DURING the last twenty years numerous writers have told the romantic story of the ships, with their wonderful spread of canvas, which were once the pride and glory of the English speaking race the world over.

It has been given to us by such writers as the late Frank T. Bollen, William Clark Russell, and others in works of fiction; whilst Cornwall-Jones, Lieutenant Coates, Arthur H. Clark, and Basil Lubbock have written the history of the clipper ships which has been fascinating reading to those who have had anything to do with them, when they were the only connecting links between all commercial people. Whilst a local pressman, the late J. A. Barry, did much by his contributions to increase our knowledge of the departed charm of the sailing ship:

"The beauty and mystery of the ships, And the magic of the sea"

But much confusion has been created by newspaper paragraphs and letters, which have told marvellous yarns of fabulous passages of celebrated ships. Each one upholding his particular "hooker" and perpetuating a yarn told in the fo'c'sle by some blatherskite.

I have before me now newspaper cuttings which in some cases are preposterously untrue, one has it that "the record of the Thermopylae was 61 days from London to Melbourne," when the Captain's report makes it 67 days, 17 hours, from the Start Point to Hobson's Bay.

Then, a newspaper criticism of Basil Lubbock's "The China Clippers" has, "the author says that the Thermopylae broke the record by sailing from London to Melbourne in 60 days on her maiden voyage." If he did say so he was wrong.

And "one of the crew" writing to a paper in 1906 out-heroes Herod, for he says in speaking of the Thermopylae, "she made her first three passages to Melbourne all under 60 days, and when I was in her she came out in 56 days." No one has attempted to go one better, nor is anyone likely to. But in spite of these fictitious voyages some of the old clippers were byers, and following on the Marco Polo and the Lightning of the Black Ball Line came the J. A. Barry, did much by his contributions to increase our knowledge of the departed charm of the sailing ship:

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him an order for the four celebrated ships, Lightning, James Baines, Champion of the Seas, and Donald Mackay. These with the Marco Polo, built at St John, New Brunswick, were the commencement of the fleet of James Baines & Co., of Liverpool, which had a world-wide reputation and in the sixties owned 86 vessels.

Why the name of the Black Ball Line was adopted it is hard to say and no explanation has ever been given. It was really adopting the name and taking the house flag of an old established American Company with which it had no connection.

The original Black Ball Line of Packets was formed at New York in 1816 and its ships voyaged between New York and Liverpool. The first vessels on this line being the New York, Canada, Pacific, London, Oxford, and Yorktown, which sailed under the house flag of the line, a red swallow-tail flag with a black ball, the same as James Baines & Co. adopted. It can hardly be said that this came within the category of strict business morality, but there was no law to prevent it, so there was no remedy. Many of the ships which sailed under James Baines & Co.'s flag were chartered vessels. One of these, and which arrived at Melbourne on November 24th, 1853, was the Sovereign of the Seas, a vessel built by Donald Mackay and launched in June, 1852, and said at that time to be the largest ship afloat. She was put on the New York to San Francisco line, commanded by Captain Lauchlan Mackay, a younger brother of her builder, and carried a crew of 105 men; a present day ship of her size would not have more than about 35. Wages, however, were very low in those days and would not amount to more than the smaller number cost now.

She was a large ship and appears on the American Register as of 1,541 tons. The Sydney Shipping Gazette of December 5th, 1853, gives a full description of her, which, however, is too long to give here, but it may be quoted that "her towering masts now form a most remarkable object, even amongst the splendid fleet lying in Hobson's Bay." After she had completed her San Francisco voyage she was sent across to Liverpool with Donald Mackay as a passenger, she was there taken up by James Baines & Co. and put on the Melbourne run with Captain Warner in command, who had been her chief officer on her first voyage. She took 77 days to reach Melbourne, which was considered good at that time, and still is for a sailing ship.

New York newspapers in an article which appeared after her San Francisco voyage, which included a run to Honolulu, said: "The run from
Honolulu to Cape Horn, a distance of 6,340 miles was accomplished in 37 days; in 35 of these days consecutive the ship ran 6,480 miles, and one of those days was distinguished by an extraordinary run of 430 miles. This is just as it is printed, but there seems something wrong with the figures.

This particular Sovereign of the Seas only made one voyage to Australia, and was shortly after sold to a German firm and whilst on a voyage from Bombay to Hong Kong was lost, August 1859, in the Strait of Malacca.

On Sunday, September 1st, 1861, a ship named Sovereign of the Seas of 1,267 tons arrived in Port Jackson under command of Captain Cruikshank, from Liverpool, with immigrants, and was berthed at Campbells wharf, Circular Quay. This vessel was under the Black Ball flag, having been chartered by James Baines & Co., she also was a wood ship, much smaller than the original clipper, the second of the name it is said, and built more to carry a large cargo than to make a fast passage, and to emphasize which fact she took 113 days on this occasion to reach Sydney.

On Tuesday evening, September 10th, when she still had 1,800 tons of cargo undischarged, it was discovered at 9 o'clock that she was on fire. On the alarm being given the fire engines from the stations that were then mustered in force, but in spite of all efforts, with a plentiful supply of water, the fire gained, and the vessel had to be scuttled.

She was raised in about 10 days, but too much burned and was past repair. Eventually what was left of her was made into a steamer and named T. S. Mort, and put into the New Zealand timber trade, but she had a short life, for returning from New Zealand with a cargo of timber she became water-logged and was abandoned in July, 1863.

At the time the Lightning was being loaded at Liverpool to commence her first voyage to Australia the second of the four ships Donald Mackay was building at Boston for James Baines & Co. was launched. This vessel, the Champion of the Seas, took the water in April, 1854, at which time she was the largest ship afloat, being 3,470 tons.

The first intimation received here of this ship appeared in the newspapers of September, 1854, when a description of her is given, taken from American papers, which stated that she was quite an attraction at New York while loading for Liverpool.

The Liverpool Courier of July 12th, 1854, announces the arrival there from New York of the beautiful vessel Champion of the Seas, which has three decks. She had light winds all the way across, and never had occasion to take in her royal, and came under the command of Captain Alexander Newland, formerly of the Golden Age, who knew her from keel to truck, having superintended her building. This ship had a most conspicuous and appropriate figure head, being the life size "counterfeit presentment" of a British sailor, who waved aloft his shiny tarpaulin hat in the grip of his brawny tattooed right hand.

She left Liverpool on October 11th, 1854, and arrived at Melbourne December 21st, 1854, being 74 days on the passage, three days less than the Lightning's 77 days.

This was a good average run, as three London ships and two from Liverpool, which arrived the same week averaged 77 days.

For many years the Champion of the Seas brought immigrants to Australia, many thousands must have come by her, and she terminated her career off Cape Horn in 1857.

It always seemed to Donald Mackay to go one better, and in the ship James Baines he seemed to have achieved his object. The Light-
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AGENTS

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on the history and prospects of the commercial life of Liverpool and of the Black Ball Line, which is very interesting reading, but would take up too much space to reproduce here.

The James Baines left the Mersey on December 10th, 1854, under command of Captain C. M'Donell and arrived at Melbourne February 12th, 1855, having taken 64 days and 5 hours, just 16 hours over the Thermopylae's 63 days 17 hours in 1869; and the Lightning's run home in 1854 being 65 days 18 hours. On this voyage the James Baines ran home in 70 days, leaving Hobson's Bay March 11th, 1855, and anchoring in the Mersey on May 20th.

She was not so successful on her next voyage as she left Liverpool on August 5th, reaching Melbourne October 3rd, being thus 79 days, although the papers of that date congratulate Captain M'Donell "on having accomplished the quickest passage of the season."

There has always been a difficulty in tracing ships of the Black Ball Line; the reason is to be found in a paragraph in the Liverpool Daily Post in 1855, which says "The James Baines, we need not say, has a high reputation among ships of the highest character. The owners offered her to Government to transport troops to the Crimea, and on the sea there is not assuredly a vessel better suited to the purpose. Did Government embrace the proposal with alacrity? No, they declined the offer, because the James Baines was not entered at Lloyds."

Once more the James Baines sailed for Melbourne, April 6th, 1856, and on June 25th arrived at the destination in rather a disabled condition, having been struck by a squall three days previously which completely stripped her of sails, the whole suit being blown away, and the main yard and top gallant mast were carried away, her time being 80 days.

Her next voyage out she reached Melbourne March 3rd, 1857, in 72 days. On arriving at Liverpool on the completion of this voyage she was taken up for a troopship, as the Indian mutiny was at this time creating great activity in shipping circles. Previous to embarking her troops Queen Victoria visited Portsmouth and inspected the James, and expressed her astonishment at seeing such a magnificent ship, and she had no idea that the mercantile marine possessed such a fine ship.

She embarked 1,037 men of the 66th Regiment (now 2nd Battalion, Manchester Regiment) and 42nd Regiment (now 1st Battalion, Royal Highlanders—The Black Watch) being twice the number taken by any other sailing ship, except the Champion of the Seas, which had the same number.

Having landed her troops safely at Calcutta, she went round to Bombay, and there loaded a full cargo of jute, hemp, linseed and rice for Liverpool, where she arrived on Sunday, April 18th, 1858, and the following day the discharge of the cargo commenced. On removing the hatches on Thursday to continue the work it was found that the cargo was on fire, and all efforts to suppress it were futile she was scuttled, but as the depth of water was not sufficient to submerge her she was destroyed beyond any possibility of restoration.

In October "the hull of the well-known clipper ship James Baines, the famous Australian ship, was offered for sale at the Cotton Sales rooms, Liverpool," she was finally knocked down for a bid of £1,000. She originally cost £15,000. After being raised she was made into the floating landing stage at Liverpool, and perhaps few of the thousands who regularly used it knew that they were on the once magnificent ship James Baines.

THE WARSHIPS.

LORD JELLIICOE'S MESSAGE

The Governor-General has received from the Governor-General of New Zealand a letter in which Lord Jellicoe states that the recent visit of H.M.A.S. Melbourne gave great satisfaction to the Government and people of the Dominion. Lord Jellicoe's remarks were as follows:—"The presence of these waters of a vessel of the Royal Australian navy will strengthen the bond of comradeship, and facilitate that co-operation which is so necessary between the naval forces of the Commonwealth and the Dominion, both units of the Empire navy. It has been a matter of regret to the Government of New Zealand that it has not hitherto been possible for H.M.S. Chatham to take part with the ships of the Royal Australian navy in any of the exercises which have been carried out since the arrival of the Chatham in New Zealand waters, but it is hoped that circumstances may admit of this in the future, as the value of such combined exercise is fully recognised.

The gallant and seaworthy rescue of the crew of the sailing ship Helen B. Sterling, effected by the Melbourne on her passage from Sydney to Auckland, created a great impression on the minds of the people of New Zealand, and the value of the visit has been still further enhanced by the fine bearing and exemplary conduct displayed by the ship's company of the ship, for which the courtesy extended by the Rear-Admiral, captain, officers, and men, to all who were privileged to visit the ship. In thanking your Excellency and the Government of the Commonwealth for the visit, I join with my Ministers in expressing the hope that it may be possible to repeat it at no very distant date."
A Voyage in Southern Seas.

Old ever you know that a ship has a "soul." It is inharmonious with life from the truth to the real. It is this spirit, and a harmonious soul that pulled us and helped treasured and weeded out ward.

In the month of April, 1885, the writer went aboard the "Kate" 38 tons register, built by the celebrated Hall of Sunderland for the Wesleyan Mission, about the year 1860.

Later on she became a trader and when I joined her, was owned by the late Mr. Palter, a merchant whose head office was at the corner of Market and York Streets where Henry Ball & Company are located now. Her Captain was Mr. P'g.

In the meantime she had passed her painter and her crew of perfect physical models enjoyed their ease by singing, and big as they were, strangely enough had light tenor voices, which they used in a most charming manner.

We made the anchorage in time to have everything snug by nightfall, and next morning the consigned cargo was broken out and for a couple of days the boats were busily engaged landing it on the spacious beach. My duty was to stand by it during the day. The first morning I was badly scored when a big grinning native approached with a rod, following him, and squatting on his haunches said, "Tabu!" The next remark was "coolie!"

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way into a splendid anchorage. At night pyrotechnics were indulged in much to the pleasure of the natives, who expressed themselves in the same manner as we have already described. The traders and their families came on board and were freely entertained. In those days the visits of the John Wesley were much anticipated, and Tahitian children would follow the vessel as fast as they could and sing their songs to welcome her. It was said that the ship was called 'Hades could not surpass it.' We were in the doldrums, very close to the line.

The natives were darker in complexion, had no shoes, and mostly was a lost ball. We replenished our provisions and bunged and then towed off to the vessel.

One calm morning two of us cruised about the surrounding islands, and the outlying reefs almost crooned us to sleep, till one of us would have been entertained by that far-off booming of the surf on the coral rock. They worked very willingly, and when the ball was hit, our skipper, W. G. Grace and Vic. Trumper would have been delighted. Being a native of a small settlement, he would have been entertained by that far-off booming of the surf on the coral rock. The doldrums, very close to the line.

We expected to make a fast trip and surely we would have been delighted. Being a native of a small settlement, he would have been entertained by that far-off booming of the surf on the coral rock. The doldrums, very close to the line.

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THE NAVY LEAGUE JOURNAL

Continued on page 14

Continued on page 14
I T is very satisfactory to learn that the Cadets so thoroughly enjoyed their first two week end "camps." Reporting from the Depot The Officer in Charge, writes : "On Saturday, 18th February, at 2.30 p.m., the cutter having been manned by 10 Cadets and three Officers moved off under oars until mid-stream was reached when sail was hoisted and remained in use for the whole journey — Snail's Bay to Fig Tree Bridge over the Lane Cove River. Mr. MacDonuld superintended the messing and cooking arrangements, while Mr. Edwards had charge of camping operations. Every Cadet supplied his own food, utensils and blankets.

At daylight on the 19th February, all hands were aroused by the Bugle Call and turned to to bathe. Later, the camp was made shipshape and the boys dismissed for breakfast. After the eating and drinking utensils had been washed and stowed away in readiness for dinner, the "hands" were dispersed and allowed to enjoy themselves in their own way until 9.30 a.m., when they were mustered to attend a short Prayer Service.

The second encampment took place on the 25th and 26th February, and, if anything, was more enjoyable and successful than the previous one — the weather being more propitious and the camping ground on the shores of Tambourine Bay being more suitable."

We are glad to hear that the camps are such a success and we feel sure they will be welcomed by the Cadets as a pleasant addition to the round of routine work at the Depot.

On the evening of the 28th ult., 50 Cadets under Messrs. Edwards and Macdonald marched from Snail's Bay to the Headquarters of the Drummoyne Corps. Considerable interest was manifested by the public along the line of march.

DRUMMOYNE CORPS.

The Executive Committee of the Navy League has confirmed the appointments of the undermentioned:

- Officer in Charge: A. MELLOR
- 1st Officer: M. MACDONALD
- 2nd Officer: B. SIMPSON

48 Cadets, in charge of Mr. Mellor, visited the Italian Cruiser "Libia," at the invitation of Commander Burzali, C.R. The Cadets greatly appreciated the inspection of the Cruiser, it being their first visit to a warship.

Swimming parades at the Drummoyne baths prove very popular. Every cadet being a good swimmer, many cadets are training for the Sea Cadet Swimming Championship, to be held at the Western Suburbs District Swimming Association Carnival on 16th March.
with the agony of swelter; the pitch in the sails boiled and bubbled, every fibre in the sails and cordage relaxed, blocks clumped against the masts, and the 'tide ramp' of a gale, which is re-awarded from the steady horizon and met the agonised boat, seemed to be an expression of displeasure from the Almighty. If you watched the compass, there was a lesson to be learned; for from South to South and round again in a circular way we turned and looked over the side, where we could see concentric circles forming in the treacly sea. Maybe some denizen of the deep was passing its soul up from the depths, or to be practical—the gases of its defunct self were rising to greet the lighter life of the air above. "Pour water on the deck," you would say, "pour water." Well, sea water was sluiced from buckets constantly, but the result was steam, and a hizzly mixture of pitch. The rudder thumped in the gudgeon and the wheel kicked viciously. The cargo of oil nut was thickening the air with its greasy perfume. There was danger there of spontaneous combustion and well the officers knew it. For six days we suffered six-stone tortures, and our relief can be imagined when a change of wind got under way to ruffle the surface. The wonderful chance in everything. Vitality reigned in the wind, flocks of birds hovering over shoals of predatory fish that chased their herrings, and at night the floph, floph of flying fish as they came over the weather rain, foretold a change of diet for the crew on the morrow, when all would be practical—the days making Tonga on the homeward voyage and stayed there long enough to set everything in order for the final stretch of about two thousand miles to Sydney.

Having repainted the tarpaulins and renewed the white ribband that belted the waterline, the cheery orders to get under weigh set all hands smartly to work and to the lift of the chanty, "Rio Grand," the anchor was weighed.

"Where are you going to my pretty maid?" asked the skipper, "I'm going a milking, sir, she said, "to London via Durban and Cape Town."

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and do not require to nourish our bodies. Every from our system the refuse from the food we take germs with their discharges, whether solid or sickening for certain diseases, and some who are recovering from others, get rid of many disease together as in the case of armies. It may be does not go in for cultivation so gets eaten out. re-entering the human system. Some people visits places where large bodies of men tamp known as enteric fever, and is a disease which necessary precautions are taken. Typhoid is also lives. Most diseases can be avoided if the population increases, is subject to epidemics, such as lower surface level than the place from which they are just as likely as not to settle on food. If any is within reach, on the edge of your cup, or on the surface, some of it may become buried by their legs. Or, again, if the excreta is not covered, it may dry up and be blown about in the form of dust. Obviously the proper thing is to dispose of the refuse in a suitable manner.

If anyone wishes to relieve himself in the bush, he generally seeks the shelter of a tree or the bank of a creek. Both places are bad. In the first case, others may be attracted to the same tree or the bank for shelter and a rest, or perhaps to have a meal, only to find the place fouled. In the second case rain or flood may wash the excreta into water used by others for drinking purposes.

It is surprising what a small thing will form a shelter to one who has to respond to the call of Nature. A small boulder, bush, or even a tuft of grass makes it difficult to see a man squatting down so long as he remains quiet. A scout should always scrape or kick out a small hollow in the ground whenever he has to relieve himself in the open, and when finished, he should cover the deposit with sufficient soil to keep the flies away. The excreta will soon decompose and become harmless.

On forming a camp, one of the first acts should be to make a latrine. This should be at least fifty yards away from the camp or kitchen, and to the leeward of the prevailing wind. It should be at a lower surface level than the place from which the drinking water is drawn, and well away from any natural drainage.

The nature of the latrine largely depends on the permanency of the camp and the class of country. The simplest form of latrine is a trench no more than twelve inches wide and say a foot deep. The excavated soil is formed up on one side and is not spread about. The trench is dug narrow so that it can be straddled by those using

At night a kerosene tin should be placed at some convenient position near the camp so that boys can urinate in it without having to go far to the fixed urinal.

Greasy water from the kitchen should not be thrown about the place, but should be poured into a properly constructed sink. The soil if not porous is loosened and a basin dug out. Into this basin are thrown a few small sticks. When hot greasy water is poured into the basin, it cools, and the grease settles on the sticks leaving the liquid to drain away. The sticks can be taken out periodically and burnt. Wash water from the camp is also thrown into sinks.

Any food-scrap and other rubbish must be collected and burnt in an incinerator; even tins are best put in the incinerator also, so as to burn off any remains of food, the heat in addition tends to rot the metal. What cannot be burnt is buried. There are many forms of incinerator which suit all purposes, and of various shapes, turn-up or down, and pleasing color tones.

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"It's a Murdoch."
A FEW WORDS TO BOYS WHO DESIRE TO MAKE A CAREER ON SHIPBOARD.

BY WALTER W. BEALK.

"I've sold the timber and the turf of sheep. How strangely memory turns again to old days!"

In normal times the mercantile marine of the British Commonwealth of Nations offers a wide field for employment. From the insignificant two mast coastal schooner, with a total complement of "four men and a boy," to the magnificent ship, often of over fifty thousand tons, carrying a crew of about one thousand souls, comprising of captain, deck officers, engineers, doctors, stewards, cooks, bakers, butchers, printers, carpenters, hairdressers, wireless operators, bar-tenders, stewards, donkeymen, greasers, firemen, trimmers, boatswains, able seamen, ordinary seamen, deck boys, bell boys, life attendants, quarter masters, signalmen, ship's police, and sometimes a few embattled officers in the shape of cadets.

In the present day floating home there may be other ratings unknown to the writer, and therefore not mentioned in the above list.

A boy is not likely to join his first ship as commander, unless it be in imagination, which would be a promising start, for imagination is just as necessary an asset to one's mental kit bag as are ability and persistency, the combination forming a very suitable ladder on which to scale the ramparts of success. Therefore, we will get to work just before the question of the child ladder.

The first thing then, is for the boy to say to his parents: "Mother and dad, I don't want to go to sea." Two questions immediately arise. How much will it cost? Where are the offices of the sailing ship owners to be found? The answer to the latter question is, Britain. The first query will be replied to further on.

Although there are a few coastal and Island trading schooners, with here and there a brigantine, small barque or barquentine belonging to Australian owners and registered in the Commonwealth, there are no real deep sea sailing ships. Nowhere in the world have there been designed and built, the answer to the former part of the question, but I tell you, boys, they will come round to your way of thinking, provided you are in earnest and can convince them that life on ship board is not so terrible as many people—usually in ignorance—conceive it to be, and that you are honestly anxious to give it a trial. Not very many years ago able seamen (and most of them mere real able seamen) in the Tynedale of a deep sea sailing ship considered they were well off on a wage of three pounds to three pounds ten per month, and the sailors of an ocean going steam ship thought himself extremely fortunate if he could command a salary of £10 to £15 a month.

At the present day able seamen draw anything from £15 to £18 a month, exclusive of overtime rates, for doing less work, and under vastly improved conditions, whilst officers, according to rank and class of ship, earn anything from £15 a month to £30 or more. The remuneration to captains has also expanded considerably—£400 a year in the smaller types of deep sea ships, to as much as £1,000 and over in the crack liners.

When comparing sea wages with those ruling ashore, it must not be forgotten that in all the above quoted instances the man of the sea is "found," that is, he is allowed free board and residence in addition to his pay. On the whole, then, he is probably better off financially, qualification against qualification, than his brethren on land.

We will revert to you—the boy. Let us suppose that your parents have decided or agreed to apprentice you in sail. Two questions immediately arise. How much will it cost? Where are the offices of the sailing ship owners to be found?

The answer to the latter question is, Britain. The first query will be replied to further on.

The new owner will most likely demand that his son apprentice on a merchant seaman, and this will at once bring the question of residence into the discussion.

The answer to this query is, Sydney, Melbourne, or the nearest port. The boys of the United Kingdom, being mostly employed in the coastal trade or en-
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The Navy League Journal

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Salt Water Notes.

COMMENCING in the current issue of the Journal, we are devoting a portion of our space to "Salt Water Notes." We are anxious that some of our readers who have been, or are interested in sailors, ships, and the sea, will not shun their memories any little items with a briny flavour and send them along.

In a letter to the Editor, Captain Gawthrop touches upon what he calls the crucial period between the supremacy of Wind and Steam, as a propelling agent. "The climax," the letter proceeds, "appears to have arrived in the Merchant service about the early 80's, and the change was rapid, considerably more so than in that of from wood to steel, the duration of the latter metamorphosis having endured about a quarter of a century.

In the merchant service some of the last liners fitted to be made, and when you sit for your first examination—"before the "Somme," "Tagus," "Don" and "Paria," of the Royal Mail Steam Packet Company and the "Oceana" and "Paria-Hind," of the P. & O. Company. On the occasion of the "Paria's" engines breaking down in mid-Atlantic that vessel made ten knots an hour under sail before a strong westerly breeze and a following sea. The gradual reduction in square canvas shows, first in removal of top gallant yards, then in conversion from brig to brigantine rig, abolition of yards on the main-mast, till about 1850 poles had generally taken the place of yards, but the old square-rigging vessels. The expense of keeping sail on full powered steamers was considerable, as not only more deck hands were required and more supplies in sails, masts, and ropes, but the canvas was injured by heated smoke and cinders, also it was unusual to have a "full or hard" shift of wind; the crews carried not being large in proportion to the spread of canvas. In a contract mail service it was inconvenient to run off one's course to make, carry, or to take in sail, when steaming 12 to 14 knots an hour.
Marine Officers' Training ship H.M.S. "Worces-ter," was to watch the coming and sea going of the famous ships of that time—just that period, in the early 70's, before steam revolutionised the occupation of those "who go down to the sea in ships.

During the two years spent on the "Worcester," moored off Greenwich in the Thames, where the river is not too wide to allow a good view of passing vessels, there was good opportunity for seeing pretty well all the most famous craft which made, or left, the Port of London: also as, passed down from preceding times, one gathered records of "crack ships" of former days, particularly of the gold ships and the fast tea and wool clippers, "crack ships" of former days, particularly of the "Worcester," "Hightower," "La Hogue," "Emma," "Somersetshire," of Henry Green's, and Money Wigram's lines: "Land o' Cakes," "Samuel Plimsoll," "Furness Abbey," "Harbinger," "French Empire," "Persian Empire," "Assyrian," etc., etc., of By's Black Ball Line.

A ship, rather notorious than famous, of the 1870-50 period was the S.S. "Munich," a Spanish steamer which ran down the sailing ship "North fleet" in the Thames near Gravesend, with great loss of life, among the emigrants.

Now, it is not impossible that some Navy League members have actually sailed on board one or more of the ships mentioned by Captain Gathrop; if not, it is highly probable that your fathers' did. Please let us know all about that record passage, that lost propeller, or the flying Dutchman's "foo foo" band.

From Mr. Kelso King and General H. Finn, Honorary Secretaries, we have received a copy of the Balance Sheet of the above mentioned Fund, which we have much pleasure in publishing. The late Sir Russell was closely identified with the life of the Navy League.

STATEMENT OF RECEIPTS AND DISBURSEMENTS.

To Donations received—

<table>
<thead>
<tr>
<th>Description</th>
<th>£</th>
<th>s.</th>
<th>d.</th>
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<tbody>
<tr>
<td>In Cash</td>
<td>4,603</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Commonwealth Treasury Bonds</td>
<td>5%</td>
<td>1930</td>
<td>1,000</td>
</tr>
<tr>
<td>Interest received on Current Account</td>
<td>49</td>
<td>3</td>
<td>5</td>
</tr>
</tbody>
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By Expenditure incurred in collecting Donations £7 0 0

Amount to be handed to Permanent Trustee Co. New South Wales Ltd. £4,603 0 0

Commonwealth Treasury Bonds | 5% | 1930 | 1,000 | 0 | 0 |
| Commonwealth Treasury Bonds | 5% | 1930 | 3,603 | 0 | 0 |

£4,603 0 0

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Honorary Auditors.

Sydney, 9th February, 1933.
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We have much pleasure in announcing the acceptance of Mr. C. M. C. Shannon, General Manager of the Australian Bank of Commerce, of a seat on the Navy League's Executive.

The thanks of the Navy League are due to the Committee of the War Chest Fund, who have made a grant of £150 available for use by the League. The cheque was received by Mr. F. W. Hixson, and has been placed in the hands of a small "Trust" consisting of Messrs. E. P. Simpson, F. W. Hixson and A. G. Milson. The money will be utilised in providing uniforms for members of our Cadet Corps who lost a father in the Great War.

Lady Henley has kindly consented to present the silk flag, donated by Miss Violet Gibbins, of Epping, to the Navy League Sea Cadets at Drumoyne on an early date.

THE FLEET.
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