognition for the courtesy of his Royal Highness where one might have expected him to have interpreted my remarks as rudeness ill-becoming of one in the service of the Royal Navy. I felt like kicking myself for my stupidity; for really I ought to have readily recognised the prince, as all the papers of the day were bristling with his portrait, as also was he—as the Maître Fût—being held up to ridicule in caricature. It was this latter fact that lent such royal graciousness to the courtesy he extended to one who, to all intents and purposes, was one of his Press persecutors.

R.A.N. Appointments.

Lieutenant-Commander: Colin L. Little to "Penguin" additional and as Assistant Surveyor, 2nd Class to date 3rd September, 1930.

Lieutenant: (G +) Herbert J. Buchanan to "Cerberus" additional and for Gunnery School, to date 7th October, 1930; (O) Andrew R. USB to "Albatross" to date 9th October, 1930; William H. Williamson to "Penguin" and for Group of Destroyers in Reserve, to date 6th October, 1930; Philip Ballschbe to "Albatross" additional, to date 5th October, 1930; Sydney F. Bolton to "Penguin" additional and as Assistant Surveyor, 2nd Class to date 2nd September, 1930; Alan G. Lewis to "Cerberus" additional, to date 13th October, 1930; Otto H. Becker to "Canberra" additional, to date 9th October, 1930; Geoffrey C. Eglinton to "Astrar" to date 13th October, 1930.

Sub Lieutenant: Hector M. Trebilco to "Cerberus" additional and as Assistant Surveyor, 4th Class to date 16th September, 1930; Falgarve E. Carr to "Albatross" to date 9th October, 1930; John H. Harding to "Australia" to date 30th October, 1930.

Midshipman: David Logan, Alan N. Palmer, William B. M. McKee, Harry R. Gerrett and George Gose to "Cerberus" to date 3rd October, 1930.

Engineer-Commander: Leopold J. P. Carr to "Penguin" and for duty Class II with Submarines in Immediate Reserve, to date 25th September, 1930.

Lieutenant (E): Frederick C. Hodgson to "Penguin" for duty Class I with Submarines in Immediate Reserve, to date 25th September, 1930.

Surgeon Lieutenant-Commander (H): Christopher B. H. Banks to "Cerberus," to date 31st October 1930; Alfred B. Woollett to "Canberra," to date 31st October, 1930.

PROMOTIONS.

Lieutenant (K) Sydney T. M. Gower to be Lieutenant-Commander to date 30th September, 1930; Sub-Lieutenant Hector M. Trebilco to be Lieutenant to date 16th October, 1930; Midshipman Jack S. Mayley, Thomas F. Percival, Charles J. Stephenson and John M. Lancaster to be Acting Sub-Lieutenants, to date 1st September, 1930; Lieutenant (K) Donald J. H. Clarke to be Lieutenant-Commander (E) to date 16th. September, 1930; Midshipmen (E) Francis I. George and Oswald T. Amott to be Acting Sub-Lieutenants (E) to date 1st September, 1930.

Surgeon: Lieutenant: Francis J. Mathewson to "Cerberus" to date 3rd November, 1930; John R. Hardaker to "Canberra," to date 2nd November, 1930.

Paymaster Lieutenant-Commander: Thomas F. Maylard to "Australia," to date 4th October, 1930.

Commissioned Gunner: (T) George T. Saunders to "Cerberus" and for Torpedo School, to date 24th October, 1930.

Gunner: (T) Frank L. S. Godd to "Australia" to date 16th October, 1930; (T) James L. Pettigrew to "Albatross," to date 6th October, 1930.

Commissioneer Gunner: Capt. J. Winder to "Cerberus" additional, to date 9th October, 1930; Joseph W. Williams to "Penguin" and for Sloops in Reserve, to date 1st October, 1930.

Boatman: John C. Kelby to "Canberra," to date 6th October, 1930.

Warrant Shipwright: Ernest V. Good to "Penguin" for Adelaide in Reserve additional, to date 16th September, 1930.

Commissioned Engineer: John D. Owen to "Australia" additional as Assistant to S.E.O., to date 3rd October, 1930; Sidney A. W. Chisholm to "Penguin" for Sloops in Reserve to date 3rd October, 1930.

Warrant Engineer: Thomas Turnbull, M.S.M. to "Canberra," to date 13th October, 1930.

The Definition of a Sportsman.

A Sportsman is one who plays the game for the game's sake, who plays for his side and not for himself; who is modest in victory and generous in defeat; who accepts all decisions in the proper spirit; who is chivalrous who is chivalrous to his teammates and always ready to help others to become proficient.

A Snob Defined.

I believe such words as "fashionable," "exclusive," "aristocratic," and the like to be wicked, unchristian epithets that ought to be banished from honest vocabularies. You who despise your neighbour, you who forget your friends, meanly to follow after those of a higher degree; you who are ashamed of your poverty, and blush at your calling, are a snob, as are you who boast of your wealth or are proud of your pedigree. — Thackeray.
NOTES OF THE MONTH.

Since last month's Journal was issued two rowing races have been held. On the occasion of the Royal Sydney Yacht Squadron's Opening Day twelve League boats raced over a short course. The Judge, Mr. Cooper, declared Woolwich, 1st; Eastern Suburbs, 2nd; Drummoyne, 3rd. After the race the crews of some of the boats landed at North Sydney depot for light refreshments kindly provided by the R. S. Y. Squadron Committee.

The second race was for the Cochrane Shield. This event took place on the Lane Cove River and was won by Drummoyne, with Woolwich second and Birchgrove third.

A visit was paid to Woolwich Company on the night of the 12th Nov. The marked improvements effected at this depot during the last few months are a lasting monument to the zeal and foresight of Mr. Tottman, the O.C., Mr. Pierce, Chief Officer, and all those who have so splendidly supported them. The condition of the boats also reflects the greatest credit on the officers and cadets.

In addition to the fine lot of local boys, a number of the cadets from the old Lane Cove Company were noticed in the ranks and in the gig's crew. Together, they form a company entitled to rank with the best in the Sea Cadet Movement.

Good reports of the many useful activities of Drummoyne (whose depot goes under the name of "Sydney," after Australia's most celebrated cruiser), Birchgrove, Leichhardt, Mosman and Manly Companies, continue to reach this office.

That this is so is entirely due to the unerring efforts of the Officers and those associated with them. As long as such officers are ready to make a hobby of League work, the Sea Cadet movement in New South Wales is assured of a long and vigorous life.

Manly Company cadets have been fully occupied during the month. Among other engagements they were present at the opening of the Delwood Rest Home; attended the Trafalgar Sunday Services at the local Church of England and Presbyterian Church. Now that the Company has acquired a 14-ft. cadet dinghy the lads are looking forward to some thrills under sail.

It is hoped that the bazaar at the "Sydney" Training Depot was the success it deserved to be.
Now the weather is getting warmer keen interest is shown by the Company for all outdoor sport.

We have had several picnics around the harbour and beaches, everyone having a royal time.

On November 9th the Ladies' Welfare Committee from Birchgrove challenged Woolwich ladies to a game of cricket. It was a great day and there leaves nothing to doubt there are some fine handmaids on both sides. At the close of the day Birchgrove presented Woolwich with the trophy and medals for each player, which we will keep and cherish for all time.

We must congratulate Drummoyne on their fine win on November 1st for the "Cochrane Shield." Good luck, boys, but look out, we hope to beat you next year.

On October 25th our lads were guard of honour to the Company for all outdoor sport. Now the weather is getting warmer keen interest is shown by the Company for all outdoor sport.

The following extract from daily routine may be of interest to N.S.W. Cadets.

Oct. 6th. We sailed in our Cutter to Balmoral with 21 cadets. An accident occurred between the Heads and Middle Harbour, the sailing thwart carried away, smashing the tabernacle and keelson board. We were very lucky nobody was hurt. After rigging a jury mast we reached Balmoral where the Cadets enjoyed themselves swimming, etc. On account of the accident we left early. It was a good experience for the new cadets as this class of accident very seldom occurs, but, we are sorry to say all our sailing gear and boat have seen their best days.

The cadets, themselves, gave a dance on Saturday night, November 8th, which was a great success. Hurry up boys and give us another soon.

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Canada's Sea Cadets in Camp.

The following extract from daily routine may interest N.S.W. Cadets.

6.30 a.m.—Reveille.
7.00 a.m.—Hands to bathe.
7.30 a.m.—Physical drill.
8.00 a.m.—Colours hoisted; breakfast.
9.00 a.m.—Tent inspection; clean lines.
11.30 a.m.—To instruction.
1.00 p.m.—Dinner.
5.00 p.m.—Supper.
8.00 p.m.—Bennet, beds down, secure for night.
9.00 p.m.—Cocoa.
10.00 p.m.—Lights out.

Afternoon and evening devoted to games, swimming, etc. Sunday, Reveille 7 a.m.
The familiar blue serge uniform of the British Navy is known and respected in every country in the world, yet few, even amongst those hundreds of thousands who wear it, know from whence it sprang.

When King George II was about to decide upon the official uniform for his then motley clad navy he had in mind a gold bedecked tunic of scarlet cloth with tight blue pantaloons.

Soon after he approved of the patterns, and the order was given to the tailors to get busy on the first six hundred uniforms destined for the men of the King's own yacht. But a few days later, riding through Hyde Park, he happened to notice the Duchess of Bedford riding in a habit that for neatness and general business-like appearance would be hard to beat.

He regarded the idea with much secret disgust, and as the grease with which their hair was anointed had an unhappy knack of spoiling the trimmings that adorn the man in blue to-day, the Government wanted to keep his memory fresh in the public's mind, and so the three stripes were instituted. One for the victory of Copenhagen, when Nelson disobeyed orders and retrieved a lost fight. The second for the battle of the Nile, which saved England from invasion by Napoleon; and the third for the battle of Trafalgar, where the hero of England smashed forever the enemies that threatened Britain's sea supremacy.

The three rows of tape are in memory of Nelson. Also the black silk handkerchief—one yard square of silk, is knotted about the neck of the sailor in mourning for the little admiral.

A Kiwi's Brain-Wave.

The various items which make up the Naval uniform all have a meaning, as this bright article shows.

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NOT FOR SHOW.

Also the black silk handkerchief—one yard square of silk, is knotted about the neck of the sailor in mourning for the little admiral.

The lanyard, like the collar, was instituted strictly for a useful purpose. In the days of the old sailing ships, when sailors were frequently called upon to go up aloft, they wore around their neck a cord with a loop in it. The loop was meant without having to hold tight to his tools.
The first drink of the day

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ITS OBJECTS ARE:

1. To enlist on Imperial and National grounds, the support of Australians in maintaining the Navy at the requisite standard of strength, with a view to the safety of our trade and Empire.

2. To convince Australians that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden development of naval strength is impossible, only continuity of preparation can guarantee national security.

3. To bring home to young and old alike, that “it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend,” and that the existence of the Empire, with the liberty and prosperity of its peoples, no less depends on the merchant service, which, under the sure shield of the Navy, welds us into a powerful whole.

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

“For AUSTRALIA and the EMPIRE.”

Aims and Objects of the League.
Are you in the League?
Why not?

The Navy League is

a WATCHDOG of National and Imperial security,
an ENEMY of apathy in all matters naval and maritime,
a TRAINER of the citizens of to-morrow,
a PRESERVER of our glorious sea heritage.

If you subscribe to these ideals you should subscribe to the League’s funds for their more perfect attainment.
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