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THE NAVY LEAGUE JOURNAL

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UP-TO-DATE AND RELIABLE RIFLES, REVOLVERS, GUNS AND AUTOMATIC PISTOLS.
The all-important part the British Navy has taken in the world war is a feature deserving of greater publicity. I propose, therefore, to offer a few remarks on the leading types of the fighting element of the huge Navy of to-day. To do so thoroughly would require far more time than I have at my disposal to-night, and I must ask for the leniency of my audience in these brief remarks, and for the hurried way they have been written; I only had 48 hours’ notice. There was no time to prepare any pictures, without which it is most difficult to prevent this lecture being somewhat dry and deficient in clarity; and also, it will be necessary to use technical expressions and quote figures, without which it will be impossible to bring out the necessary features of the subject, but so far as possible, these will be avoided.

During the evolution of the Navy of to-day, many types of ships have been built, but I think I may say that the present-day Navy really dates from the time the “Dreadnought” was built, in 1906. This vessel was a radical departure from all previous types, in that it was the first all big gun, and, moreover, the first battleship to be fitted with turbine engines; both of these departures have had a world-wide effect—for greater than was ever realised or anticipated by the designers of that vessel.

All the battle line ships now are of the big gun type, and the experience gained during the war has shown that the big gun is a vital element. The use of turbine engines has completely revolutionised the steaming power of the Navy. In the days of reciprocating engines it
was considered a great feat to keep a ship going at full speed for a few hours; now a turbine-engined vessel can steam, I may say, almost indefinitely at full-speed, with absolute safety and no anxiety. Before, it was the engines, now the duration of full-speed is regulated by the endurance of the boilers and the amount of fuel that can be carried, and with oil fuel instead of coal, that endurance has been considerably extended.

I can imagine it being said: "There is nothing wonderful in that, as mail vessels steam at full speed days and weeks on end." That is so, but in a warship on the same weight the engines and boilers have to develop far greater powers, as in these vessels weight is such an important element the designer cannot afford to have the weight, or what is the same thing, surplus strength in his machinery, as a merchant ship.

The introduction of oil fuel has also effected a great increase in efficiency, durability, increase in period of steaming, and decrease in stoker complements.

The Navy of to-day—the main offensive element—has become very much simplified, and the number of different types has been so reduced the it now consists only of the following:

1. The Battleship.
2. The Battle Cruiser.
3. The Light Cruiser.
4. The Scout Cruiser.
5. The Torpedo Boat Destroyers and their leaders.
6. The Submarine.

Such a fleet is also attended by a number of other important auxiliary vessels, such as the Hospital Ship, the general repair ship, the machinery and electrical repair ship, submarine mother ship, destroyer mother ship; also, food ship, refrigeratorship, ammunition ships, colliers, and high-speed tugs or despatch vessels, fitted with pumping plant.

In addition to the above, a few other fighting types have been developed during the war for special duties, such as the Monitors, and the Mystery or Hush Ships, but the six classes given above form the complete battle fleet.

Compare this list with the innumerable vessels which the Navy consisted of in quite recent earlier days, many, if not most of which are, however, still doing active and useful service, and it is seen how advantageous a reduction in types becomes, enabling homogeneous fleets to be formed, all of high speed.

The above detailed battle fleet is divided into two main elements (1) the battle ships, with the light cruisers, a quota of destroyers, and the submarines, and (2) the battle cruisers, with the scout cruisers and destroyers.

The reason for this division is, no doubt, partly due to the different speeds available; the battle cruisers are mostly of 21 knots, whereas the battle cruisers are capable of 28 to 30 knots and over.

Speed is an all-important element, and as a result of the war it would appear that it has been given a pre-eminent position, as one hears of vessels of 45 knots—a speed unequaled before the war, and what is more, impossible until the advent of the turbine with gearing.

The more recent battleships are having their speeds increased from 21 to 25 knots, and some special vessels are stated to have steamed from England to America and back in six days, which, if figured out, means a speed of 45 knots per hour. These results could not have been obtained a few years ago, and are the entirely to geared turbines, water tube boilers, and oil for fuel.

Before dealing with the six classes of vessels enumerated, I will say a few words for those who are unfamiliar with these matters as to what a geared turbine, water tube boilers, etc., mean.

A turbine engine is one that consists of a very large number of vanes placed all round a cylinder; this cylinder with its vanes is enclosed in another cylinder or casing also fitted with vanes; against these vanes the steam flows, and blows the cylinder round just like a windmill; thus the propeller or screw shaft, which forms a continuation of the cylinder with its vanes, is directly rotated. Now, to get the best results out of such a machine, it has to revolve at a very high speed, which, unfortunately, is unsuitable for the screws, and to keep the speed of rotation down to the limit suitable for the screws the turbines have had to be made very large, with consequent increase in weight and loss of efficiency.

The next improvement effected was the introduction of a pair of cog-wheels to reduce the speed of the turbine to suit the screw, very similarly as is done in a motor car. After the mechanical difficulties had been got over, this improvement has been found to be most efficient and satisfactory, and has effected a considerable reduction in weight for a given horse-power. We thus have what is called the geared turbine. The reduction is effected sometimes with a single gear of pairs and sometimes by double reduction. The turbine is thus allowed to run at a high and efficient speed—1,500 to 3,000 and 4,000 revolutions per minute, and even higher, and the screw or propeller can run at a much lower speed, which varies from under 100 to about 300 to 400 per minute. Without this great improvement some high-power engines such as 30,000 h.p.—would never have been obtained. This reduction gearing is really a mechanical triumph of the first order.

To give some idea of what this amount of power means, it may be stated that 30,000 h.p. was formerly a high figure for a fast cruiser, but 21 to 24 knots—with the old type reciprocating engine, and this power could only be maintained for about four hours; whereas with the turbine engine, as already stated, the full power can be maintained for days on end.

In the days before turbines a warship hardly ever again reached the speed she attained on her original trials, but with turbines, not only can she do so readily, but more often than not the original trial speeds are exceeded, without the attendant anxiety, and for lengthened periods, as witness the dramatic performance of the battle cruisers, which rushed out from England to the Falkland Islands to the utter discomfiture of the German Pacific Squadron.

What is a water tube boiler? There are several types. One much used is a boiler built up with several thousand small tubes, about one inch in size, with the water inside the tubes. The tube gives a large surface to the furnace gases, and it enables very large quantities of water to be rapidly converted into steam. The weight of such a boiler is very much smaller, compared with the cylindrical or Scotch boiler, as it is often called.

The introduction of oil for fuel instead of coal has also effected a considerable saving in weight, and enables the boilers to be fired with greater intensity, and reduces the ash and choking of the tubes to a minimum, besides other advantages.

We will now turn to the six classes of vessels enumerated, and give a brief description of their different types.

THE BATTLESHIPS: I have already referred to the original "Dreadnought," the founder of the present-day battleships, as being an all big gun ship. In designing a battleship endeavour is made to combine as heavy an armament as possible, i.e., as many and as big guns, as much
the question of size is, and always has been, a great bone of contention, so that, whilst their size has been growing, the amount of weight at the disposal of the designer is limited, and it is of course of utmost consideration as to the best disposal of the weight allowed, to provide for (1) guns, (2) protection, and (3) speed, which includes fuel. In the battleship prominence is given to guns and protection, so that in these vessels you find they have mostly 10 large calibre guns—13½ in., 15 in., and even, it is said 17 in., with a small secondary armament of 6 in., and other guns for repelling torpedo boat destroyers, etc.—large protection—11 in. to 12 in., to 13½ in. thick of side armour, and protection to the guns, and lighter armour for protecting the secondary armament, and the speed is 21 knots; it is said recent vessels have 24 knots.

The weight of a (1914) super-Dreadnought totals up to 25,000 tons, with a speed of 21 knots and 29,000 horse-power.

To those not familiar with the expression "displacement," it may be stated, that in the Royal Navy the tonnage of a warship is not expressed by the rules used in a merchant ship, where gross, register and nett tonnage, are determined by measurement of the internal spaces of the ship according to certain rules. In a warship these terms have no meaning, and are inconvenient; instead, the total weight of the ship is taken as a measure of her size, and the "displacement" means the weight of water displaced by the ship as she floats in the water, and is equal to the total weight of the ship in tons of 2,240 lbs.

The "Canada," which was being built in England for a foreign Government, and was taken over, has 10½ in. guns, with a total weight, or displacement as it is more generally called, of 28,000 tons. This vessel has 32,000 b.h.p., and a speed of 21 knots. Another vessel, the "Agnicourt," has 14 No. 12 in. guns, of 27,000 tons displacement, 45,000 b.h.p., and has a speed of 22 knots.

The horse-power of the 25,000-ton vessel is 29,000 for a speed of 21 knots.

Again, the "Royal Sovereign" class—1914-15—is as follows:—Displacement, 25,250 tons, 31,000 b.h.p., speed 21 knots, guns 8-15 in., 16-6 in., 4-3 in., anti-aircraft guns, and five submerged torpedo tubes. Side armour is 13½ in. thick.

Another class of battleship is the "Queen Elizabeth" class.—Displacement 27,500 tons, 32,500 b.h.p., speed 30 knots, guns 8 No. 15 in., 10 No. 6 in., 4 No. 3 in., 5 No. submerged torpedo tubes. Side armour is 12½ in. thick.

It will be noticed how much greater the horse-power is in the "Agnicourt" and "Queen Elizabeth," for increases in speed of 1 and 4 knots respectively; this will be referred to later.

It will also be noticed how to get the higher speed in the "Queen Elizabeth" and the extra quarter of an inch in armour, an increase in weight of 2,250 tons was necessary.

The Australian Navy so far has no Dreadnought battleship.

We come now to the BATTLE CRUISERS. In these vessels protection and gun-power give way to speed; this is practically the only difference, except that to help get the speed, the latter, although narrower and longer, but they are still fairly heavily armoured, with, as a rule, two large guns less. The earlier battle cruisers were of about 18,000 tons displacement, 32,000 b.h.p., 23 to 26 knots speed, carrying 8 No. 15 in., guns, 16 No. 4 in., and 4 No. 3 in. Their speed on service has exceeded their designed speed-reaching 29 knots. The armour is 8 inches on sides, and 10 inches in barbettes.

H.M.A.S. "Australia" is of this class.

Later battle cruisers are considerably larger—26,000 to 28,000 tons, 70,000 to 87,500 b.h.p., speed 30 knots, which has probably been exceeded in service; armour, sides 9½ in. and 10 in. on the barbettes; guns, 8 No. 15½ in., 16 No. 4 in., or 12 No. 6 in., and 4 No. 3 in., but only two torpedo tubes. It will be seen that with their high speed, these vessels are most efficient vessels for modern tactics, where speed is such an important element; but at the same time, at the battle of Jutland, the lightness of the protection of this class of vessel showed their weak point compared with the "Warspite" of the "Queen Elizabeth" class, which withstand a terrible hammering.

Continued on page 12.
Among the activities that Scouts are encouraged to take up and for which badges are issued are certain subjects which have to do with services to the public, e.g., ambulance, missioner, fireman, rescuer, signalman, pathfinder, camper, public health, interpreter, etc.

The advantage of a general knowledge of ambulance work or first aid is well known, and although we must admit that everyone is not suited for that class of work (maybe one is too rough or careless and so may do more harm than good), yet knowledge of the harm that might be done is of value, for the tendency in case of an accident is to render assistance, and a man who is both ignorant and clumsy is worse than one who is only clumsy.

Although those who take up ambulance work do so with the object of benefiting others, there are cases in which such knowledge is useful when one meets with an accident himself, for though it may be impossible to personally carry out the work, one can at least direct others who are ignorant on the subject what to do and how to do it.

The three main points in ambulance work is to know what to do: to do that quickly, and to carry out the work neatly. Just as it is not much good knowing how to tie a knot unless you also know the circumstances under which the knot should be used (such as when a boy tries to connect two ropes of different sizes with a reef knot, or if he uses the bend with the smaller instead to the larger rope), so it is not much good knowing how to fix up a broken jaw when a man does not know how to use his collar bone. One hears all sorts of stories about people who have attended ambulance classes and have become fairly proficient in the actual manipulation, but do not use their brains. For instance, two young people who had just finished an ambulance course came across a man who had been knocked down and run over by a wagon. They came to the conclusion that he had a broken leg and carefully placed it in splints; they were so pleased with their work that when a doctor arrived on the scene, they asked him what he thought of their work: he replied that they had put the leg in splints very nicely, but unfortunately they had forgotten to stop the arterial bleeding first, consequently the man was dead, so his leg was not much use to him broken or mended. Many a life might have been saved if only the knowledge of ambulance were more general. A boy once climbed on to one of those spiked iron fences in order to obtain a better view of a passing procession: he slipped, and one of the spikes severed the artery under his arm. He died, surrounded by an admiring crowd, just because no one knew enough to apply pressure to the artery passing between the collar bone and the first rib. A man who worked in a grease plant was walking home one evening, when wishing to light his pipe he essayed to strike a match in the time honored way of taking a match from the side of his pants. The match struck alright, but set alight to his greasy clothes: becoming warm and scared, he commenced to run down the street with a crowd after him shouting with amusement, thinking he was some new kind of firework until he collapsed. No one had enough sense to trip him up and smother the flames.

But one might go on giving examples ad infinitum. No one knows when he may be called on to render first aid, it is therefore necessary not only to learn, but to keep in practice so as to carry out the Scouts motto "Be Prepared." One who takes up ambulance work should be resourceful, for people do not select places where the necessary appliances are kept before meeting with an accident. It is also well to obtain all the knowledge possible on the subject; for though as the term implies it is only first aid, there are cases in the back blocks where it may also have to be sole aid, and if through ignorance you make a mess of things it may turn into second aid. The correct handling of an injured person is of great importance, for if carelessly done, a simple fracture may be converted into a compound fracture with serious results. Many Troops keep a proper ambulance stretcher at their club room, but when a real accident occurs in the bush an improvised stretcher generally has to be made.

Every reader of this Journal is earnestly requested to do his utmost to assist the Junior Scout Services — The Boy Scouts and the Navy League Sea Cadets.

DO IT NOW.

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"Be Prepared!"

The Boy Scouts and the Navy League Service.

By F. Danvers Power.

AUSTRALIAN PARENTS ALERT!
Have you ever realised what a Boy Scout is? Then, if not, read the Boy Scouts' page in this Journal each issue.

Among the activities that Scouts are encouraged to take up and for which badges are issued are certain subjects which have to do with services to the public, e.g., ambulance, missioner, fireman, rescuer, signalman, pathfinder, camper, public health, interpreter, etc.

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DO IT NOW.
The undermentioned Seamen Boys were promoted from Seamen Boys to Leading Hands (3rd Class), as from 23rd May, 1921, to complete establishment.

**No. 6—HERBERT NICHOLSON.**
10—LOVELL EDWARDS.
14—ARTHUR MATTHEWS.
18—SAMUEL HENSER.

**PROMOTIONS.**

**EXTRACT FROM DEPOT RECORDS.**

**No. 2—GEORGE INNES—Promoted from Seamen Bugler Boy to Leading Seamen Bugler Boy (3rd Class), as from 30th April, 1921.**

**No. 38—ARCHIE BOYCE—Promoted from Flag Bearer to Leading Hand (3rd Class) as from 16th May, 1921, for devotion to duty.**

**No. 34—JACK DAVIS—Promoted from Seamen Boy to Leading Hand (3rd Class), as from 16th May, 1921, for devotion to duty.**

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**FIRST AID**


**CLASS—NO. 7— ARTHUR LOUDBAR.**
8—ROBERT MOFFAT.
14—ROBERT CARLISLE.
15—GEO. R. ARMSTRONG.
16—H.B. NELSON.
20—DUDLEY HOGARTY.
21—STANLEY BECK.
22—ROBERT McWHINNIE.
44—MALCOLM WADE.
49—ARTHUR HOLMES.
58—ERNST WADE.
66—WM. CARROL.
75—THOS. McWHINNIE.
86—HENRY LEMME.
103—CECIL BAKER.
111—WILLIAM STRAINS.

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The Executive Committee of the Navy League will ensure the boats against loss or damage.

The Commodore Commanding the Royal Australian Fleet has extended to the Navy League an invitation for the Sea Cadets to be present at the Naval Review, to be held on the 16th inst., in the Domain.

---

Prominent Members of the Navy League

(N.S.W. Branch)

**Mr. Alfred G. Milson.**

One of the Treasurers of the Royal Naval House since its inception, and for the last 24 years the guiding hand of the Institution in his position as Hon. Secretary and Hon. Treasurer, Mr. Milson is also a member of the Executive Committee of the Navy League and one of the Hon. Secretaries of the Institution, and is generally identified with many of the important public functions of the Navy League.

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The Naval Authorities have decided to loan two cutters for instructional purposes. Each boat will have masts and sails complete and will pull ten oars.

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At St. John's Church, Balmain, at Morning Service, on Sunday, 12th June, the Chaplain (Rev. Geo. Manning) will bless the Cadets Flag.
The next class of vessel—the LIGHT CRUISER—is of the same class as the “Sydney,” “Melbourne” and “Arisbane,” and is only of 5,400 tons—with only light protection. For 42,000 h.p., with four torpedo tubes. These vessels have, very recently, been fitted with internal combustion engines for steering on the surface, and electric motors with current supplied from storage batteries for steering under water, when the engines cannot be used. The engine power was 1,750 for the surface running, and 550 submerged.

It may be of interest to note, that when a submarine is submerged, and although the weight of the boat will be about 25 per cent. more, and the surface against which the water has to rub some 15 per cent. greater, of which extra surface is included the conning-tower and other irregular deck structures, which add a good deal to the resistance—yet the power required to drive the vessel submerged at any given speed, is considerably less than when running on the surface, for that same speed. This is due to the fact, that on the surface waves are formed, which absorb a good deal of power.

More recent submarines are not only much larger, but have also been fitted with guns, and some are driven by steam, and their radius of action considerably increased.

These are briefly, the main points between the respective classes of vessels comprising the present-day battle fleet.

I propose now to briefly run over some of the factors that enter into the design of a modern warship.

To be continued in our next issue.

Colonel George Harvey, the new American Ambassador to Britain, at a Pilgrim’s Club gathering in London said that the task was to strengthen the existing cordial Anglo-American relations.

We earnestly hope that his “task” will be successfully accomplished, for the future peace of the world rests in the bosom of the Anglo-American people.
THE MEANING OF AN EFFICIENT NAVY AND MERCANTILE MARINE.

Commodore Dumaresq at Royal Naval House, Empire Night, 1921.

At the celebration of Empire Night by the New South Wales Branch of the Navy League, Commodore J. S. Dumaresq, C.B., C.V.O., A.D.C., R.N., occupied the chair.

In the audience were 100 Navy League Sea Cadets uniform and nearly 100 recruits. The whole were under the charge of Mr. Hammer, who brought them from Balmain for the occasion.

They were drawn up in front of the Royal Naval House, where the Commodore, accompanied by Commodore Edwards, R.N., inspected them before entering the building.

One of the Hon. Secretaries of the New South Wales Branch of the League (Mr. A. G. Milson), conducted the Chairman, Commodore Edwards and Mr. Walter Marks, M.P., to the platform.

In his address, Commodore Dumaresq said he wanted his hearers to realise that the Empire was judged by whether it was a civilising influence in the world or not. That was the test they were prepared to put the Empire to, and they must all see that no apathy on their part or any spirit of through. He did not suppose there was anyone present who had not lost some friend or relative in that struggle, and it was for those boys present to carry on the Empire in the spirit in which those who laid down their lives would have to be carried on.

There were a number among the boys to whom the call of the sea would be very strong and they would not all be able to resist it. If they took to a sea life their success would be proportionate proportionate to their personal endeavour to get on and their determination to succeed.

"I am not going to promise you that you will be millionaires by going to sea," added Commodore

Continued on page 17.
The Navy League Journal

THE NAVY LEAGUE.

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NAVY LEAGUE BOYS DISTINGUISH THEMSELVES.

A gang of boys made an endeavour to haul down the Union Jack flying at the headquarters of the local section of the Navy League, Balmain, with the express intention of burning the flag. There followed a fierce fight, with fists and stones, in which several of the Navy League boys and their attackers received more injuries.

The headquarters are situated at the corner of Grose street and Wharf-road, with a frontage to Smail's Bay, where the boys learn many of their duties. Accounts received a correspondent in the Sydney "Evening News" of 16th May, following their usual custom, they mustered in the grounds under the charge of Mr. Hammer. That there was something in the wind soon became apparent, for the vicinity of the headquarters became the rendezvous for several of the gangs of marauding youngsters who frequently disturb the peace of mind of Balmain residents. There were about forty of them altogether.

It was no peaceful day. With the deliberations of a pre-arranged plan portion of the attackers mounted the stone wall surrounding the headquarters, the remainder gathering at the gate. From there they announced their intention, in language that would have made a holocaust driver blush, of hauling the flag from the pole in the grounds and burning it.

Mr. Hammer remonstrated with the boys, and told them to go away. But they became more aggressive, and finally several of them pushed their way into the grounds, and made towards the flagstaff. There was only one way to get rid of them. The captain gave the word to his lads—about thirty of them—soon the intruders were on the other side of the wall.

But though on the defensive the embryo disturbance was not routine. They made a tactical retreat to a rocky eminence on the opposite side of the road, and from the cover of lanitra bushes and rocks fired a fusillade of stones at the naval boys. The captain tried to hold his boys in check; but it was more than youthful human nature could stand. With loud shouts they broke away, and scaled the face of a volley of stones.

The combatants clashed and fell apart again: and then, between them, the leader of each side fought out the issue. The boy met each other with deadly earnestness. Both fell to the ground at last, but only the naval boy arose. The other remained recumbent, ruefully nursing a crimson nose and swollen eye.

By this time the captain had recalled his boys and ordered them to remain in front of their headquarters. Here they were subjected to a further bombardment of stones, and several casualties resulted. One boy received a nasty gash in the head and had to get first aid treatment. Matters were looking so serious that the police were sent the members of the mob scurrying for their lives. The captain rallied his forces, whose appearance an adjacent street by a mob of the other boys. One boy received a nasty gash in the face; another a couple of bruises, and a third a gash in the head. The police came up and dispersed the attacking force.

Shortly after the arrival of the police the captain dispersed the attacking force. But though on the defensive the embryo disturbance was not routine. The need for their gradual replacement by modern ships, embodying the lessons of the war, can therefore no longer be disregarded. In this connection it must be remembered that no capital ship for the Royal Navy has been laid down and completed since 1916.

A sum of two and a half millions has been, therefore, included in the First Lord's Estimates as a first instalment for "replacement" ships.

"It cannot be too strongly emphasized that in making this long-delayed beginning with the replacement of obsolete ships, the Government neither commits itself to, nor contemplates, any building "Programmes" in answer to those of any other Power. Indeed, it trusts that it may be possible, as a result of frank and friendly discussion with the principal Naval Powers, to avoid anything approaching competitive building, either now or in the future."

"It meanwhile it would be a declaration of duty on the part of the Admiralty to allow the efficiency, training or morale of the Royal Navy to deteriorate through neglect to provide it with material which is equal to the best in and against which it can feel confidence. It is also imperative to avoid an irrevocable loss of time and building facilities which might make it impossible to maintain our sea security if it should be threatened."
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1. To advocate the continued maintenance of an effective Navy, Mercantile Marine, and Air Force, as the factors essential for the security of the Empire.

2. To encourage the scientific study of Sea Power and its uses, alike in peace and wartime, and to stimulate interest among teachers and scholars in all Universities, Colleges and Schools of the Empire in the achievements of the Royal Navy and Mercantile Marine.

3. To maintain and develop the N.L. Naval Units and Sea Cadet Corps, to establish Training Institutions wherever possible to prepare boys for a sea career, to the end that aliens may be eliminated from the British Mercantile Marine.

4. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who have been injured or who have lost their lives in the War, and to educate their children.

THE NAVY is the Organ of the Navy League. It appears monthly.

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The Navy League Journal 17
The Navy League is one of the oldest purely patriotic, non-political, non-sectarian, organisations in the confines of the world-wide Empire that salutes the Union Jack. It had its birth in the brain of an Englishman, Robert Yerburgh by name, hailing from Blackburn, Lancashire. The first President of the League was Admiral Sir Philip Hornby.

The Headquarters of the Navy League are situated at 13 Victoria Street, London, S.W.

"The Navy," a brightly written, illustrated magazine, is the official organ of the parent organisation and is published in London monthly.

Briefly stated the Navy League holds that the time is opportune to use every endeavour to bring the two great English-speaking races closer together in a bond of trust and understanding.

It believes that the United States and the British Commonwealth of Nations "should give the lead in proposing a Conference between all those powers whose geographical positions impose upon them the guardianship of the seas, and to decide in what way this joint guardianship may best be carried out."

The development and maintenance of a better understanding between the great Republic and ourselves then, is the avowed policy of our organisation.

Until the time when such international agreement or other agency makes the occurrence of war absolutely impossible the Navy League holds that for the purposes of self defence it is its duty to warn the Empire to keep awake and beware of those who preach the gospel of the Brotherhood of man and forget to practice it.

It therefore aims at encouraging all children who have arrived at the age of understanding to take a greater interest in the achievements of the British Navy and the Empire's Mercantile Marine. The continued maintenance of effective sea services is advocated as the best guarantee of peace and the surest safeguard of the Empire. Further, the Navy League aims at establishing and maintaining suitable depots where volunteer boys may be trained for a sea career to the end that aliens may be eliminated from the Empire's Mercantile Marine.

In the years that have passed into history since 1895, the year the Navy League was founded in the old country, branches have been established throughout Great Britain, Canada, South Africa, India, New Zealand, and Australasia. There also are branches in nearly all the smaller and more remote (but none the less patriotic) portions of the earth's face where the British race holds sway.
THE NAVY LEAGUE JOURNAL

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The Navy League in New Zealand is infinitely stronger in proportion to the population than its counterpart in Australia.

In the October, 1920, issue of this Journal a suggestion was made to this effect: That steps be taken to establish an Australian Council of the Navy League, thus paving the way to closer and more effective co-operation between the various branches throughout Australia and New Zealand. Why not? If it is not worth while, then the Navy League branches in the two countries are not worth while, and should be scrapped in favour of a more progressive and far-seeing patriotism. More than any other part of the Empire, Australia and New Zealand owe their continued existence as nations to Britain's maritime supremacy. The sea is our all-in-all, and therefore, it is our duty to ourselves and to those that come after us to keep alive that glorious spirit of freedom which was suckled from the breast of the ocean by our forefathers, and which is to-day our greatest and holiest heritage.

Every thinking individual must know that. Therefore, ye members of the League strengthen your branches by enrolling those individuals. They are your friends.

THE FIGHTING SHIPS OF THE BRITISH NAVY.
WITH A FEW REMARKS ON SOME OF THE FACTORS CONSIDERED IN THEIR DESIGN.

(Continued from the June issue of the Journal.)

I propose now to briefly run over some of the factors that enter into the design of a modern warship.

The points to be considered may be enumerated under the following heads:—

STRENGTH:
The vessel has to withstand the buffeting of all weathers; it has to be strong enough to carry the weights of the heavy armour, amounting to many thousand tons, mostly localised, the weight of the great guns and heavy barbettes or turrets, to lift the heavy boats, to withstand the blast from the main guns, which is no light thing, and many other features incidental to a warship which do not.

J. J. KING-SALTER.
STABILITY is a vital quality. A warship has to have more stability than a merchant ship, to allow for a fair amount of damage, but unfortunately the very factor which gives greater stability militates against a steady platform, so that it is a matter of compromise; also, in order to obtain stability, it is necessary to have more beam, which is antagonistic to speed, but the presence of so much weight due to the side armour, guns and their turrets all high up, likewise necessitates a beamy ship. Battleships and battle-cruisers for this latter reason have to be much wider in proportion to their length than other vessels.

SPEED, as this war has shown, is of vital importance, and the main problem is to get as great a speed as possible, consistent with other requirements. With the advent of turbines, especially geared turbines, water tube boilers and oil fuel, the Naval Architect has been able to obtain much more power for a given weight than he could only a few years ago. Let us consider what are the elements affecting speed: There are three main factors, which affect this: (1) Surface friction; (2) wave making; and (3) eddy resistance; and, also, another most important factor is the form or shape of the vessel under water. At low speeds the resistance is almost entirely due to (1) the friction of the underwater surface through the water, but at high speeds the main factor is (2), i.e., the resistance caused by the waves created by the vessel when travelling at speed. When a surface vessel is driven through the water, waves are formed mainly of two kinds. The one set forms a group of short waves, diverging from the bows of the vessel, and travelling outwards at an oblique angle, and the second set follow the vessel with their crests travelling in the same direction as the vessel, and absorb, at high speeds, by far the greater portion of the power. Now the length of these latter waves, from crest to crest, depends entirely upon the speed of the ship, and in a vessel travelling at, say, 20 knots, the length between crests will be not far short of 20 times 20 ft., i.e., 400 ft.

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roughly, as the square of the speed, and it is proved that if the length of the vessel is long enough to span this length, the power required will be a minimum for that speed. If the vessel was of less length than the length of this wave, the power required would be very considerably more. It is this factor which necessitates such high power in small vessels, as witness the power required in destroyers, which are vessels of about 300 ft. in length. Length of ship is all essential to obtain speed for the minimum of power. The shorter the vessel relative to the speed, the more power is required to drive her at a high speed, so that we see how the tendency of modern vessels, when high speed is required, is towards greater lengths, beam or width in moderation is not as important as length. As an instructive and concrete example, let us take the “Iris,” whose length is 380 ft. Her economical speed for her length would be about 20½ knots. For this speed only about 13,000 b.h.p. is required, but to get the extra 5 knots, the power has to be increased to about 24,000 h.p. At 22 knots, she absorbs about 12,000 b.h.p.; therefore to obtain the extra 4 knots requires double the horse-power to what it does at 22 knots, and so far as is at present known to science, there are no means of getting over this; all that has been done is to obtain more power with much lighter machinery. I have explained how costly speed is in horse-power; unfortunately, about half the power is wasted in the screws—a serious loss, but so far no one has been able to discover a more economical means of propulsion.

At high speeds, therefore, a very large proportion of the power is absorbed in wave making. Eddy resistances may also be a serious item in a badly-designed form. Fortunately for the Naval Architect, he is able to experiment with the form he has designed by using a model on a small scale, made to exactly the same lines as the proposed ship, and he can, from these experiments, determine how the shape can be improved. These model experiments form a very important part in the present-day Naval Architect’s work.

HANDINESS.—It has always been recognised that handiness is an essential quality in a warship, and this war has more than ever confirmed this point. Now, to get handiness, it is necessary to have a short ship; to cut away the ends and to have very large rudders; but this latter in very high-speed ships involves considerable weight to get the necessary

Continued on page 13.
A missioner is really a sick nurse and is a most useful individual not only to the aged and infirm whose day is nearly run, but to others who are temporary invalids. This includes bed making when the sick person is confined to his bed, the changing of sheets so that the invalid does not catch cold, the ventilation of the sick room without causing draughts: invalid cooking, and a hundred and one other things which help bring the sick back to their normal health. This knowledge is of special value in the bush where trained nurses are not available.

The public health badge is closely allied to the two former. It requires a knowledge of infectious diseases, the period of incubation of each, the period of infectivity, the symptoms, and the means of prevention of each. The area depends on the number of inhabitants: if 20,000, the radius is 1/2 a mile. His knowledge must include the whereabouts of fire brigades, police stations, general hospitals; post, telegraph and telephone offices; railway, tram and omnibus routes; the principal doctors, livery stables, motor garages, cycle repairers and factories. He must have a knowledge of the district so that he can guide strangers by day or night within five miles radius of his club room and give general directions how to get to the principal suburbs or towns within 25 miles radius. Anyone who visits a strange place will appreciate clear directions. When in the country and you ask your way, how often do you get a reply along these lines: “Go on for half a mile (his half mile and yours do not happen to tally), you will see a tree (you meet with dozens of trees around that part, your informant does not tell you what kind of tree, size or any peculiarity about it by which you might recognise it), don’t take any notice of it, but keep right on till you come to an ant heap (you are tripping over ants heaps all the way), turn to your left …… and so on, which information is worse than useless. What a difference it makes if you go out camping with a boy or man who is accustomed to camping and knows what to do. He knows where to secure food, how to light a fire when everything around appears to be wet; he knows how to make himself comfortable with very little more than he finds in the bush: he knows where to secure food, how to light a fire when everything around appears to be wet; he is resourceful and handy. Compare him with a boy who knows nothing about camping, who is no use to help you because he does not know what to do and it is quicker to do it yourself: he is as likely to pick up a snake as a piece of wood for the fire, he throws scraps of food about the camp to attract undesirable insects, he wastes more food than he eats by bad cooking, he leaves his things out in dew over night, and generally makes a nuisance of himself.

The Fireman is another useful individual, but the test is rather severe. He has to have a knowledge of the locality round his club room, not only the streets but also the history. The area depends on the number of inhabitants: if 20,000, the area has a radius of 1 mile; if between 20,000 and 500,000 the radius is 1 mile; if over 500,000, the radius is 5/2 a mile. His knowledge must include the whereabouts of fire brigades, police stations, general hospitals; post, telegraph and telephone offices; railway, tram and omnibus routes; the principal doctors, livery stables, motor garages, cycle repairers and factories. He must have a knowledge of the district so that he can guide strangers by day or night within five miles radius of his club room and give general directions how to get to the principal suburbs or towns within 25 miles radius. Anyone who visits a strange place will appreciate clear directions. When in the country and you ask your way, how often do you get a reply along these lines: “Go on for half a mile (his half mile and yours do not happen to tally), you will see a tree (you meet with dozens of trees around that part, your informant does not tell you what kind of tree, size or any peculiarity about it by which you might recognise it), don’t take any notice of it, but keep right on till you come to an ant heap (you are tripping over ants heaps all the way), turn to your left …… and so on, which information is worse than useless. What a difference it makes if you go out camping with a boy or man who is accustomed to camping and knows what to do. He knows where to secure food, how to light a fire when everything around appears to be wet; he is resourceful and handy. Compare him with a boy who knows nothing about camping, who is no use to help you because he does not know what to do and it is quicker to do it yourself: he is as likely to pick up a snake as a piece of wood for the fire, he throws scraps of food about the camp to attract undesirable insects, he wastes more food than he eats by bad cooking, he leaves his things out in dew over night, and generally makes a nuisance of himself.

An interpreter has to know some foreign language or esperanto. He may or may not have an opportunity of travelling in a foreign country, but there are plenty of foreigners in Australia to whom he can be of use. If he reads the language, a new class of literature is opened to him.  

**THE NAVY LEAGUE JOURNAL**

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**THE BOY SCOUT - SCOUTS and PUBLIC SERVICE.**

By F. DANVERS Power.

**AUSTRALIAN PARENTS ALERT!**

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(Continued from last issue).

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**MONTHLY COMPETITION.**

**HALF-A-GUINEA FOR TWELVE WORDS.**

We invite every Juvenile Member to fill in the blanks indicated in the appended paragraph.

"It is —— no —— spirit that the Navy impresses on the —— the importance of the —— of this —— inheritance. —— nations are around us ready to —— our ——

If we relax our efforts. Are we —— unworthy? Have we done, are we doing, nothing to —— our ——?"

Make your attempt on a separate sheet of paper and forward to The Editor, Navy League Journal, Royal Naval House, marking the envelope "Competition."

The effort which contains the highest number of "missing" words agreeing with the complete original paragraph will receive the prize.

Attempts must reach the Editor not later than 25th July.

The correct reading of last month's "missing" word paragraph is:

"While we think of the glorious past, with all its troubles, trials and anxieties, as well as of the inestimable benefits conferred upon the human race throughout the world, we must bear in mind that the future of the British people is largely in the hands of the men and women of to-day."

The paper sent in by John Trollope contained the greatest number of correct words and the prize has been awarded to him.

The second best was submitted by Nancy Blackman.
Lord Kktor, accompanied by the State Governor (Sir Walter Davingnon) inspected the New South Wales Navy League Sea Cadets at the Australian Naval Review recently.

The advent of the naval cutter at the depot has intensified the keenness of the Cadets to excel in their manifold duties. During the school holidays the boys were afloat daily, the Officer-in-Charge of the depot (Mr. Hammer) accompanying them and instructing them in the art of rowing and steering.

The active strength of the Corps at the present time is 200. All the boys have been supplied free with uniform by the Navy League.

路由
星期一—8至9时—乐队练习。
星期二—7时30分至9时—机修班。
星期三—8时至9时—急救。
星期四—7时30分至9时30分—队列训练和体能训练。
星期五—7时至9时30分—娱乐。
星期六—2时至5时—航海技术。
星期日—2时至5时30分—外出划船。

H.M. THE GOVERNOR-GENERAL.

THE COMMANDER OF AUSTRALIAN NAVY.
THE NAVY LEAGUE JOURNAL

THE LATE
SIR JOHN RUSSELL FRENCH, K.B.E.

Among the many tributes paid to the memory of this distinguished Banker and Citizen throughout the Australian Press, there still remains for the Journal to record his close connection with the Navy League, New South Wales Branch, since its inception within this State. Sir Russell filled the position of one of the Honorary Treasurers with Sir Thomas Dibbs and Mr. Kelso King and invariably took the Chair at the Monthly Meetings of the Executive Committee. His absence will be much felt, for his wise counsel and able leadership proved a great source of strength to the League.

A further scene of his activities lay in his position as one of the Trustees of the Royal Naval House for many years in which capacity he willingly gave up much of his valuable time by regular attendance at the Monthly Meetings and thus gave evidence of his kindly interest in our Blue Jackets and the betterment of their welfare in their "Home on Shore."
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THE NAVY LEAGUE JOURNAL.

14

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THE AUSTRALIAN FLYING-BOAT SEAGULL.

AFTER AN ABSENCE OF FOUR MONTHS SPENT IN SURVEY WORK AROUND THE AUSTRALIAN FLYING-BOAT SEAGULL, HE HAS RETURNED TO PORT (SYDNEY).

Courtesy "SYDNEY MAIL"

THE NAVY LEAGUE JOURNAL.
The Flag of the People

The Union Jack, says a writer in the Sydney "Sun," has a history of the deepest significance. It was not born of revolution, nor does it perpetuate a dynasty. It is a flag of the people, developing with the growth and expansion of the race.

The word "Jack" has suffered from a false derivation. Its name has been traced to King James I. of England, who first issued the flag combining the national crosses of England and Scotland, and who signed his name "Jacques." But there were "Jacks" long before his time. The Jack is really a jacket. In the earliest days of chivalry, long before the Norman Conquest, the liege lord wore a heraldic device upon his coat of arms. It may be said that the first flag-wagger waved his coat, like the figurative Irishman, who dares anybody to tread on the tail of it. In later times that device was borne on a staff. In the interview between the heathen king Athelberht and the Roman missionary Augustine the followers of the latter bore banners upon which silver pennons; and it is recorded that Harold had a dragon standard placed near him at the Battle of Hastings. The modern Hohenzollern, despite his fondness for popin and splendor, put up no standard during the war. Harold was killed, the Kaiser wasn't.

The Three Crosses

The basis of the Union Jack has been the national banner of England for centuries. The red cross of St. George, England's foreign-born patron saint, was adopted during the Crusades; and naturally acquired a religious significance. The early English kings had fought under the banner of England's Confessor and St. Edmund. It was from a combination of the three national "Jacks" of England, Scotland and Ireland that the Union Jack has grown in its present form, upon its basis a plain "red cross" on a ground of white.

From 1572 onward the St. George's cross and the legend of the dragon were parts of the English flag. While England surmounts them, as it were, laid upon a ground of white; in it the diagonal crosses of Scotland and Ireland rise. From 1745 onward the St. George's cross and the legend of the dragon are parts of the English flag. While England surmounts them, as it were, laid upon a ground of white; in it the diagonal crosses of Scotland and Ireland rise.

The flag was a diagonal red cross on a white ground. It had not been formally recognised as the general emblem for Ireland till late in the 17th century.

So the Union Jack of to-day was formed in 1707. In it the diagonal crosses of Scotland and Ireland form the background, while the red cross of England surmounts them, as it were, laid upon and distinct from its background. The white border cuts it definitely off from the other crosses.

Incidently, it may be mentioned that the Union Jack is the flag on which the sun never sets—nor rises.
French Cleaner and Dyer

ALPHONSE EVEN

(Late Assistant in French Army, Active Service.
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THANKS.

On behalf of The Navy League, New South Wales, the Editor thanks the "SYDNEY MAIL" for the very great assistance rendered in the matter of "blocks."

Since its inception "The Navy League Journal" has relied in a very large measure on the Mother State's premier illustrated paper for its principal illustrations, and never at any time has a request from the Navy League been met with a refusal.

SUPPORT OUR ADVERTISERS.
Contributions of a suitable nature are cordially invited, and should be addressed to the Editor. Anonymous communications will not be entertained.

Correspondence of a business nature should be addressed to the Hon. Secretaries, Royal Naval House, Sydney.

PHONES: City 7788 and City 6817.

THE SEA AND ITS PERILS

Australians in general never think of the sea as stretching beyond the 3-mile limit. It takes a 60-mile-an-hour tempest to blow their thoughts across the ocean. The two local steamships off the coast of New South Wales were but small. There are times when the treacherous icebergs share a similar fate.

There is the treacherous iceberg which looms out of the fog too late—the sickening crash and crumpling bows of steel, the naïve tragedy of a gull, and—blank immensity.

Apart from perils due to man—faulty ships, inexperience, etc.—such as mentioned are secure deck cargo, etc.—such as mentioned are succoured by the sea, and—blank immensity.

Sailors' lives, with the loss of pictures of fearful happenings beyond range of vesseled to their imaginations blurred and unreal until the newspapers unfolded a pitiful tragedy—our sailor men.

The Navy League are held at 3 p.m. and 3.30 p.m. respectively on the second Monday of each month, at the Royal Naval House and the N.S.W. Branch of the Royal Australian Navy.

REMINDERS—
Listed Atends:—
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PV4— Carrick's, English, fine Fur Felt, distinctive shapes, with curled brims, 2¼ inches wide; cut edges. Colours are: Fawn, steel, grey, slate, and light grey, with self, black or smart contrasting bands. Prices, 42/-, 45/-, 50/- and 55/-.

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In addition to being weather proof, Farmer's Topcoats are cut to fit comfortably under the arms and across the shoulders. Materials of exclusive patterns and smart appearance only, are selected.

PV1—Double-breasted City Model, with half belt at back, close-fitting. Dark brown mixture, all-wool Overcoating. Price 105/-. Navy, medium-weight, soft finish Overcoating. Price 147/-. Dark navy and brown English Nap Cloth, also dark grey Overcoating. 168/-. PV2—English Gabardine Topcoats, the raglan model, medium skirt, strap cuffs. English made from proofed Gabardine; check lined. Also in fawn and drab closely woven Gabardine, lined throughout. 110/-. PV3—The Raglan model, as illustrated, is procurable in all sizes and is made from specially selected materials. Plain, dark grey, all-wool Overcoatings. Price 75/-. Plain, dark brown or grey soft-finished Overcoating. Price 95/-.

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