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Financial Props.

by the aid of many zealous and public-spirited advertisers the Journal is run with a small margin of profit, and is distributed to members free of charge. There is no gaining say the publication's supreme usefulness. It brings the general supporters of the League into constant touch with the activities and fortunes of the various Sea Cadet units, and keeps all au fait with the latest news and development of our mighty sea arm of defence.

Our third main source of revenue is by means of holding functions, e.g., an Annual Ball; a Matinee Concert at a theatre, and affairs of like nature. It will be readily seen that apart from actual financial profit these functions give a further resulting good. Through them Navy Leaguers may meet socially, and a feeling of unity of purpose be nurtured through these contacts.

Committees of lady supporters have worked hard and unselfishly in the past for their success, and has never refused to lend a hand in the details of organisation and publicity and the conduct of selling campaigns.

We are thus dependent on a yearly income from the various sources set out above. Out of this, beyond Headquarters expenditure, we have given in kind to and financed our branches of Sea Cadets, enabling these to get established and into working swing.

We have no capital fund, and, whatever may be the case in the future, our policy relies solely in the purpose of the League.

The end to be striven for is the practical realisation of our aims and objects; the means whereby these may be attained are the collective energy and support of all individual members of the League.
Why Tonga still has three old Naval Guns.

Captain Croker's Attack on a Heathen Stockade.

When New South Wales was asked to send Troops.

By Thomas Dunlop.

Three guns of a pattern used in the British Navy nearly a century ago still lie on the island of Tonga, far out in the South Pacific. They are the relics of an almost forgotten battle fought there in 1840, at a time when heathenism was making a stand against the new religion introduced by the Wesleyan missionaries.

The story of the fight is still preserved in a despatch, dated July 25, 1840, which Governor Gipps sent to Lord John Russell. He states that Her Majesty's sloop Favorite had returned to Sydney on the previous day as a result of her commander, Captain Croker, and two seamen having been killed, and the first lieutenant, one of the mates and 18 seamen wounded in a conflict with the natives of Tonga.

As First Lieutenant Dunlop, who was acting commander as a result of the death of Captain Croker, was still dangerously ill from the wound he had received, the account of the incident was given to the Governor by the Second Lieutenant Van Dorrop.

He stated that when the Favorite arrived at Tonga in the course of a cruise in the South Pacific a war had been going on for some time between the Christian natives and those who remained heathen. Captain Croker was induced by the representations of the Wesleyan missionaries to try to effect a peace, either by conciliation or by force. He landed a party of 90 men with three guns and some ladders which had been prepared on board the Favorite. A force of 1,400 or 1,500 Christian natives carried the ladders and dragged the guns to a village or camp four miles from the landing place, in which the heathen "army" had taken up its position.

Captain Croker's Attack on a Heathen Stockade.

Captain Croker's Attack on a Heathen Stockade.

Then the carronade was fired and a musketry fire was opened from loopholes in the stockade. It is stated that no shot appears to have been fired within the stockade until Captain Croker and his men had actually reached the barricaded gateway.

It would appear that there were renegade white men associated with the heathen party. In describing the enemy's position Van Dorrop said:

"This village or position had been strengthened in a manner which implied some knowledge of the principles of military defence, and there is reason to suppose that at least two or three white men had assisted in the construction of it. The work consisted of a stockade, formed of the trunks of cocoanut trees, covered by a mound of earth and having a ditch (partially wet) in front of it. The gateway was strongly barricaded also with the trunks of cocoanut trees and defended by a car-"
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Ellerman, one of the mates, were severely wounded, as also were a number of seamen.

It would appear that Captain Croker had expected that there would be no serious resistance, for up to this time the attackers had not made any use of the three guns which had been brought from the FAVORITE. Now, however, they fell back on their guns and opened fire on the stockade. They found, however, that it was ineffective. Their guns were entirely uncovered, and they themselves were exposed to the fire of musketry within. The attack was therefore abandoned and the three guns were left behind.

Captain Croker and the two seamen who fell with him were buried on the island, and the missionaries, Tucker and Rabone, were taken to the neighbouring island of Rabone for safety. The FAVORITE then returned to Sydney.

Naturally the officers and men of the FAVORITE chafed at the idea of leaving the three guns in the hands of the enemy. As soon as he had a little recovered from his wounds, Lieutenant Dunlop, the acting commander of the vessel, asked Governor Gipps to send an expeditionary force from N.S.W. down to Tonga in the FAVORITE to act with the ship's company in recovering the lost guns. The following is Dunlop's letter, dated August 19, 1840.

REQUEST FOR MILITARY FORCE.

"Her Majesty's ship FAVORITE, being now nearly ready for sea, I beg permission to represent to you that when the attack was made by a party from this ship on the fortress of Bea on the island of Tonga-taboo, the 24th of June last, two long six-pounders and one twelve-pounder cannonade were unavoidably left behind and were taken possession of by the heathen belonging to the fortress; that to have attempted to communicate with the heathen in their excited state of mind for the recovery of the guns would have been certain destruction to all employed on such service; but I now beg to submit to your consideration that an attempt could be made with every likelihood of success if a party of about 120 soldiers, with two field-pieces, were added to the force belonging to the ship. That to allow the guns to remain in the possession of the heathen is likely to be most detrimental to any merchant ships touching at that island, as well as an example to any of the other islands which may be tempted to act offensively."

While Gipps sympathised with Lieutenant Dunlop's feelings about the guns he did not feel disposed to send an expeditionary force to Tonga without the sanction of his official superior in England. In his reply to Dunlop's request he wrote:

"Under all the circumstances of the case, however, I feel it my duty to state that until instructions on the subject shall be received from Her Majesty's Government I do not feel at liberty to move the Major-General commanding Her Majesty's troops in this colony to employ any portion of the force under his command in the manner that you propose. I beg at the same time to state that I concur with you in thinking that the guns must not permanently be left in the hands of the natives."

In forwarding Dunlop's letter and his own reply to Lord John Russell Gipps wrote:

"I beg to submit to your Lordship's consideration whether some means should not be taken for the recovery of the guns."

NOT WORTH DISPERSAL.

It was a matter of many months in those days to send a message of any kind from Sydney to London and to obtain a reply, and it was not till nearly a year later that Gipps received Lord John Russell's reply, dated London, April 22, 1841.

"Seen from London the recovery from the heathen of Tonga of the FAVORITE's three guns seemed of much less importance than it had to Gipps, to say nothing of Dunlop. Lord John Russell, after referring to the request for an expeditionary force, wrote:

"I approve of your having declined to direct the embarkation of a military force for such a purpose, and especially as it is very probable that you may find it necessary to detach a small body of troops to South Australia. I do not consider that the guns are worth a dispersal of the military force at your disposal."

This closed the incident of the FAVORITE's guns. No attempt to recover them is recorded, and they are still at Tonga.
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<thead>
<tr>
<th>From</th>
<th>First Class</th>
<th>Second Class</th>
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The British battle-cruiser RENOWN is now undergoing alterations for the Duke and Duchess’ voyage to Australia and New Zealand in January. On her return home six months later she will have circled the world.

Admiral Earl Beatty, First Sea Lord of the British Admiralty and Chief of the Naval Staff since November 1919, has deferred his resignation at the request of the First Lord. He has completed the normal maximum period of seven years which it is customary to serve on the Admiralty Board.

The British submarine R.4 went ashore off Exmouth during a fog, but was subsequently towed off without sustaining damage.

It would be interesting to know whether there were really white men concerned in the designing of the fortress held by the heathen, and if so, who they were, and also where the cannonade fired by the Tongans came from: but on these points there seems to be no evidence available.

Traditions of the fight still persist in Tonga, where the site of the grave of Captain Croker is still pointed out at times. The stories current in Tonga differ in some details from the account given by Van Dorrrop to Gipps, but the general effect is much the same. It was a fair fight, and the only one in which British naval guns fell into the hands of Pacific Islanders.

Naval Notes from Europe.

(On a Special Correspondent)

The British destroyers TELEMACUS and SAPPHIRA, built in 1916 and 1917 respectively, have completed preparations for sale. The former was very actively engaged during the war in mine-laying operations.

The Italian Navy’s new 10,000 ton light cruiser TAZIOTE has been launched.

The new Latvian submarine SPINDLA, sister to the KOMA, has been launched at Havre. She will have a surface speed of 14 knots and 9 knots when submerged. Her armament consists of six torpedo tubes, a 750 lb. anti-aircraft gun and two small quick-fires.

The British air-carryer ARGUS, upon whose extensive refit over £275,000 has been spent, commissioned for trials at the end of November.

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Norwegian naval men are suggesting the construction of six battia leaders based on the design of the Frenchbucket.

The British converted aircraft carrier BRANN is now ready for trial, but her speed of 23 knots is rightfully regarded as quite inadequate.

A great British naval film dealing with the battles of Coronel and the Falklands is now in course of preparation. The Admiralty is co-operating, and it is hoped that this will do for the British Navy what the ‘Ypres’ has done for the Army.

To make quite certain of their seaworthiness and reliability the new French submarines are to stay at sea for three weeks and a month before they are accepted.

The British steam drifter LEVANTER, tender to the battleship IRON DUKE, drove ashore during a storm on the Scotch coast. Her crew of 15 were saved, two of them swimming ashore in a rough sea to procure help, as their wireless had been rendered inoperative.

Nelson’s famous signal was not flown on the VICTORY on Trafalgar Day for the first time in many years, owing to the fact that the old flagship’s yards and topmasts had been unshipped during her restoration.
NAVAL NOTES—Continued.

The seaplane equipment of the new French cruiser DUGUAY TROUBIN, which has been successfully tested, is particularly ingenious.

It is reported that the Turkish cruiser GÖZER—formerly German—is to be reconditioned at a French shipyard. Hitherto the Turks have objected to her leaving Turkish waters for fear of her being seized.

The French sloop YSER collided with the French submarine O'BYRNE during training operations off Toulon. Both vessels were damaged.

The British Admiralty is trying to interest young men in the advantages of the Navy as a career by means of lectures throughout the country.

The British cruiser CLEOPATRA of the Second Cruiser Squadron is to be taken in hand for an extensive refit. Her place in the squadron has been assumed by the ENTERPRISE.

The Fourth British Cruiser Squadron under Vice-Admiral Walter M. Elliot, C.B., has left the base at Trincomalee for a cruise to Indian ports. The flagship EFFINGHAM will spend Christmas at Karachi, while the EMERALD and ENTERPRISE will be at Calcutta.

The French torpedo school ship PATRIE is to be replaced by the 18,000-ton CONDOMET in the scheme for reorganising the training service at Toulon.

Pumping operations have been commenced by the British salvors Cox and Danks, preparatory to raising the German battle-cruiser OBERSTE which lies submerged bottom upwards at Scapa Flow.

The Swedish submarine DRAKEN, which with her displacement of 1,000 tons, is about double the size of any previous submarine in the Swedish navy, has been launched at Karlskrona. She will be fitted with seven 53cm. torpedo tubes.

There have been considerable reductions in the staffs of British Admiralty dockyards.

Very little information is coming to hand concerning the trials of the new British mine-laying cruiser ADVENTURE which is now undergoing official tests. It is expected that she will be employed very largely on instructional work.

Captain F. Burges Watson, D.S.O., who took part in several actions while in command of the destroyer LOYAL early in the war, has relieved Captain E. J. Hardman-Jones, O.B.E., as Chief Staff Officer at Gibraltar.
The Macquarie Lighthouse (South Head)

A BEACON light having been established on the South Head in 1814, Governor Macquarie determined to place a more permanent receptacle for the light, and one being designed on the principal of Smeaton's lighthouse on the Eddystone rock in the English Channel, steps were taken in 1816 for its erection.

Governor Macquarie may be allowed to say exactly what took place at its commencement; this can be found in his journal, which is in the Mitchell Library. In it under date of July 11th, 1816, he has written:—

"This day at 2 o'clock in the afternoon I went through the ceremony of laying the foundation of the New Tower intended to be immediately erected at the South Head of Port Jackson (and to be completed in nine months from this date), to answer the double purpose of a lighthouse and Barrack for the party of soldiers quartered there. I was accompanied on this occasion by Lt.-Govr. Molle, Mr. Garling, the Judge Advocate, Mr. Secretary Campbell, Captain Gill, Acting-Engineer, Lieut. Watts, A.D.C., and Mr. Greenway, the Acting-Civil Architect, all of whom went on purpose along with me to see this ceremony performed.

I christened this intended erection Macquarie Tower, and we drank success to it in a glass of cherry brandy. —L.M."

Macquarie's journal must be again consulted to see how the work progressed, and under date of December 16th, 1817:—

"Capt. Gill, Acting Engineer, &c., being about to take his departure for England, and the whole of the stonemason works of 'Macquarie' Tower and Lighthouse at the South Head of Port Jackson, including the cutting of the inscription, being now completed—Mrs. Macquarie and myself made up a party of friends to breakfast this day in honor of Capt. Gill to view this noble magnificent edifice; the party consisted of our own family—Capt. Gill, Lieut.-Govr. Erskine, Rev Mr. and Mrs. Cowper, Jr. and Mrs. Redfern, and Mrs. Riley—with her own and Colonel Molle's children; most of the party having gone down with us in the Government barge. Having breakfasted and remained at Macquarie Tower some time, we returned home by water, stopping at Bennelong's Point where the ceremony was performed of laying the Foundation Stone of the New Fort proposed to be erected on that Point, and which was this day named 'Fort Macquarie.' At 3 p.m. this same day, I also laid the foundation stone of the new stables for Government horses, &c., &c., intended to be erected on the site of the old bakehouse within the Government Domain, and contiguous to the present Government House..."

(now the Conservatorium).

Governor Macquarie further on in continuation of this day's proceedings says he found this a most interesting day; no doubt he did, for he had everything his own way.

"Being completed and ready for use a lighthouse-keeper had to be provided." He was found in Robert Watson who at this time was in charge of the signal station, and was also a pilot. He took charge, and the light exhibited in May, 1818. This Watson was formerly a quartermaster on H.M.S. Sirius which conveyed the first fleet under Captain Arthur Phillip, who founded the settlement; and it was from him that Watson's Bay takes its name, and not from Captain Thomas Watson, as has been often stated. The mistake is easily accounted for, because Captain Thomas Watson was a pilot and harbour master, and had a residence at Watson's Bay, which he sold in 1837. The last occupier of it was Sir John Robertson, and after his death it was pulled down. It was
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Comparative Naval Dispositions.

Extracted from "The Times," dated in the 1st week of December.

Mr. Bridgeman (First Lord of the Admiralty), in a Parliamentary answer, supplies the following table giving the numbers of British, American, Japanese, and French warships in Chinese waters:

<table>
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<tr>
<th>Country</th>
<th>Cruisers</th>
<th>Aircraft Carriers</th>
<th>Destroyers</th>
<th>Minesweepers</th>
<th>Depot Ships</th>
<th>Submarines</th>
<th>Sloops</th>
<th>River Gunboats</th>
<th>Launches</th>
<th>Surveying Ships</th>
<th>Yachts</th>
<th>Special Service Ships</th>
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† One other cruiser (Dieburg) is absent from the station at the present time, but is now in route for China, and is due at Hong Kong on January 15th.

* American minesweepers are sometimes referred to as gunboats or minesweeping gunboats.

† Includes Tamar, which is a stationary hulk at Hong Kong.

Mr. Bridgeman stated in the House of Commons, in answer to Mr. Looker (C. Essex, South-East), that the following reinforcements were added to the Squadron last October:—Harmon, aircraft carrier and 3rd Destroyer Flotilla, which comprises one flotilla leader and eight destroyers.

Mr. Looker: Is the Minister satisfied that these forces are sufficient in the present emergency to answer any call that may be made on them?

Mr. Bridgeman was understood to reply that he could not possibly forecast what all the calls Mr. Looker referred to might be. "We consider," he added, "that at present they are sufficient, and we are considering the question of the possibility of having to add to them."
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also laying new foundations for their different but their work for the year, and reconstruction and

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in our cadets. The work and pleasures of the see a great unified increase in the interest shown

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Mr. Hopkins, {Contributed by Mr. W. Hammer, O.C.)

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THE NAVY LEAGUE JOURNAL.

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Mr. Perrier of Kodak's Ltd., who took two characteristic rests of the cadet under camping conditions, besides a number of still studies which no doubt will prove excellent material for future numbers of the Journal. Mr. Perrier expressed delight in the manner in which the various stunts and evolutions were carried out by the Company. At 6.30 p.m. the weather commenced to look threatening. During the night and the succeeding day the wind freshened to gale force from the South East accompanied by heavy rain squalls. The canvas held well, and everybody managed to keep dry and comfortable. No liberty leave was, however, granted—and the only persons leaving camp, were working parties. Monday night was a test of the morale of the Company, and all behaved remarkably trying conditions. By 6 a.m. all were housed in two tents, the remaining six having been abandoned at various times during the night. During the forenoon the camp was finally evacuated and we found shelter in a suitable cottage, the distance of transportation being about one and a half miles. The whole operation was conducted in good style and the boys showed wonderful spirit in the face of all these difficulties. On the Tuesday all hands were snug and happily established in the cottage, waiting for the weather to break. During the day we were entertained by an old identity of the neighbourhood, who thrilled the boys with stories of his adventures in the Boxer rising.

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The Navy League Journal

BALMAIN—Continued.

on 3rd January. The party was in charge of Mr. Buckland. This is the second occasion and within a short period of time that we have formed a guard for Lord Stonehaven, and His Excellency expressed pleasure at meeting our boys again. He complimented them on their smart appearance and wished them every success in the New Year. The contingent was entertained with luncheon aboard the flagship by our President, and spent a very enjoyable day at the regatta.

The Committee of the Balmain N. L Cricket Club held a party recently, and the Club had a good time. The President (Mr. T. Fox) and the Vice-President (Mr. J. R. Booth) of the Branch were in attendance, the former arranging for which he gave the prizes, and the latter gentleman gave a donation to start the cricket fund for this year.

DRUMMOYNE

(Contributed by Writer C.P.O. Everingham)

Christmas and New Year with all the good things accompanying the past, and once again the long vista of a fresh year lies ahead. We are buoyed up by the feeling that the Drummoyle Branch is going ahead. The main concentration during 1927 will be the establishment of a new depot building and in this matter we are fortunate in having a very active Sub-branch and Welfare Committees behind us.

Christmas time means a temporary cessation in our usual routine. At the last three parades the average attendance has been 15 cadets; but this must not be taken as a sign that our strength in numbers is diminishing. The deplorable fact is simply the result of so many cadets being away on holidays.

We heartily thank the Lane Cove Company for the very enjoyable evening we spent at their Christmas Tree.

Our own Xmas Treat will take place on the "Cairo," Bridge Road, Drummoyne, on January 15th. Rather a belated party some will say. So it is; but arrangements could not be made for a ball before Xmas and, moreover, we wished to get "all hands" who will be in strength again by that date. On the night in question two competitions will be held: a signalling contest on the lines of the Oswald McMaster Gold Medal Competition and general chauvinism, including knots, compass, anchor-work, rule of the road as such. Particulars and results will be given next month.

At the end of this month we intend holding a week-end camp down the harbour for two days, staying at Little Manly or Chowder Head. Both the cutter and the "Quambi" will probably be requisitioned for the trip.

Two new recruits have reported at the depot: G. and J. Munce.

ROSE BAY-BONDI

(Contributed by Mr. C.J. Hopkins, O.C.)

The opening function of the Eastern Suburbs Returned Sailors and Soldiers' Memorial Hall at Bondi on the 18th December, was a great success.

Mr. Walter Marks, M.P., R.A.N.V.R., after a very fine address, in which he was ably seconded by Ald. Jackaman (Mayor of Waverley), Lieut-Col. P. W. Smith, V.D., Chairman of Trustees, Mr. T. B. Middleton, M.C., Hon. Architect, and other speakers, opened the hall with the gold key presented to him, and an inspection was made by the large number present.

Navy League Sea Cadets drawn from the various sub-branches, about 250 in all, under their various senior and junior officers, mustered at the tram terminus, from whence they marched to the hall, led by the Naval Band and a detachment of the Royal Naval Reserve.

The Mayors of Waverley (Mrs. Jackaman) assisted by an energetic ladies' committee, looked after the boys, and saw to it that each one got his share of the eats and drinks.

The splendid manner in which these ladies carried out their voluntary task at short notice reflects greatly to their credit and organising ability, and all hands are deeply grateful for their kindness.

The Smoke Concert at night was a huge success. During the speeches eulogistic reference were made to the fine manner in which the Navy League Sea Cadets had carried out their part of the contract in forming the guard.

The Returned Sailors and Soldiers take a great interest in the boys. Apart from giving us free use of the gymnasium for instructional purposes as well as recreation, some have offered their services as instructors. When we get set no doubt the boys will be shown how fields were won after the manner specified by Oliver Goldsmith in the "Deserted Village Preacher."

We are looking forward to many a good crash with "Old Originals" and appreciate very much the kindly interest which they have taken in us.
PROGRESSIVE TOTALS OF THE BALANCE SHEETS

| Year | Total As  | 30th June | 1885 | £47,099,229.50
|------|-----------|-----------|------|------------------------|
| 1856 | £1,471,885.00 | 1876 | £5,306,397.00 | 1896 | £12,000,056.00 | 1916 | £7,087,847.00
| 1866 | £2,460,277.00 | 1886 | £10,625,093.00 | 1906 | £17,513,869.00 | 1926 | £47,099,229.00

THE NAVY LEAGUE JOURNAL

ROSE BAY-BONDY—CONTINUED.

Our week-end trips as usual were varied—Nielsen Park, Shark Island, Clifton Gardens; also a visit to the German four-masted barque, "Gustave." Some of our boys who camped at Rose Bay earlier in the month were entertained by Mr. Harold Coelho, on board the "Viking," 5.30 a.m. breakfast, after which they got our boat ready for those who are not such early risers.

Promotions:—L. Wilson, Acting-P.O.; H. Munro, Leading Seaman.

Now withstanding the inclemency of the weather our Xmas camp was one of the best ever. We had camps at Woy Woy (Easter), Balmain, whence to Clovelly last Xmas, and other places, but no where have we had the comfort and convenience which was our lot on this occasion.

Hearing that we are debarked from camping on Shark Island, Mr. F. W. Hixon, O.B.E., kindly invited us to make use of his place in Elizabeth Bay for a camping ground.

After Xmas dinner the boys assembled at Rose Bay with all their camping gear, ration, etc. Pushing off, we sailed to Elizabeth Bay, tied up to the booms, erected the tent, and soon had a roaring fire going.

The first two nights were fine—Saturday and Sunday—but Monday, Tuesday and Wednesday wet day and night; and the boys appreciated the kindness of Mr. Hixon who provided spring mattresses, plenty of blankets, and great coats.

With the tent and the boat-sheds, there was no need to get wet. A fire was going all day and night in the boat-shed; hot drinks and shrimps—of which the boys caught large quantities—were always available. In fact, we found things so comfortable and congenial that when the fine weather did come we were not inclined to shift our base, so contented we translated ourselves with short excursions from Elizabeth Bay.

The big swimming bath was well patronized, and at high tide diving indulged in.

Mr. Hixon has placed this fine water frontage at our disposal as a depot, and has plans in hand to erect davits to facilitate the hoisting of our boats; bunks and couches, etc. at our disposal as a depot, and has plans in hand to erect davits to facilitate the hoisting of our boats; bunks and couches, etc. Furthermore he has anticipated our requirements to ensure comfort, care of boats, and efficiency, and what we needed—a depot of our own.

Apart from giving us a lot of useful gear, Mr. Hixon sent the boys to the "flicks," and provided the wherewithal to purchase fruit, etc.

Doctor J. R. Dryhurst.

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ROSE BAY—Continued.

Mr. and Mrs. Hixon's chief concern was that the boys were kept warm and had plenty to eat. They had a practical demonstration of how to make a damper by the camp chef. Leading Seaman Mutton reckoned it was good. They wisely took his word for it, and left it at that.

A lot of useful work was done by the boys in getting our new boat ready, and stowing the trips on which to pull up the boats.

We are very fortunate in enlisting the goodwill and practical assistance of our Sub-branch by Mr. Hixon, Mr. G. E. Fairfax, B.A., L.L.D. and other prominent citizens in the Eastern suburbs. We can assure them that their efforts on our behalf are fully appreciated.

We broke camp at mid-day New Year's Day. Sailed over to visit North Sydney depot, where we fell in with a lot of the boys out sailing and transhipping some of them into our boat we sailed down the harbour where we exchanged greetings with some of Vroomayne Company in the "Quamby."

After landing the North Sydney boys we set out for our present home port Rose Bay, where we arrived just before the storm broke. Got our boat safely moored, and disposed until the next week-end, all hands agreeing that it had been some camp.

Mr. Stone, O.C. (Coogee-Clovelly), with his boys in the cutter paid us a visit in passing at Elizabeth Bay on their way to Ryde. On their return they were not so fortunate as we were in avoiding the storm, which broke in full force as they entered Rose Bay. Mr. Stone wisely decided on safety first, stowed his canvas, and ran into Nelson Park for shelter.

Our new boat house at Elizabeth Bay we will be brought geographically close to other depots, thereby ensuring a closer co-operation which we trust will be to the mutual benefit of everyone.

BIRCHGROVE.

Our camp this year was one of the wettest on record.

On Xmas Eve a fatigue party under Mr. Robertson (Sportmaster) and Mr. M. Sommerville (O.C. Lane Cove) took the gear per motor lorry to Narrabeen. On arrival at 11.45 p.m. tents were erected and all the boys made snug for the night. The remainder of the cadets arrived next day and were detailed for tent guard, water party, provision party, etc.

On Sunday afternoon the Narrabeen Life Saving Club gave a special life saving display, which was instructive and very interesting to the boys.

Continued on page 27.
Navy League Concert.

A CONCERT took place on Wednesday, the 15th December at King's Hall, City, and was well attended by Navy Leaguers and their friends. Considering the time of the year, when so many other engagements intervene, we cannot but be pleased with the support that was given.

The programme presented, under the direction of Miss Winifred Jenner, was one of outstanding merit, both varied and well-balanced. Each performer gave of his and her best, something individually different and yet there was preserved that unifying and cumulative interest, which is found so hard to attain on the concert platform.

The evening opened with a delightful one-act fantasy by Gilbert Cannan entitled "Everybody's Husband"; and this was produced in a spirit fully befitting it by Miss Daphne Deane, a talented actress and one well-known to Sydney theatre-goers. It was admirably cast. The Girl of Clare St. Clare was well portrayed in all her modernity with its strong dash of romantic idealism; the Mother, Phoebe Martyn, a charming young mother, hedged around by all the propriety of her time and generation, yet showed that she had the nerve to rebel—pleased to keep it stored away an intangible something—of disillusion and warning to the errant fancies of the Girl.

The Grandmother, May Wylds, so youthful in her crinolines, was the very epitome of its strong dash of romantic idealism; the Mother, Phoebe Martyn, a charming young mother, hedged around by all the propriety of her time and generation, yet showed that she had the nerve to rebel—pleased to keep it stored away an intangible something—of disillusion and warning to the errant fancies of the Girl.

A bright coloured, slightly provocative dream; and with the fall of the curtain one woke up, pleased to keep it stored away an intangible something—as did the Girl so busy with the awakening arrangements of her wedding day. She thus gave extensively of her repertoire and in so doing showed herself skilful and sympathetic in the interpretation of widely differing themes.

One of the pleasantest and most unique items of the evening was that of Rhythmic Dancing given by the pupils of Miss Rachel Laws. After the conventionalised and artificial forms group dancing usually takes as in the ballet and its kindred concepts, Rhythmic Dance comes as a pure, untramelled, impressionistic art. It demands a good deal of intelligence from the artist, being chiefly interpretative, and seems to elicit in naive fashion the natural grace of bodily movement and posture of its devotees. The Misses Bertha Lawson, Molly Warburton and Gladys Beresford rendered a group of five dances between them, the most striking of the ensemble ones being a "Circle Dance."

Miss Beatrice Day needed no introduction and in a humorous recitation "The Little Hatchet" greatly amused her audience. This difficult piece, when subjected to the artistry of Miss Day, seemed simplicity itself; yet one realised that only a practised and consummate artiste could have sustained the ever interrupted dialogue and preserve the humour and balance of the piece.

At the piano Madame Evelyn Grieg rendered Paderewski's "Minuet" and Novelline No. 2" by Schumann. The execution of the former was characterised by a delicacy and restraint worthy of this daintiest of conceptions. Madame Grieg is an executant of outstanding ability and, beyond and above her correctness of technique, one knew her as a lover of music and the beautiful for their own sakes. For an encore she gave Boccherini's "Minuet on the dulcitone, the instrument that is always envisaged in conjunction with the stately old dance.

Mr. Robert Turner, a prominent member of the "Bunch of Keys" Company, gave several delightful monologues. In "Monty talks of Love"—a composition, by the way, of his own—he described in inimitable fashion Monty's version and ideas of the great phenomenon. Followed a realistic piece about a coster with his girl at the pictures, a riot of emotion and humour, in which Mr. Turner gave his imagination full rein. He was not allowed to go until he had given an encore, which was in more serious vein.
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Mrs. Julius Rosenfeld (Piano), Mr. Louis Ratner (Violin), and Mr. Leo Packer (Cello) rendered a suite of three instrumental pieces: “Romance” (Svensson), “Serenade” (Wedg) and “Bouree” (Bach). The choice was a happy one for the occasion and was much appreciated. Perhaps Widor’s yearning, sad-hued composition made: the greatest appeal and the trio were to be complimented in providing a very pleasing musical contribution to the evening.

Last, but certainly not least, Miss Winifred Jenner wound up the full-measured programme with some solo items, which brought the concert to a bright and cheerful finish. This artiste’s clear enunciation, combined with a charming mezzo-soprano voice was indeed a pleasure to listen to.

The Admiralty was the topic of the evening and the programme was well chosen. The first item was Jellicoe’s yearning, sad-hued composition made the greatest appeal and the trio are to be complimented for making possible this Christmas event. Under the chairmanship of Miss O. Kelso King, the Committee comprised Miss A. S. Murray (an indefatigable Secretary and Treasurer), Mrs. A. Norton, Mrs. C. S. Thompson, Mrs. T. H. Silk, Miss Frances Glasson, Miss K. Murray, Miss A. Payne, Miss E. North and Miss Winifred Jenner (programme arranger).

A joint Ladies’ Welfare Committee was also convened and the help and practical interest shown by these League Ladies augurs well for future functions. Mrs. A. Walker was Chairman, with Mrs. E. Cooper as Secretary and Mrs. Lamp­herd, Treasurer, and the Committee consisted of representatives from Drummoyny, Birchgrove, Balmain and Lane Cove Ladies’ Welfare. This Committee did excellent work in the sale of tickets and undertook the catering arrangements for the artists. Under their supervision chocolates and programmes were sold.

We thank Miss O. Kelso King, Miss Glasson, Mrs. T. Fox, and many ladies of the Welfare Committee, Mrs. Walker, Mrs. Cooper, Mrs. Somerville, Mrs. Lamp­herd, for their generous donations in kind; and Mr. Watson for making up the flowers so kindly sent by Miss A. S. Murray and Miss Glasson.

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THE NAVY LEAGUE JOURNAL

Reminiscences of Jutland.

DOES any one need to be reminded that nearly eleven years ago we were freed from a greater danger even than that presented by Napoleon Bonaparte? On June 1st, 1916, the German High Sea Fleet, which had been deliberately built up to cripple our maritime ascendancy, was flying back to the Fatherland for shelter, never again to issue forth in battle array, whilst Admiral Jellicoe was looking in vain for the foe that had returned home under cover of the darkness.

The passing years clear up many debatable points, and with the perspective of a decade between the battle and ourselves, a better scale of values is obtained than was available at close quarters. The net result of the Battle of Jutland was the elimination of the German High Sea Fleet from further challenge of our naval power; what the gross result was, who can say?

GALATEA’S FIRST SHOT.

The beginning of the battle was not without its quaint and humorous side. On the evening of May 30th, the First Light Cruiser Squadron set out for a “sweep” of the North Sea, in company with other Light Cruiser Squadrons and the Battle Cruiser Fleet. At 2 o’clock in the afternoon of the following day, the Eastern limit having been reached, the order was given for the ships to return to their base, but the Galatea, flying the broad pennant of Commodore Alexander Sinclair, was late in getting the order, being well away on the wing. However, she was just about to turn at 2.15 p.m. when a merchant ship was sighted right ahead. She appeared to be stopped and blowing off steam. This decided the Commodore to keep on his course and see what was happening. A little closer approach disclosed a German destroyer alongside her, the stumpy forecast and tallmainmast stamping her as an unmistakable Hun. Bang! went the Galatea’s forecastle 6in. gun. The first shot of the Jutland Battle had been fired! Enemy in sight consisting of one destroyer was “sparked” out from the Galatea’s wireless, and this was the first enemy report of that great sea Armageddon, the time being about 2.30 on May 31st.

It was not very long before the Galatea discovered enemy cruisers and destroyers, and came in for an unpleasant degree of attention, the range being 14,000 yards. What happened to the first shell fired by the enemy is worth recording. It hit the Galatea below the bridge, and passing through a deck or two, lodged against the opposite side of the ship, but fortunately without exploding. A seaman belonging to the Royal Navy Rescue saw in a couple of minutes later, and thinking it belonged to the ship’s own ammunition, attempted to pick it up, but let it go more quickly than he had lifted it, exclaiming: “Crikey! the blighter’s hot!” He had a hot time of it for a day or two, as may be imagined, for the incident became the standing joke of the ship for some time.

ENEMY LED TO ACTION.

From these movements developed the most tremendous sea fight in the world’s history. The Galatea, keeping the Battle Cruiser Fleet informed as to what was going on, led the enemy towards Admiral Beatty, and soon it became evident that the day for which such mighty preparations had been made, and for which so much money had been spent, had arrived. It would be futile to attempt to describe the battle in detail, and one must, therefore, be content to deal with generalities. Jutland may be said to have been fought in three chapters. The first was the Battle Cruiser action from 4 p.m. to 6 p.m.; the second, the Battle Fleet action from 6 p.m. to 9 p.m.; and the third, the night action, from 10 p.m. until 1 a.m. on June 1st.

The Battle-Cruiser action was for the most part a long distance artillery duel, in which our battle cruisers, assisted by the Fifth Battle Squadron, engaged the enemy battle cruisers and the leading ships of the enemy Battle Fleet. The trend of the
BIRCHCROFT CONTINUES

The cadets played the Navy League football after the rain ceased on Monday. An hour was spent each afternoon at band practice. A handmaster from a nearby camp was invited to the playing, and kindly came along and gave us a hand.

On receiving a wireless report that the wet weather would be decided to return home; but the tents were left, and at New Year a number of the Welfare Committee spent the weekend there.

Camp routine was as follows: Officer of Day and buglers turned out 6.25 a.m.; reveille sounded 6.30; clean up camp, clean clothes and place for dinner; 9 a.m. air blankets; 9.30 clean up tents and fold blankets; inspect camp; dismiss bands to dance and play; bath after dinner; band practice, 1 to 2 p.m.; football and cricket until tea at 5.30 p.m.; sing song; guard posted 8 p.m.; lights out and pipe down 9.30 p.m.

Many of the sub-branch and Welfare Committee members visited the camp, also representatives of the Felix Club, Mrs. Cooper, Mrs. Punt and Mr. Lampherd, were in charge of the Commissariat Department and all bands were well looked after in regard to the inner-boy.

The Balmain Council kindly gave our band permission to play and collect in the street during the enemy, but by this time the latter had fled to the south-east. At 6.15 Jellicoe sighted the leading ships of the German battle force, and deployed his fleet from cruising formation into battle line. It was a masterful stroke, and developed into a sort of crescent-shaped curve, enveloping or enclosing the enemy within the horns of the crescent. The range was long, however, the visibility very poor, and only a few of the German battle-ships could be seen at any one time.

At 7 p.m. the Grand Fleet turned South to close the enemy, but by this time the latter had fled to the westward, and launched torpedo attacks at our battle-ships from time to time. Later, they turned again to the east, and then, under a heavy smoke screen, once more to the west, working gradually round by the south to the south-east. By 8 p.m. the firing had died down, and the fleets were out of touch.

During the night Admiral Jellicoe went south to prevent a return of the Germans to their base, and to be ready for the fray at the bottom of the sea, for his rear was being protected by destroyers. With consummate skill or rare good luck, the German Commander-in-Chief had cleverly wiggled clear. The British went home to watch and for the enemy's next appearance, and 24 years later the Germans came out again—this time to surrender.

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The Tempest.

This play of Shakespeare's was one of his masterwork. Despite its title it seems that the poet's philosophy at the date of writing was definitely a settled one: the conviction that the good triumphs eventually over the evil in the world. The play, one of the shortest, is moreover coloured by the brightest fantasy and ranks, perhaps, as one of Shakespeare's greatest contributions to drama and literature.

From a sea point of view it is interesting to note that one of the main sources of the play is that of the New World adventure. There is no doubt that Shakespeare had very frequent conversations with Elizabethan sailors and that he read avidly the current accounts of the numerous explorations voyages of his contemporaries. Eden's History of Travaillo, published in 1577, tells of a voyage to Patagonia in the far south of South America wherein it was noticed that the natives called out to the "chief devil of the many they worship," one Sintanos, to deliver them. In this volume occur many of the names of the play's protagonists with but slight alterations.

Pointed allusions, moreover, have been found in the play to Sir Walter Raleigh's Discoveries of the Large, Riche and Beautifull Kingdom of Guiana, published 1596. And from another pamphleteer, Shakespeare drew the form "Bermoothes" for the Bermudas, but undoubtedly the greatest sea source was in his reading of the accounts of a remarkable and sensational voyage given by Silvester Jourdain in 1577. The narrative recounts:—"Only upon the Thursday night (just before the storm) Sir George Sommers being upon the watch had an apparition of a little round light like a faint starre trembling and streaming along with a sparkling blaze hale the height upon the maine mast, and shooting sometimes from shroud to shroud."

It is recorded also that during Sommers's stay on the island, which is described as uninhabited, mutinous conspiracies took place and "a sea monster in shape like a man" was reported, "having at his elbows large fins like a fish."

The shipwreck, the desert island idea, the monster and enchantment: all these are incorporated wholesale into the Shakespearean fantasy.

The play has many aspects: political, personal, philosophic. It takes its place in time after the tragedies, the colossal heartsearching and disillusionments of this gentlest of poets. It has something of the freshness and naive of the earliest comedies, but is far beyond these in feeling and meaning. It is the supreme work of a genius who has suffered terribly, almost to annihilation, and who at last finds some reason for these sufferings and humiliations in the sweeping arc of his poetic expression. It is the safe haven after troubled seas and in the heart of the playwright one senses a sympathy with all the common throng of humanity and a belief in the ultimate rightness of things.
PERSONAL.

We have visiting us in Sydney Commander Arthur Marsden, R.N. At the invitation of the Navy League Executive Committee he attended the monthly meeting on Monday, 10th January, at Royal Naval House. He was very interested in our work, and gave useful information of the League's endeavours in Great Britain, of which he is an ardent supporter. Elsewhere under Forthcoming Activities in the present issue readers are told more fully about the address Commander Marsden has so kindly consented to give to Navy League members and the general public.

His career is a distinguished one. Entering the navy in 1868 he was promoted from the Royal yacht to lieutenant in 1885. In 1912 he was again promoted to Lieutenant-Commander, and 1917 saw him in his present rank. He was on the Active Service list, and served throughout the war, being in command of H.M.S. "Arden." at the memorable battle of Jutland, and in respect of this engagement he had the honour to be mentioned in despatches by Lord Jellicoe.

Marsden has received the silver medal of the Royal Humane Society for saving life at sea. His career is a distinguished one. Entering the Royal Naval House. He was very interested in political fight against Communism, and by writing the monthly meeting on Monday, 10th January, at date January 10, to Penguin, and for naval establishments, Sydney, to date February 1; Surgeon-Lieutenant : Robert Millin, to Cerberus, to date January 16, 1920; honorary, for passage to the United Kingdom, to date January 22; (a) Roy L. Oliver, to Adelaide, to date January 26; Rev. Tov L. Skilton, to Penguin, additional, to date January 1; Rev. George Stubbs, to Cerberus, to date January 20; Chaplain : Rev. George A. Williams, to Penguin, to date January 24, 1927; Surgeon-Lieutenant (D) : Alfred C. Tregear, to Cerberus, to date January 26; Rev. Frank L. Oliver, to Adelaide, to date January 26; Rev. Victor W. Thompson, to Pleiades, additional, to date January 1; Rev. Ivo L. Skilton, to Penguin, additional, to date January 1; Inspector : Mr. Saklabalater, the Parsee Community, which is at present represented in the British Parliament by Mr. Saklabalater, the Parsee Community. He is an indefatigable worker in the political fight against Communism, and by writing and speaking is a practical uholder of the Empire and its meaning in the finest sense.

As before mentioned, he is a supporter of the Navy League, and at the present time is on a world tour with his wife, Mrs. Marsden, who is a daughter of Mr. Llewellyn and Lady Rachel Sauderson and a grand-daughter of the 5th Earl of Clonmel.

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THE NAVY LEAGUE JOURNAL.

AIMS AND OBJECTS OF THE NAVY LEAGUE.

I. THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples entirely outside party politics, devoted to 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 Pre-emption for British Subjects and British Commerce all the world over. Its objects are:

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the Navy at the Requisite Standard of Strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every part of the World.

2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden development of Naval Strength is impossible, only continuity of preparation can guarantee National and Imperial Security.

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

4. To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that The Existence of the Empire, with the liberty and prosperity of its peoples, rests on the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden development of Naval Strength is impossible, only continuity of preparation can guarantee National and Imperial Security.

5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping the sea spirit of our race, but also to enable the Boys to become Good Citizens of the Empire, by learning discipline, duty and self respect in the spirit of their motto — "For God, for the King, for the Empire."

6. 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 were injured or who lost their lives in the War, and to educate their children.

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CHINA.

Whatever may be the result of the Civil War in China, Britain has applied thereto a most consistent policy, which, at the same time, allows scope for the legitimate and national aspirations of the Chinese, yet is sternly set against a parade of invertebrate weakness in protecting British lives and property faced by hostile mobs.

From first to last, and during pending negotiations, this position has been maintained, and as a corollary the necessary troops and defence forces have been despatched in the logical pursuance of such a policy.

This is no mere “jingo” move, and cannot be construed by even the most pacific-minded as an act of aggression; it is merely the taking of reasonable precautions when no guarantee can be given by the rival Chinese factions for the safety of foreign residents.

The British in China are there by virtue of still existing treaties and agreements; and, whatever may be their status in the future, it is sufficient that they are there at this time and need urgent protection.

Any Government in power which refused to grant such aid or which was so dilatory that only steps were taken in the wake of a great tragedy would be severely censured—and rightly so. If a show of determined effort to withstand mob-law and anti-foreign rioting in Shanghai deters what might otherwise develop into a great catastrophe, then the presence of British troops and warships is supremely justified, and is not only the insurance of the lives of British subjects, but further is a boon to all Chinese citizens worthy of the name. Other interested nations after a series of somewhat vague and hesitant steps have gradually swung into some sort of line with Britain’s lead. Somewhere and sometime a stand must be made in face of a difficulty. Reluctantly the British Government has been forced to the step taken, and at last the rapidly diminishing prestige of the white in China has been checked.

British subjects in the East have for several years past suffered humiliation and indignities, whilst British commerce has been harassed by boycotting and such-like interference with legitimate trade.

There is no secret as to the origin of these fermentations; they are the results of the propaganda of Bolshevist agents, and are yet another instance of the Soviets’ aim to overthrow British power and influence to the furtherance of their visionary dream of revolution and world-dominion.

China actually and politically is in a state of chaos. Let us hope that the stirring, awakening spirit of this vast nation, cognisant at last to the possibilities of a wondrous future, may find a way to bind the warring sections.

When that is accomplished China may settle down to an era of progress and emancipation, a united nation and, with its old-time peace-loving attributes and ruled by its finest passions, seek with confidence the high company of the outside world.
Where Sail Still Holds Its Own.

Tasmania's Ketches and the Men Who Run and Race Them.

Steyne's Voyage Round the Horn to Rio and Back by Good Hope.

BY THOMAS DUNNANI.

ONE by one they have dropped away till today there is not a single trading vessel working under sails on the registry of the port of Sydney. Probably the 87-ton ketch Phil Forbes, which foundered near Broughton Island off Port Stephens on June 5, 1922, was the last of its race. One or two sailing vessels still visit Sydney regularly—such as the Alexia, which trades with the Gilberts. The Alexia, however, is registered at Wellington (N. Z.). Deep-sea sailing ships owned overseas also visit the port from time to time.

Melbourne still has one or two small sailing vessels which run firewood and other commodities up to the city; but she, too, is a port that has nearly gone out of sail. It was at Point Nepean, down by the entrance to Port Phillip, by the way, that Australia's last brig, the old Edward, was wrecked on September 30, 1912.

There is, however, one port in Australia which can still show quite a fleet of sailing vessels regularly engaged in trade. It is the only port in the Commonwealth that can, if we leave out of account the fleets of luggers (really only glorified fishing boats) belonging to Thursday Island, Broome and other northern ports.

There is Hobart in Tasmania. At the Hobart regatta, held this year on February 1, the race for the fleets of luggers (really only glorified fishing boats) belonging to Thursday Island, Broome and other northern ports.

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### Sailing Ship Families

This year’s ketch race was won by the May Queen. Famous racers of the past were the Speedwell, the Lilliattash, the Gazette, the Huon Chief, and the old Tasman. William has always been a favorite ketch name in various combinations. Besides that veteran the William the Fourth there were the William and Mary, and the William and Ann. Others are, or were, the Swift, the Hope, the Betty and the Rose.

White “squareheads” are found in some numbers in certain other branches of Australian shipping. Ketches are manned almost entirely by Tasmanians born. These bargemen, to use their commoner name, are almost a race apart. Often the ketch is a family affair. There are families, such as the Spaldings, which have been running ketches in and out of Hobart for generations. A still more famous sailing craft family is that of the Heathers, but they run rather to the command of schooners, and some of them have remarkable passages from Tasmanian ports to the mainland to their credit.

In the days when the now deserted Port Davey, in the far south-west of Tasmania, was an active centre of the trade in Huon pine, there were outputts which a few years ago were served by ketches making regular trips which are now relying on steamers alone to carry their trade. In other places the ketches still hold their own.

The ketches, too, retain the traffic to the creeks, bays and inlets where timber, produce and other things are shipped “off the beach.” They work into all sorts of lost corners and forgotten inlets—from Tamar River, through the Derwent, East Bay, Maria Island and Port Sorensen. There are bays where the bales of wool are still carried out to the boats which then take them out to the ketch which lies off the beach to wait for its loading.

The ketches are sometimes used for fishing where long trips have to be made. Thus there are several ketches employed in the crabfishing trade in Bass Strait, the main purpose of which is the supply of the Melbourne market. A well-known craft of this kind is the Mary Burgess.

SAILING SHIP BUILDING.

Wooden Shipbuilding.

That the ketches are well built stout little craft is shown by the service that they give. Such a ketch as the William the Fourth which ran for nearly a century, is an exception, but there are others which have been in commission for over half a century, and are still going strong.

It is claimed that there was a time—say back before the middle of last century—when the Derwent was a greater shipbuilding river than the Clyde. In the days of wooden ships, Tasmania had abundant supplies of the raw material, and many fine deep-sea vessels were turned out from shipyards on the Derwent, D’Entrecasteaux Channel, the Huon River, Port Esperance and elsewhere.

Even Lewisham, to-day a tiny village of a few houses at the entrance to Pittwater, had its shipyard in the early fifties. There was built the ill-fated schooner Zephyr, which went ashore near the mouth of Bream Creek, at Marion Bay, on the East Coast (where its bones still stick up from the sand at times) in 1855 and other craft, most of which seem to have been unlucky.

Vessels like the 403-ton Derwent, the Middleton (340 tons), the barque Panama (350 tons), all of which ran between Hobart and London, the whaler Runnymede, the Fair Tasmanian, the Circassian, and many others were built in the shipyards at Battery Point, Hobart, in the forties and fifties of last century.

The days when the Tasmanian shipyards turned out full-rigged ships and barques are gone—perhaps for ever. But in addition to wooden steamers, the shipyards at Hobart and that of the Wilsons at...
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Port Cygnet, still build fine ketches, with an occasional schooner. In to these they put the Tasmanian eucalyptus timbers, the Tasmanian blue gum and stringy bark, with Huon pine for their finer work.

**GUM-BUILT CUTTER IN THE ARCTIC.**

As an instance of the strength and stability of eucalyptus timbers, it is interesting to note that the United States revenue cutter Bear, which has for many years been used for patrol work in the Arctic seas north of Alaska, was built of eucalyptus timber. There may, for that matter, have been Australian gum timber in some of Nelson's ships that fought at Trafalgar. In the very first years of the nineteenth century a good deal of Australian timber was shipped from Sydney to the British naval yards. There was also one shipment from Port Phillip in 1803, for when Collins made his unsuccessful attempt to found a settlement there, a quantity of timber was collected and sent away.

Things change even in Hobart, but still the ketches beat up and down the Derwent with their cargoes, or lie in picturesque rows lining the wharves round the fishermen's dock. And every year the characteristic event of the Hobart regatta is the trading vessels' race '7' which the ketches strive for the blue ribbon of -s. Hobart has its steamer race, too, when the two fastest steamers compete on Christmas Day in a 30-mile run for the honor of carrying the cock at the masthead for the ensuing year. This, however, is a private affair, though there is just as much keenness about it. This season, curiously enough, there was an accident in both races. One of the steamers grounded, and in the sailing vessels' race two ketches came into collision.

Not only are the ketches a remarkable and vigorous survival from the age of sail, but they are the nursery of a hardy and skilful race of seamen. In their little corner of the Tasmanian seas they are doing good service to Australia.

*Members are requested to interest and enrol a friend.*

Naval Notes from Europe.

The British aircraft-carrier ARGUS has completed her refit and rejoined the fleet. She was laid down in 1914 as the Italian liner CONTRA ROSSO, and was purchased on the stocks in 1916 by the British Admiralty.

The new German cruiser EMBDEN has left Wilhelmshaven on her world cruise to show the flag. She will be away from home nearly 18 months.

The British battleship King George V., which was completed in 1911, and which at the battle of Jutland gave a good account of herself, is being prepared for scrap under the Washington Agreement.

Two large destroyers are building at Rotterdam for the Dutch navy from British design. They will have a cruising radius of 4,800 miles at 15 knots.

The British Atlantic fleet target ship AGAMEMNON has paid off at Portsmouth in preparation for sale. She has been manoeuvred by wireless at 15 knots without a soul on board.

The new British submarine ORION has been bringing out trials. She was launched in September and is due to commission at the end of January.

The French destroyer FORTUNE has been launched at Caen.

The British destroyer which has, in company with French and Spanish warships, been patrolling the Tangier Zone to prevent the smuggling of arms, has now been withdrawn.

Rear-Admiral Alister F. Beal, C.B., C.M.G., has been placed on the retired list at his own request.

The sloop HELIOTROPE, which has been laid up at Portsmouth, is proceeding to the North America and West Indies station to replace the VALERIAN which recently foundered off Bermuda. The ill-fated vessel's survivors—nineteen—have arrived in England.

Vital changes are now under contemplation in connection with the constitution of the Italian navy. Under the scheme many of the obsolete vessels would be scrapped.

The Electric Boat Co. of America is claiming against the British Admiralty for the use of alleged patents for submarines during the war. The 'speculum frame' construction is the most important of these.
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NAVAL NOTES—Continued.

The British battleship Resolution has arrived at Portsmouth for an extensive refit upon which nearly £2,000,000 has been spent this year. She has been recently acting as flagship to the First Battle Squadron.

The new British mine-laying cruiser Adventure has been carrying out trials, but great secrecy is being maintained as to the results. The construction of the French mine-laying cruiser Pluton has been suspended on account of the rapid development of the type—presumably until some of the Adventure's secrets are published.

The British Coastal Motor Boat Base at Haslar is to be renamed H.M.S. Horsey, as this title is considered particularly suitable for this class of craft.

During the past year over 5,000 men have been discharged from British Naval Docks.

The Turkish battle cruiser Yavuz Sultan Selim, formerly the German Goeben, which for several years lay in Stavros Bay following mine damage, is to be repaired by French engineers near Constantinople. On completion of the refit she will be the most powerful warship owned in the Levant.

The British destroyer Stock, built in 1917, is to be prepared for sale. The Tempest is replacing her as firing ship at Chatham.

Vice-Admiral John E. Drummond (retired), who saw service on land in South Africa and China with naval guns, has died in his 54th year.

The French naval budget has now been reduced to 1,800,000,000 frs. Of this amount 122 million frs. are to be expended on naval aviation.

During her recent Canadian cruise the sloop Tempest appears to have a better class of crew than was formerly the case.

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**MONUMENT TO CAPTAIN COOK**

**The Navy League Journal.**

**COOK—THE NAVIGATOR.**

Very little is known about this famous British navigator. We hear, of course, the record of his voyage and his log-book; but even in his writings Cook says very little about himself. Much of the character of the man has to be pieced together and inferred from what he accomplished.

There is no doubt that he was full of a bull-dog courage and pertinacity; that he was master in fact as well as in name in every vessel in which he commanded; that, at a time when navigation was emerging into an exact science, Cook, with his self-teaching, used the latest knowledge with the practicability of a genius, and tutored himself in navigation, mathematics, and astronomy.

His very early life was the usual hard lot of North sea sailors of those days. He emerged from obscurity on the outbreak of war between England and France in 1756; volunteered in His Majesty's service and was given a birth with the fleet supporting General Wolfe at Quebec. Here he was entrusted with the ticklish job of surveying and taking soundings opposite the French fortifications, and barely escaped with his life. Soon after he surveyed Newfoundland coasts and the Gulf of St. Lawrence, which work brought him into sufficient prominence for his being appointed to the command of a more important scientific expedition. This was to observe chiefly the transit of Venus on June 3, 1769.

It may be here said that Cook's emergence from the life of an ordinary sailor to an honored rank in His Majesty's navy was indeed very rare in those days. This fact alone shows that he must have had a remarkable personality. At the same time, he must have been a very personable and presentable young man; for we find throughout his rising career some one of influence stepping forward on his behalf.

Cook made three great voyages in the Pacific. His first mapped the Society Islands, showed New Zealand to be two islands, and definitely found that Australia was not a huge peninsula of New Guinea. In the second voyage he circumnavigated the Southern Hemisphere, and went the farthest south of any navigator up to that time. South Georgia and New Caledonia were put on the map. Cook further reported that he believed that a land mass existed in the region of the Pole; and such it is the case though never actually proved until many years after Cook's death.

The third voyage—and his last—was famous for the discovery of the Archipelago named after him, and the Hawaiian Group; for the mapping out of the North west coast of America of what is now Oregon to Alaska. After a cruise in the Bering Sea and reporting the existence of the Aleutian Islands, Cook returned and met his death in Hawaii.

On his previous stay at these islands Cook had been welcomed as a god. He had been feted, and many presents of edibles and native finery had been given him and his crew. The island legend ran that the parting promise of this god was: "I will return in after times, on an island bearing (with me) trees and dogs." When the masts and sails of the English vessels were sighted and the natives saw the live-stock aboard they took the facts as evidence of the prophecy fulfilled.

On Cook's return after an appreciable interval of time it was observed that the old camaraderie and friendly spirit shown formerly were strangely diminished.

No doubt the offerings to the "god" though spontaneous had impoverished to some extent the wealth of the islanders. Even a "god" may overstay his welcome. It seems that Cook could not altogether account for his huge popularity on his first visit, and did not take much notice of the lessened warmth in the second reception.

Following a usual practice in dealing with native thefts he, with a cutter's crew, took in charge a chief who was to be freed when the subject matter of the theft was returned.

On the night of February 13, 1779, a cutter was stolen, Cook with his men went ashore to seize the king who was quite willing to go with them. The people, however, became very menacing and the offer of a hostage and his friendly captors were forced to retreat.

Next morning on the shore Cook turned to signal the boat to pull in for the party. A native struck him over the head and as he was falling another native plunged a dagger in his back.

Thus came to an end a great sailor, a man whose name is ever kept green by the names of islands, points and straits throughout the length and breadth of the Pacific.

A monument is erected at the place of his death on the Island of Hawaii—photographs of which are shown herewith kindly sent for publication in the Journal by the Navy League, Hawke's Bay Branch, Napier, New Zealand.
ON July 1st, 1915, the lighthouses on our coast passed to Federal control as arranged by the Lighthouse Act of 1911, at which time there were 24 on the coast of New South Wales, viz.:

<table>
<thead>
<tr>
<th>Situation of Light</th>
<th>Date of Erection</th>
<th>Approximate Cost</th>
<th>Distance Visible</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green Cape</td>
<td>1883</td>
<td>£23,238</td>
<td>10 miles</td>
</tr>
<tr>
<td>Twofold Bay</td>
<td>1863</td>
<td>£1,143</td>
<td>7 miles</td>
</tr>
<tr>
<td>Montague Island</td>
<td>1881</td>
<td>£20,724</td>
<td>17 miles</td>
</tr>
<tr>
<td>Ulladulla</td>
<td>1873</td>
<td>£3,517</td>
<td>12 miles</td>
</tr>
<tr>
<td>Jervis Bay</td>
<td>1849</td>
<td>£30,000</td>
<td>24 miles</td>
</tr>
<tr>
<td>Coffs Harbour</td>
<td>1899</td>
<td>£1,100</td>
<td>7 miles</td>
</tr>
<tr>
<td>Kiama</td>
<td>1887</td>
<td>£1,150</td>
<td>9 miles</td>
</tr>
<tr>
<td>Wollongong</td>
<td>1882</td>
<td>£2,251</td>
<td>10 miles</td>
</tr>
<tr>
<td>South Head (Sydney)</td>
<td>1882</td>
<td>£30,000</td>
<td>26 miles</td>
</tr>
<tr>
<td>Inner South Head</td>
<td>1895</td>
<td>£5,523</td>
<td>14 miles</td>
</tr>
<tr>
<td>Berrenger</td>
<td>1881</td>
<td>£20,000</td>
<td>15 miles</td>
</tr>
<tr>
<td>Narooma Head</td>
<td>1883</td>
<td>£15,700</td>
<td>18 miles</td>
</tr>
<tr>
<td>Newcastle</td>
<td>1873</td>
<td>£4,465</td>
<td>17 miles</td>
</tr>
<tr>
<td>Port Stephens</td>
<td>1875</td>
<td>£7,400</td>
<td>17 miles</td>
</tr>
<tr>
<td>Nelson's Head</td>
<td>1875</td>
<td>£9,237</td>
<td>10 miles</td>
</tr>
<tr>
<td>Seal Rocks</td>
<td>1875</td>
<td>£13,073</td>
<td>23 miles</td>
</tr>
<tr>
<td>Crowdy Head</td>
<td>1879</td>
<td>£5,015</td>
<td>13 miles</td>
</tr>
<tr>
<td>Tacking Point</td>
<td>1879</td>
<td>£4,050</td>
<td>13 miles</td>
</tr>
<tr>
<td>Smoky Cape</td>
<td>1864</td>
<td>£10,500</td>
<td>28 miles</td>
</tr>
<tr>
<td>South Solidary Island</td>
<td>1860</td>
<td>£31,590</td>
<td>30 miles</td>
</tr>
<tr>
<td>Clarence River</td>
<td>1866</td>
<td>£1,747</td>
<td>13 miles</td>
</tr>
<tr>
<td>Richmond River</td>
<td>1866</td>
<td>£4,113</td>
<td>12 miles</td>
</tr>
<tr>
<td>Cape Byron</td>
<td>1901</td>
<td>£9,245</td>
<td>39 miles</td>
</tr>
<tr>
<td>Fingal Head</td>
<td>1872</td>
<td>£6,357</td>
<td>12 miles</td>
</tr>
</tbody>
</table>

In giving this list of "active" lighthouses a "passive" one might be mentioned that has stood on the south head of Twofold Bay for 80 years and which has never been lighted. For "thereby hangs a tale," which having come down to the present day in a fragmentary manner, on being pieced together gives that wonderfully romantic story of Mr. Benjamin Boyd, known to history as "Ben Boyd." His career has been told in this journal, and was that of a star rising in northern latitudes; flashing across the southern firmament with meteoric splendour; and dazzling all who came within its path!

Arriving in Sydney in 1842 with his renowned yacht the Wanderer, he established, where now is the Wentworth Hotel, a branch of the Royal Bank of Australia (not the present bank of that name) and with the vast sums of its gold which he brought out he set about making himself "the prince of squatters," as an English writer termed him. He also wished to control the whale fishery in these waters, which at that time was Australia's greatest asset, and with that end in view he purchased a large fleet of whalers and established his headquarters at Twofold Bay. At this place he commenced to build Boyd Town and East Boyd.

The ruins of the Sea Horse Hotel (named after one of the steamers he brought from England) and the Church he built are still to be seen there. As he intended to make it a great shipping port for his vessels, he erected the great stone lighthouse which, as said before, stands on the South Head. Before the Government would allow Boyd to put a light in the building they wanted from him a guarantee that he would have a keeper in attendance and that the light should be regularly exhibited at stated hours. Now, as Mr. Boyd was out to create Boyd Town at the expense of the Government township of Eden, this arrangement did not suit him; he wanted the light for his own ships and as the guarantee was not given no light was ever shown. Such is the story of that "light-house," Boyd Tower. For information's sake it may be added that the Church was never used and that its roof was destroyed by a bush fire about ten years ago.

Returning to the subject, after this digression, it may be said here questions have been raised and discussed at this time on the present necessity of the lighthouse system. In general, they are: has not the lighting programme been overdone? Are there not too many of these sentinels, and are they not having the effect of making the navigators on our coast careless? That is, do they not trust too much to "making" a certain light in a certain time rather than placing reliance on their own navigation? But this is a question for expert authorities to deal with, as also is another problem which is engaging attention, viz. are pilots necessary?
TOOTH'S KB
A True LAGER

K.B. possesses in a marked degree all the qualities that distinguished the highest-grade Lagers imported in pre-war days. You'll enjoy K.B.

Brewed and bottled by TOOTH & CO. Limited Kent Brewery, Sydney.

Farmer's Standard
2-Valve Receiver

An ideal receiver for reception of broadcast programmes. Reception is clear and distinct, whilst its selectivity is equally remarkable—there is absolutely no interference from other stations. It is supplied in a cabinet of Tasmanian Blackwood, complete with all accessories, ready for immediate use. £14/10

FARMER'S SYDNEY
Box 497A, G.P.O.

NAVAL APPOINTMENTS.

Following is the list of appointments and promotions of officers of the Royal Australian Navy:


Promotions—Lieutenant-Commander: George F. Langford to Commander. Surgeon-Lieutenant (D) Christopher B. H. Blake to Surgeon Lieutenant-Commander (D).

ANNIVERSARY DAY REGATTA.

Under the auspices of the Anniversary Day Regatta Committee, Navy League Sea Cadets pulled in a cutter and an "all-class" race. The cutter race was won by Birchgrove, 2:15 with Balmain, sec., second. Drummond gig 90s, had an easy win in the "all-class" race. Birchgrove, 12s: 1st, Mosman, 1:50; 2nd, Birchgrove, 1:55.

The £10 for prizes was very generously donated by Messrs. A. G. Milson and Harry Shelley.

NAVY LEAGUE BALL.

(Royal Visit Week)
The Wentworth, Monday, 28th March.

An energetic ladies' committee is now working strenuously to make this event one of the outstanding features during the festivities of the Royal visit to Sydney. Tickets for the ball, including dinner, are £1 1s. each, and may be obtained from the Wentworth or Navy League Office, 6 Dalley-street (City).
The Navy League is Non-Sectarian. The Navy League is Non-Political.

SUB-BRANCH AND COMPANY NEWS.

BALMAIN

North Sydney

Lance OvE

OOGEE-CLOVELLY

MOSMAN BAY

DRUMMOYNE

Richmond

Bondi-Rose Bay

Birchgrove

Balmain

Being the first month in the New Year things are naturally quiet. We have had our cutter up on the slip, and have cleaned and painted her.

On Sunday afternoon coming the cutter down the harbour, which was enjoyed exceedingly.

On Saturday, 6th January, we went up to Lakemba to play the local boys at cricket. They turned out to meet us at the station, and together we went to the field. After a good afternoon's sport Balmain cadets won by 27 runs —Leading Seaman F. Smith obtaining top score.

A new Company board has been presented by Mr. J. B. Sharpe, for which we thank him.

We expect to form a Committee shortly to help along in these directions.

A lot of useful work of a practical nature has been done by the boys in preparing the site for extension, they are anxious to do as much as possible themselves in creating their new home and with this end in view come along with the will to do.

Boat work is the strong point of this Sub-Branch and ever since we have had a boat the rule was that it went out every week and so far it has never missed, either the O.C. or 1st Officer, Mr. F. Hopkins, being on hand, mostly in conjunction.

The splendid support and enthusiasm of the 1st Officer in instructing the classes on the various advantages pertaining to this depot.

We expect to form a Committee shortly to help along in these directions.

ROSE BAY-BONDI.

(Contributed by Mr. C. J. Hopkins, O.C.)

On Saturday afternoon coming the cutter gave the "Quambi" half-an-hour's start, but was defeated by twenty yards, which margin would have been more had not the "Quambi" been forced to return to pick up a signalling flag which dropped overboard.

The cooking was good, sleeping accommodation and mosquitoes not too bad, and consequently a very happy time was spent by all.

One Thursday night, a crew out rowing in the gig, witnessed the "shooting" of a scene from the film, "For the Term of his Natural Life," and picture-making was voted by one and all to be the biggest fraud in the world.

Two other recruits have enlisted—G. Spencer and F. Wynne.
£1 a Week for Life

Will be awarded to the housewife who collects and forwards the largest number of lids from the tins of Aunt Mary’s Baking Powder before the 31st March, 1927. Full particulars of £1 a week for life and the £1000 competition will be found in every tin of Aunt Mary’s Baking Powder.

Begin Collecting the Lids NOW!

AUNT MARY’S BAKING POWDER

FOR your new home, truss or mountain bungalow—specify “FIBROLITE” Asbestos Cement Sheets for Exterior Walls, Interior Walls and Ceilings and “FIBROLITE” Slat for Roofing. “Fibrolite” costs no more than weatherboards and lining boards and is superior in every respect. It is Fine Retardant, White Ant Proof, and Im-
The Commercial Banking Company of Sydney Limited

Capital Paid-up: £3,500,000 0 0
Reserve Capital: £3,500,000 0 0
Reserve Fund: £3,000,000 0 0

Head Office: Sydney, 343 George Street.
General Manager: J. R. Dryhurst.

PROGRESSIVE TOTALS OF THE BALANCE SHEETS

Established 1834

1856: £1,471,085 1876: £3,308,947 1926: £47,099,229
1866: £2,440,977 1886: £11,055,092 1926: £47,099,229


MANGROVITE LEATHER

FOR ALL PURPOSES

Leather and Raw Hide Belting.
Rigging Leather.
Mechanical and Pump Leathers.
Sole Leather.
Scrap Leather for Repair.

All leather thoroughly tanned and of the highest quality.

MANGROVITE BELTING LTD.

Charles Ludwig, Managing Director.
49 York St., Wynyard Square, Sydney.

THE NAVY LEAGUE JOURNAL

MAX BEDFORD, Sales Manager.

I would like to thank the following for the splendid help given at the depot:—Messrs. Waterfall, Harry Whitemore, Murray, Lamphed, C. Bain, East Fraser, Nicholls, J. Bain, R. Young, Meathames Harvey, Whitemore, Lamphed, the Felix Girls; and special mention of P. O. Kendall and Cadet R. Bland. These two lads never miss. There is still room for more names to go down.
PERPETUAL TRUSTEE COMPANY (LTD.)

Specially Constituted by Act of Parliament to Act as:

TRUSTEE, EXECUTOR, ADMINISTRATOR,
ATTORNEY UNDER POWER, AGENT, ETC.

Trust and Agency Funds under the Company's Control exceed £28,000,000

Economical Management. Moderate Charges.

DIRECTORS:
Hon. R. J. Black, M.L.C. (Chairman) Subscribed Capital £1,000,000
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H. R. Lyneight

Managing Director: R. Copland Lathbridge

Perpetual Deposit with
Government Undoubtedly Secure.

POSTAGE PAID TO YOUR DOOR.

PERPETUAL TRUSTEE COMPANY (LTD.)
33-39 HUNTER STREET, SYDNEY
Manager: H. V. Douglas

MURDOCH’S FAMOUS
“Toughite” Trousers

Nothing compares with "Touhite" for wear. Because of its thread of super strength this Cotton Tweed defies the most excessively hard usage. Trouser are specially strengthened for service. Side or crew pockets, plain bottoms. Dark stripes that don’t readily soil. All sizes. Middlemen’s profits are all avoided, hence this SUPREME VALUE 12/6

"Toughite" Redg. Working Shirts for men; the World’s best Twill Harvard. Shirts are double layer and guaranteed, have sateen pocket covered, double buttoned sleeves. Woven with 416 thread. Wear Milled in Wales.

Kindly mention "Navy League" when writing.

MURDOCH’S in Park St. Ltd., SYDNEY

"The World’s Largest Men’s & Boys’ Clothiers"

NORTH SYDNEY

NORTH SYDNEY

(Co-located by Mr. W. Hammer, O.C.)

Wednesday, by a change at the depot, was the scene of another boxing contest. The matches were—Stanley v. Naylor, won on points by Naylor. B. Donaldson v. L. Butcher, won on points by Butcher. R. Byrnie v. L. Eyres, a draw. B. Collins v. P. Stanley, won on points by Collins. P. Butcher v. P. Macintyre, won on points by P. Butcher. The boxers were witnessed by a large number of cadets and local folk. Commander A. Marsden’s lecture on “The Navy” was delivered by a number of cadets and officers, and was thoroughly appreciated.

The depot is at present undergoing renovation by painting throughout; and all hands are looking forward to seeing the "Renown" come to anchor in Neutral Bay.

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Navy League Lecture.

Under the auspices of the Navy League, N.S.W. Branch, Commander Arthur Marsden, R.N., delivered an address at King's Hall, 2nd February, on "The Navy and Battle of Jutland."

Many members of the League were present, and the Executive were represented by Messrs. A. G. Milson, W. H. Hixson, H. Cochrane, T. Fox and J. Booth. A strong contingent of N. L. cadets was also present.

At 8 p.m. two reels of moving pictures were kindly shown by Messrs. Kodak (Australasia) Ltd., depicting interesting phases in the training of Navy League Sea Cadets at depot and scenes from recent camp life.

There followed a choir of six male voices under the leadership of Mr. Herbert Fry, rendering a delightful series of old sea chants. Mr. Fry explained the difficulty of giving a natural rendering of these songs of the sea on the concert platform. Theatrical effects, they created the atmosphere of the sea in rollicking style, which was much appreciated by the audience and the boys.

The musical items were broadcast, so that many had an opportunity to listen for the first time, perhaps, to these sailor ballads.

Mr. Alex Whitson and Mr. Norman Hestelow gave songs of a nautical flavour, which were well received.

Commander Marsden, at the conclusion of the musical programme, was introduced to the audience by Mr. A. G. Milson, who acted as Chairman.

In a wonderfully interesting address he took his listeners through the salient points and crisis of England's naval history right down to the eve of the World War.

Historical facts are apt to be a trifle dull to a mixed audience of adults and boys, but Commander Marsden had the happy knack of giving such glibly, breezy accounts of the trend of naval events that all were absorbed and in good receptive mood to hear at first hand the story of the Battle of Jutland.

When war was declared, the lecturer assured us, the Navy was absolutely ready in fighting trim.

When Action was the order of the day, the German Navy was swept off the seas; we were moving troops and food to the Allies with everything to lose by the issue of a big fleet action.

At Jutland the issue was not forced by the German fleet; they turned during the night and doubled round the British rear.

Lord Jellicoe, therefore, stands out as a man full of moral courage; no one more than he realised that a great British victory, though spectacular, would gain no more than was already ours—the virtual freedom of the seas. On the other hand, there is always this chance—would be the severest blow the Allies could suffer.

In the dispassionate light of after-events it is seen that the German High Sea Fleet, from the German point of view, should have swiftly sought action. Their defeat would not have made much appreciable difference; their victory might have altered the whole complex of things. It was the case in struggle between the man with everything to lose by the issue; the other with everything to gain.

However, as Commander Marsden with dry humour pointed out, people and critics are still in controversy about what Nelson did or should have done at Trafalgar; there is little wonder, then, that Jellicoe and Jutland are still the hot debating ground of the pondits.

A delightful lecture, touched here and there with enlivening anecdote, and stiffened by the relation of first-hand information and experience.

It was delivered in that racy, straightforward style, of which it seems only a naval man is capable when the subject is the Navy; and there is no doubt that it impressed all listeners in rare measure; giving them many new ideas and a fresh inspiration in regard to our great arm of defence, the Navy.

At that time German shipping had been swept off the seas; we were moving troops and food ships at will, and consequently the Germans had everything to gain and nothing to lose by seeking the issue of a big fleet action.

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In the dispassionate light of after-events it is seen that the German High Sea Fleet, from the German point of view, should have swiftly sought action. Their defeat would not have made much appreciable difference; their victory might have altered the whole complex of things. It was the case in struggle between the man with everything to lose by the issue; the other with everything to gain.

However, as Commander Marsden with dry humour pointed out, people and critics are still in controversy about what Nelson did or should have done at Trafalgar; there is little wonder, then, that Jellicoe and Jutland are still the hot debating ground of the pondits.

A delightful lecture, touched here and there with enlivening anecdote, and stiffened by the relation of first-hand information and experience.

It was delivered in that racy, straightforward style, of which it seems only a naval man is capable when the subject is the Navy; and there is no doubt that it impressed all listeners in rare measure; giving them many new ideas and a fresh inspiration in regard to our great arm of defence, the Navy.

SERVICE.

No greater service can man render to the world than to help make M.E.N out of boys. The more under-privileged the boys are, the more important is the work.

The individual not only renders service, but multiplies himself.

That reward consists in the discipline doing even greater work than their Master.

"To keep a sharp look-out, Mr. Cremer," said Captain Kenneth McKenzie, as he went to the ship's side to board the whaleboat. "And take this and see that the rifles are all loaded," and he handed the mate a loaded revolver. After a few more words of instruction to the officer about the morning's work, the captain spoke to his son Willie, a young sailor who was remaining aboard with Mr. Cremer, and stepped down into the boat. There were one or two canoes alongside, and six natives, black and shaggy of skin and fuzzy of hair, some with "spiritual" noses, arms of bone, were squatted about the deck.

Mr. Cremer and young Willie McKenzie watched the captain's boat pull away across the calm shining lagoon to the inner corner of the bay, a little more than half a mile distant. The veteran captain, long-bearded, massive and muscular of figure, stood handling the long steer-oar; with him in the stern-sheets was the Fiji Government recruiting agent, Mr. Hankins. Both had Snider rifles and Colt revolvers, the customary precaution when landing in the wild islands of the Western Pacific. On the thwarts beside each of the three oarsmen was a loaded rifle. The object of the early morning pull to the shore was to take aboard several native recruits who had been promised by the local chief, young men willing to engage for work on the Fiji sugar and cotton plantations. The men left on board, six whites and a Fijian, turned to the job of setting up the rigging damaged by a recent gale. The six natives squatted on the deck watched them in silence. They had come aboard to trade, and as they appeared friendly enough they were suffered to remain; their weapons—bows and arrows, spears, tomahawks—had been left in their small outrigger canoes.

Captain McKenzie's vessel was the brigantine Borealis, a handsome little craft, quite new and a fast sailer. She had been built by Darrah, of Mahurangi, from whose yard many a splendidly, swift-sailing vessel had been launched for Auckland coasting work and the South Sea traffic. At the last Auckland Anniversary regatta she had won second prize in the race for trading vessels of her class. She was owned jointly by her master and Captain F. H. Anderson, the Auckland shipchandler and shipowner.

Captain McKenzie had made several successful voyages in the Western Pacific native labour trade, and this cruise in the Borealis was to be his last. His crew consisted of twelve all told; his son was acting second mate.

THE REEK-ISLAND URU.

The Pacific lagoon, or bay, in which the Borealis lay at anchor, was a deep bight of the mainland of Malaita Island, in the Solomon group—about 3,000 miles away up to the north-north-east from New Zealand. A small coral island of not more than about two acres, called Uru, lay in the bay about half a mile from the mainland. This island, clothed with coconut palm, was crowned with natives' huts; it was the home of a tribe of fishermen and traders who visited all ships that came to the bay and bartered their produce for white men's trade goods. As events proved, they
were a treacherous people, on the watch to cut off any unwary ship's crew, and concocting their designs under a guise of friendship until an opportunity for murder and loot offered itself.

On this morning of September 13, 1880, Captain McKenzie, after pulling to the Malaita beach, met a number of natives there, and spent about three-quarters of an hour explaining to them, through a native who knew some English, the terms of engagement for Fiji, and handed out some presents. The natives recruited were in the boat, when suddenly a loud yell was heard from the Borealis, which was in sight. The captain shouted to his crew to give way, and they lay back on their oars with all their might, McKenzie, too, putting his weight on the stroke oar. He could see as he approached his ship a terrible commotion on the brigantine's deck, and hear the yelling of savages. The Malaita recruits and the interpreter jumped overboard and swam ashore just after the boat pushed off.

The Useless Fight.

As soon as the boat was in hail of the Borealis, Captain McKenzie hailed the ship. The reply was a terrific chorus of shouts followed by a volley of arrows. McKenzie ordered his men to lay in their oars and get their rifles, and they all opened fire on the black heads that showed over the bulwarks. Arrows and spears fell around the boat. Nothing was to be seen from the corner of the bight, but the ship, smiling and friendly, and offering articles of barter. Their weapons were quietly handed up for barter. McKenzie realised that the fate that had overtaken so many other ships' crews had at last befallen his own.

The captain and his four men fired away at the savages until their ammunition was all but exhausted. The vessel was crowded with natives; clearly it was impossible to recapture her. With a heavy heart, the poor skipper, knowing only too well the treacherous faces of friendship, steadiily put off in their canoes, apparently making for the mainland, or fishing, but all the time gradually nearing the doomed Borealis. They could not be seen from the corner of the right, where McKenzie was bargaining for recruits.

In two and three the natives came on board the ship, smiling and friendly, and offering articles for barter. Their weapons were quietly handed up after them. The mate—a Sydney man—was quite unsuspective of them; young William McKenzie, too, was misled by these treacherous faces of friendship. The sailors were busy on the deck and at the fore-rigging attending to the gear. And then the savages knew exactly how many men there were left on the ship, stealthily put off in their canoes, apparently making for the mainland, or fishing, but all the time gradually nearing the doomed Borealis. They could not be seen from the corner of the right, where McKenzie was bargaining for recruits.

A sharp, high shout came from one of the tomahawk men. McKenzie ordered his men to lay in their oars and get their rifles, and they all opened fire on the black heads that showed over the bulwarks. Arrows and spears fell around the boat. The captain and his four men fired away at the savages until their ammunition was all but exhausted. The vessel was crowded with natives; clearly it was impossible to recapture her. With a heavy heart, the poor skipper, knowing only too well the treacherous faces of friendship, steaidily put off in their canoes, apparently making for the mainland, or fishing, but all the time gradually nearing the doomed Borealis. They could not be seen from the corner of the right, where McKenzie was bargaining for recruits.

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Address by Lady Jellicoe.

Report in an address given by Lady Jellicoe at the Christmas Navy League Banquet held in London on December 27th. Lady Jellicoe expressed the great pleasure she felt at opening the bazaars for the Navy League funds. The Navy League had carried on invaluable work in the past, and that work was still as essential as ever. When a country's finances were embarrassed the suggestion was often made that economies should be effected by naval reduction. People very easily forget what the Navy had done in the past. The Navy must be sufficient and efficient for the whole of the Empire—which had been gained by sea power and which must still be maintained by sea power. The purpose of the Navy League was to keep that fact foremost ever before the people of the Empire, and every assistance should be accorded the League by the people of the Empire. Lady Jellicoe said she had seen its activities in the overseas branches, and she could vouch for the usefulness of the work they performed in the interest of the sailors of the Royal Navy and the men of the Mercantile Marine. The lectures arranged by the Navy League were very valuable in keeping the overseas public the work which the Royal Navy performed in keeping the peace of the world.

NOTICES.

A Carnival is to be held at Lane Cove on 31st, 8th and 9th of April. Returned Soldiers' Memorial Hall, and the Lane Cove Yacht Club have been asked to assist. One of the events to be held will be a signal competition open to members of the Navy League Sea Cadets and Boy Scouts. Details will be posted to each Company in ample time for entries.

There will also be a procession of decorated cars, etc., on the 9th.
THE NAVY LEAGUE JOURNAL

THE word "Fracture" when used in anatomy means broken bones.

They are classed firstly as "Direct" and "Indirect"; in the former case the bone yields at the point where the force is applied and there is always more or less bruising of the adjacent soft parts by the body which causes the fracture, as, for instance, when a limb of a tree is broken by a heavy wheel passing over it or a stone falling upon it. When the bone is broken some distance from the seat of the injury it is known as "Indirect." Direct fractures are by far the commonest, although when I was doing First Aid work at a skating rink some years ago "Indirect" fractures were far in excess of the "Direct"; I treated many patients for fractured collar bones (Clavicles) caused by the skater falling and striking the floor with the open hand in an endeavour to lighten the fall, with the result that the ligaments between the wrist and the head of the Humerus (the bone of the upper arm) were unable to take the strain, and the head of the Humerus struck the clavicle causing it to fracture.

Muscular action not infrequently leads to the fracture of bones into which powerful muscles are inserted, particularly the Knee Cap (Patella) by tearing them asunder. The patient may then fall and attribute the accident to the fall whereas the reverse is the case. It is recorded in the Medical Journal that a doctor awoke with a fit of cramp and I distinctly heard the bone snap. One thing is always treated as serious cases in hospitals no matter how minute the fracture may be. Tetanus (or Lock-Jaw) sometimes supervenes in a case of a Compound Fracture.

When a bone is bent and cracks and is not broken completely across it is known as a Greenstick Fracture, these only occur in the cases of children, their bones not being matured.

If a bone is smashed into several pieces it is known as Comminuted. When a fracture occurs and the sharp ends of the broken bone cause injury to nerves or other adjacent parts, as a fractured rib perforating a lung, it is known as complicated; operations are invariably necessary in these cases, as the consequent hemmorhage has to be arrested.

In a complete fracture there is either a lengthening or shortening of the bone (usually the latter), the bones overlapping; when, instead of this overlapping the broken ends are driven one onto the other the fracture is known as "impacted."

Fracture of a limb is usually attended by pain, swelling, and loss of power; but these do not suffice to distinguish it from other forms of injury. Deformity, other than swelling, abnormal mobility at the seat of the injury, and a rough grating sound and feeling known as Crepitus when the limb is so moved as to rub the broken surfaces together; these are the most satisfactory evidences of fracture. In some cases the patient may be able to advise he heard or felt the bone break. I was alongside a man who fell and fractured his Femur and I distinctly heard the bone snap. One thing must be impressed, and it is that at all times, if in doubt, treat the injury as a fracture until medical advice is obtained.

Another symptom is certainly worth mentioning, although it is never referred to under this heading in any First Aid Book. I have proved by experience that the usual complication of the patient is proof of a fracture—a palleness (paleness tinged
with yellow, is always evident where there is crepitation—and crepitation is caused by a fracture; it is only by experience that this peculiarity evidences itself.

In the treatment of fractures it is most important that there should be as little disturbance as possible of the injured part till it is finally adjusted by the doctor. In many cases simple fractures, especially of the lower limbs, are made compound by ignorance or carelessness on the part of the injured person or of officious onlookers (you have all met the kind of folk who 'sticky back,' and although they have practically no knowledge of first aid, must have a finger in the pie and offer all sorts of ridiculous suggestions); always beware of these individuals. Carelessness recently cost a man his leg—amputated at the thigh—and almost his life. He was knocked down by the bumper of a car, felt his femur break, but had sense enough to know himself that if an attempt was made to keep it temporarily steady; walking sticks or umbrellas commandeered from bystanders make admirable improvised splints. Usually, lookers on are only too pleased to oblige, and their articles are later to be used at the particular hospital to which the patient has been transported. In the case of a fracture of the lower extremities and no splints available, the sound leg may be used as such if due care is taken in the bandaging.

It is not possible to explain the treatment and bandaging of fractures in this article, and I have only attempted to give an outline of what a fracture is, and how they may be distinguished. Lessons at a First-Aid Class are necessary, and the subject may be easily mastered by one of ordinary intelligence within a month; of course, an ounce of prevention is certainly worth a hundredweight of theory.

Later I propose to deal with minor accidents that are not unlikely to occur when camping, and what treatment to adopt.

---

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Communicate with the Navy League, 6, Dalley Street, Tel. B 7808, for further particulars.

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PLEASE NOTE.
Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Wentworth Building, 6, Dalley St., Sydney.

The Navy League does not necessarily endorse the opinions of Contributors to the Journal.

All alterations of standing advertisements should reach the Journal not later than the 1st day of the month of issue.

Phone: B 7808.

AIMS AND OBJECTS OF THE NAVY LEAGUE.

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 all classes in maintaining the Navy at the Requisite Standard of Strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden development of Naval Strength is impossible, only continuity of preparation can guarantee National and Imperial Security.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that “it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend,” and that The Existence of the Empire, with the liberty and prosperity of its peoples, No less Depends on the Merchant Service, which, under the Sure Shield of the Royal Navy, enables us into One Imperial World.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become Good Citizens of the Empire, by learning discipline, duty and self-respect in the spirit of Sir M. Morley—“For God, for the King, for the Empire.”
6. 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 were injured or who lost their lives in the War, and to educate their children.

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The Royal Visit.

A REALITY the Navy League of N.S. Wales has sent a message conveying our loyal good wishes to T.R.H’s. the Duke and Duchess of York, on this the eve of their setting foot on Australian soil. It is indeed a memorable and unique occasion which has actuated this visit—and the ceremony, it seems, will be worthy of it.

At long last Canberra, the capital of the Federal Parliament of the Commonwealth, will enter on the career for which she was specially designed. Her destiny will be that of our island continent itself. She inherits the blessing of the States united, and looks forward steadily to an ever-growing cohesion among them. Set apart, thus, Canberra will be the ideal meeting place for the exchange of political ideas, and will reflect in herself the many facets of this wide-flung country.

The opening of the Houses of Parliament is the pivotal event of the visit—its raison d’être; yet Their Royal Highnesses are taking the opportunity of seeing at first hand each and every centre of population of this diversified land.

A member of the Royal House which represents the unity of Empire is coming among us. During these personal contacts let us pause and think a little about the progress of this Commonwealth of free nations which are united under the common bonds of language and tradition—loyal to the same King and Empire; and in those dominions which are self-governing, peopled for the most part by the same stock and kin.

Unity for the pursuance of the large purpose of Empire is achieved by many factors, hereditary and economic; and not the least are the ambassadorial duties and travel during recent years undertaken by the King’s sons. Notions and political plans may prove too abstract unless leavened sometimes by the concrete and personal.

We welcome Their Royal Highnesses in a spirit of loyal and affectionate regard, and wish them all success and happiness in their mission.
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**The Visit of H.M.S. Renown**

BY FRANK C. BOWEN

The choice of the battle cruiser **Renown** to carry the Duke and Duchess of York to the inauguration ceremony of the new Australian Commonwealth Capital at Canberra is a very happy one. For not only has she already made a name for herself as a Royal yacht by carrying the Prince of Wales as Ambassador of the Empire, but she also has been reconstructed until she is one of the finest fighting ships in the world, and in the present state of Australian enthusiasm on naval matters she will be a very fine object lesson to many people in the island continent. The Renown is a magnificent vessel in every way, roomy enough for use as a yacht and still a splendid example of Britain's fighting might.

When the Admiralty first decided to place her contract with Messrs. Fairfield, on the Clyde, she was to be a battleship of the **Royal Sovereign** type, a ship of 45,000 tons displacement, with a speed of 21 knots. She was little more than laid down, however, before the battles of Heligoland and the Falklands showed the immense power of battle cruisers, and it was accordingly decided to finish the Renown and her sister the **Repulse** as this type of ship. They were cut in two as they lay on the stocks and lengthened 300 feet, at the same time being given more powerful engines and infinitely greater boiler power. The late Lord Fisher was at the back of this move, for in his opinion, the finest capital ship was a shallow-draught, exceedingly fast battle cruiser, with the heaviest possible big gun and the lightest possible secondary gun, shallow enough to carry out his beloved project of a campaign in the Baltic and fast enough to elude enemy attack, for his favourite slogan was that speed was the very best protection.

When the Renown was finished, therefore, after being built with the greatest possible secrecy, she was a ship with a normal displacement of 26,500 tons, although she rose to over 33,000 at full load. Yet her maximum draught was only 30 feet. Her main battery consisted of six 15-inch guns, four mounted in turrets and two aft, with a secondary battery of seventeen 6-inch guns and two submerged torpedo tubes. These 4-in guns were mounted peculiarly, fifteen of them being in triple mountings behind a single shield, it being decided that this was the best method of getting a concentrated salvo fire directed from the control top on the forecastle. There were many people, however, who maintained that a 4-inch was not nearly big enough to stop a modern destroyer, and this weak secondary armament, although it agreed with Lord Fisher's slogan, is generally regarded as being the Renown's greatest disadvantage in service.

In appearance the Renown is a magnificent vessel with two huge funnels, tripod masts, and a superstructure rising in a rough triangle to the conning tower and control position forward. She has the lines of a yacht, and being designed for the high speed of 314 knots she was given a big sheer forward, having such a tall stem that a destroyer captain who had the misfortune to get across her bows on a dark night is reported to have said that he thought the coast of Scotland was chasing him.

Originally her armament was only six inches thick amidships, and was cut down to the minimum, but since the war she has been reconstructed with a nine-inch belt and infinitely better anti-torpedo bulges and internal protection against underwater explosion. As with all fast ships, the bases of her funnels are carefully protected in order that her speed shall not be pulled down by a chance shell, while she was also given a good thick conning tower and heavily armoured turrets.

Her engines are Brown-Curtis turbines, driving four screws, and supplied with steam by 42 Babcock and Wilcox boilers. She burns oil fuel only, and steams about 4,500 tons, but when she is steaming at full speed she consumes 1,400 tons per day. As her speed drops, however, the consumption drops very rapidly, and at her economical speed of rather more than ten knots she only consumes 500 tons a day, and can travel for very long distances without having to stop to refuel. Her designed speed was 314 knots, but on trial she did 36.68 knots with 136,300 shaft horse power, a triumph for her Clydesdale builders.
Lt was commissioned for service in August, 1916, having been completed with the greatest secrecy and without the Germans having had any inkling of the drastic changes that had been made in her design. She was commissioned in the Grand Fleet, and immediately did excellent work, although her speed was not seriously used until November, 1917, when she and the Repulse, together with some of the newest light cruisers, carried out a very effective sweep in the Heligoland Bight. During this action she was reported to have done 47 knots, but 34 is nearer the mark, and even that is magnificent considering that she was only designed for 31. Early in 1918 she became the flagship of Rear-Admiral Sir Henry Rawlings, and shortly before the Armistice she gave an excellent account of herself in the air raid on the German sheds at Tondern.

In the middle of 1919 she was taken up by the Prince of Wales for his Canadian tour, when Rear-Admiral Sir Lionel Halsey flew his flag in her, and when her ship's company included seven midshipmen from the Australian navy. She made a great impression, not only in Canadian waters, but also in South America and in the United States, and as soon as she returned she went to Portsmouth for a refit for the Prince's Australian tour, the work costing over £100,000. She left Portsmouth in March, 1920, going out by the way of the Panama Canal, and took out a number of junior officers of the Australian navy, bringing back twelve midshipmen for special training in England. At the end of 1920 she paid off, and after some services with the Atlantic Fleet she went into dock at Portsmouth for a long refit, this including very considerable modification to her protection and a thickening and extension of the armoured belt. When she returned in 1922 she was laid up at Portsmouth for a long refit, this including very considerable modification to her protection and a thickening and extension of the armoured belt. It was a scrambling of Lord Fisher's policy, and the work cost something like a million pounds, but there was no doubt that it was very well worth it, for it converted her into one of the most efficient fighting ships afloat, and when she was completed in the summer of 1926 she rejoined the Battle Cruiser Squadron of the Atlantic Fleet and once again made it a fighting force.

In the old days when men-o'-war were chosen to carry Royal passengers to the Dominions, the Admiralty always went to very considerable expense to fit them specially for the purpose. Their hulls were painted white, the funnels and upperworks buff, and it was always necessary to land the greater part of their guns in order to make state rooms for their Royal passengers and suites. Nothing of the sort is happening in the case of the Renown. Only the triple 4-inch gun mounting is being removed in order to make a convenient promenade deck for the Duke and Duchess. The hull is only a slightly lighter grey than is usual for ordinary naval work, while the Duchess of York has insisted on the utmost simplicity in the quarters that are prepared for her accommodation. Practically all the furniture comes from naval stores, being reinforced by a few favourite pieces which are her own property; and both Duke and Duchess have decided firmly that the use of the Renown as a yacht shall not in any way impair her efficiency as a fighting ship.

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Osborne Naval College is to be converted into an emigrant training centre by the Y.M.C.A. The College was closed down in 1920, and the cadets were transferred to the Britannia Naval College at Dartmouth.

Rear-Admiral D. Murray Anderson is to assume the command of the African Station in February.

The Greek Government is inviting tenders for the salvage of the vessels sunk in the Aegean and Ionian seas and the Turkish fleet sunk in Navarino Bay. The Government requires a minimum of 33% on all recovered treasure.

The total of British battleships is now temporarily reduced to 14. This depression has been brought about by the withdrawal of the Ajax, King George V, and the Thunderer for scrap, and the conversion of the Centurion into a target ship.

A suggestion has been put forward by Commodore Sir Bertram Hayes that the whole of the Merchant Service should form a Royal Naval Reserve. This scheme has proved very successful in Japan.

The German naval budget for 1927-28 estimates a total expenditure of over £11,100,000. This shows a marked increase over last year, stated to be due to a proposed destroyer programme.

The old British battlehip Thunderer stranded outside Blyth Harbour while in tow for the scrapers. When she was subsequently refloated she was taken to Rosyth, as the Blyth authorities refused to have her in the port for fear she should ground again and interfere with traffic.

The 10,000 ton French cruiser Colbert, building at Brest, is expected to be launched late this year.

The corsair cruise of the cruiser Emden has been made the subject of a propaganda cinema film in Germany.

Admiral the Hon. Sir Edmund R. Freeman, G.C.B., has resigned the appointment of Rear-Admiral of the United Kingdom and of the Admiralty, and has been succeeded by Admiral the Hon. Sir Stanley C. J. Colville, G.C.B. Sir Stanley was acting First and Principal Naval A.D.C. to the King when he retired in 1922.

The Polish Government has placed orders with French yards for three submarine mine-layers. This is a direct result of the recent French showing-the flag cruise in the Baltic.

Vice-Admiral Diego Simonetti has died at Pisa in his 63rd year. He was Commander-in-Chief of the Italian navy, and he had recently flown his flag in the battle-cruise COnte DI CAVOUR.
NAVAL NOTES—Continued.

The great British naval film 'The Battles of Coronel and the Falklands' is now in course of preparation. The Admiralty has been assisting in tests of explosives to procure the most realistic effects. The British destroyer Retriever is to prepare for scrapping at Portsmouth.

A naval construction programme is to be undertaken by Sweden. It is stated that during the next ten years a coast defence ship, four destroyers, seven submarines, minelayers and an aircraft carrier will be constructed. A new British Naval Mission is to go to Greece. The previous mission was dispensed with by the Greek Government in the middle of 1926, but it is hoped that this one will prove more successful. The contract, which has been signed, expires in March, 1929.

The giant British submarine X. 7 has, after three years' trials, at last joined the First Submarine Flotilla. She has carried out several independent cruises, but this will be her first regular service. New salvage appliances are to be employed in a further attempt to refloat the French warship Devastation as she lies sunk in the Isonzo Roads.

The French naval base at Toulon has been considerably strengthened. The silver model of H. M. S. Endeavour, which conveyed Princess Astrid from Sweden to Antwerp for her wedding with the Belgian Crown Prince, is now nearing completion at La Seyne.

The French aircraft carrier BEARN, laid down in 1914 as a battleship, is now nearing completion at Portsmouth.

The Tunisian battleship H. M. S. Renown, which did considerable damage to the Turkish battle cruiser Goeben, is now in course of refitting at Constantinople for extensive re-conditioning. This setback has caused mild satisfaction to the other Balkan powers who are being lifted at Constantinople for extensive re-conditioning. This setback has caused mild satisfaction to the other Balkan powers who are very perturbed at her reconstruction.

Rear-Admiral Cyril S. Townsend, C.B., has been appointed to succeed Rear-Admiral Richard G. A. W. Statham-Cotton, C.B.E., as Rear-Admiral in Charge, Gibraltar, and Admiral Superintendent of Gibraltar Dockyard.

If members individually take up and espouse Membership Week in earnest, the united effort will indeed prove a wonderful adjunct to the finances of this branch and of great benefit in the carrying out of our objects and growing responsibilities.

The British Imperial Defence College commenced its official existence on January 1, and lectures dealing with Imperial strategy began about a fortnight later.

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The Swedish training cruiser Nyvela is carrying out a West Indian cruise. She is the warship which conveyed Princess Astrid from Sweden to Antwerp for her wedding with the Belgian Crown Prince.

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The silver model of H.M.S. Endeavour, which the Australian Commonwealth presented to the Commonwealth 15 years ago, was loaned to the Renown for her cruise, and forms the plate centerpiece of the dining table.

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The Turkish battleship Yavuz Sultan Selim (ex Goeben) did considerable damage to herself and to the floating dock in which she was being lifted at Constantinople for extensive re-conditioning. This setback has caused mild satisfaction to the other Balkan powers who are very perturbed at her reconstruction.

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The Australian Coat-of-Arms.

By Major R. J. C. Scott, R.N.R.

We all know the significance and meaning of the Union Jack and our own Australian Flag; but how many seeing our Coat-of-Arms quite realise that it also is as symbolic as the flag which each one of us knows as sacred?

A flag is the convenient way of proclaiming to the world just who we are; but the "Coat-of-Arms" for those who can read it, and understand the design and signs of Heraldry and their meanings, opens up a far more interesting subject and conveys more than any flag can do.

The space allotted is too restricted—even if I fully understood the science of Heraldry—to go through the whole story; but it is my endeavour to condense as briefly and concisely as possible, so that the next time we see the "Coat-of-Arms" it may mean more to us than just a shield with an Emu and Kangaroo.

There are several different "Coats-of-Arms"; the first belongs to the King, and it is significant that all his Dominions bear part of his, which, to those who read, is an admission of respect and loyalty.

Many old families and their descendants also are entitled to a family crest which in itself shows their standing, and also contains a motto generally in Latin or French.

You must not overlook the fact that each strange device in the form of animals or signs bears a message. They are all a relic of armorial insignia which were originally embroidered on a cloth worn over the armour to render a Knight conspicuous in battle.

The National Coat-of-Arms officially sanctioned by modern Governments represents, as I have said, in most cases the family Heraldic of the Sovereign, which England in 1189 adopted, such as the Lions and Leopards.

Then, again, individual communities, such as London and States like Australia and other Dominions, are entitled to the use of "Arms." In cases such as ours the emblems shown are a symbol of the character of our country representing familiar objects in the same way emblematic of our individual history.

England adopted in the 13th century the "Lion," while half-a-dozen or more countries like Scotland, Wales and Norway also selected the same device, but easily distinguishable from the English.

You may say the Lion was not as symbolic of England as the Kangaroo and Emu is of our country. True! But it represents the character of the national feeling of the countries at that or a later period, all of which at some time or other considered themselves the superior of anything on the earth; and the ancient traditions which ordained the use of animals for signs left them no choice—it remained for history to prove who was the most entitled to this symbol.

This, I fear, is a very rough idea of the origin of the Coat-of-Arms; but you cannot deal fully with a subject delving into ancient history. The dimensions of the Coat-of-Arms which is always in the form of a shield of some fashion; the tinctures which are two—namely, Gold turned or Silver "Argent"; and the bearing of the different colours (five in number) describe their meaning fully in a few minutes.

Each and every one means a phase in the history of the bearer—be it individual, City or Dominion; and who can say, unless conversant with what is in itself a study, the romance and suffering, the battles and campaigns fought and won represented by a colour, a design, and the place on which it appears in the shield?

The first pretence to a Coat-of-Arms in Australia was designed in 1803, and it had in it all the sentiment of unity which later crystallised into the Federation of Australia 96 years later.

It showed the Emu and Kangaroo with a rose crest and several other designs, including the Scotch Thistle and the motto "England expects every man will do his duty"; and was flown in the form of a flag first by Mr. John Bowman at his farm in Richmond when the news arrived of the victory of Trafalgar on October 21st of that year.

A happier device could not have been chosen for a country in the first stages of development. Nelson used it in the battle of Trafalgar, and Bowman repeated it in what he little thought would become the foundation of a National Coat-of-Arms.

He, in 1805, like the loyal Englishman he was, expressed the sentiment, and since then our men have proved in action that the motto (over a century after it was first coined) still holds an inspiration.

The original "Bowman" flag is now in the possession of the Superior Public School at Richmond.

Eleven years ago by a Royal Warrant the Australian Coat-of-Arms was approved, representing a Kangaroo and Emu supporting a shield containing...
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N.S.W.—Red Cross with Six gold Lions passant guardant.

VICTORIA.—Five stars on blue background representing Southern Cross surmounted by Gold Crown.

SOUTH AUSTRALIA.—A Crown on a gold background.

WEST AUSTRALIA.—A black swan on a gold background.

QUEENSLAND.—Maltese Cross (blue) surmounted by gold Imperial Crown.

TASMANIA.—Red Lion passant.

THE WHOLE WITHIN A WRATH OF WATTLE.

This Coat-of-Arms is now a National one, and does away with (while embodying) all the previous devices.

It is used as the Commonwealth Seal, and borne upon all Banners and Shields.

Unlike the original design by Bowman it lacks the message of Nelson, and bears but the one word AUSTRALIA. After all, that one word should convey as much or more than many of the old-fashioned family and other mottos in Latin, for it belongs to the children of to-day (the men and women of to-morrow), who are taught early to realise what that word implies and the inward meaning of every device on our Coat-of-Arms and National Flag.

Without such knowledge these emblems become merely a piece of bunting, or a tin shield as the case may be; whereas the Coat-of-Arms (more particularly) tells of past deeds of heroism and chivalry, of adventure and high ideals and the sacrifice of thousands throughout the ages who have each one helped to build up the great heritage we have to-day—AUSTRALIA. Most of our fathers, our brothers or men folk helped in some way within our remembrance during the past war and played their part.

Whatever the future may have in store, it remains for all of us to set our ideal as high and hold our courage as steadfast as our forefathers, and then, indeed, a century hence may Australia be amongst the foremost nations of the earth. A Coat-of-Arms does not belong to the select few, to the nobility of England or elsewhere—the man who sells papers at the street corner, and the Prime Minister of Australia have the same "Arms," which spell Unity, Loyalty, and a common endeavour to advance our country.

Next time, therefore, we see the National Shield we should regard it with respect in the knowledge that each colour and design tell of our National Life and glorious achievement.

The Navy League Ball.

The Navy League Ladies' Ball Committee has been working ardently for the success of this function. With Mrs. Philip Street as President and Miss Doreen Higgins and Mrs Leo Quick as Hon. Secretary and Hon. Treasurer, the meetings have been excellently attended, and much enthusiasm has been shown by all the ladies on the Committee. Donations and services have been thankfully acknowledged from Mrs. Kelso King, 6s.; Mrs. A. Amos, 6s. 5d.; Miss Hume Barbour, £4 4s.; Messrs. Palings, presenting ball tickets; The Australasian Films, Ltd., advertising on the screens of their leading theatres; The Sydney Ferries, Ltd., full advertising on their vessels.

Tickets are available and are priced £1 1s., and include dinner or supper at the election of the holder. Patrons requiring supper in lieu of dinner should notify the Hotel Wentworth at a reasonable time before 28th March.

Fellows and members are reminded that the occasion of the ball is the only opportunity offered during the year for all members to get together socially—and, therefore, all should strive to be present if possible on that night. Moreover, the proceeds are to aid the Navy League Sea Cadets, which movement should be dear to the heart of all Navy Leaguers.

The locale is the Wentworth Hotel, the date, Monday, 28th March, and dinner commences at 7.30 p.m. Tickets are to be obtained from Navy League office, 6 Dalley-street—Wentworth Hotel and Hotel Australia.
The Navy League is Non-Sectarian. The Navy League is Non-Political.

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Asst. Officer-In-Charge, Mr. W. D. Skelton; Hon. Secretary, Mr. G. J. Wright; Hon. Treasurer, Mr. W. J. Hunter.

NORTH SYDNEY—Officer-In-Charge, Mr. W. L. Hammer; Hon. Secretary, Mr. F. L. Carda; Hon. Treasurer, Mr. E. E. Miller.

LANE COVE—Officer-In-Charge, Mr. M. G. Sommerville; Hon. Secretary, Mr. F. L. Carda; Hon. Treasurer, Mr. E. E. Miller.

OOGEE-OLOVELLY—Asst. Officer-In-Charge, Mr. W. B. Cork; Hon. Secretary, Mr. R. H. Williams; Hon. Treasurer, Mr. E. E. Miller.

MOSMAN BAY—Asst. Officer-In-Charge, Mr. R. A. Burns; Hon. Secretary, Mr. H. H. Curran; Hon. Treasurer, Mr. V. T. Roberts.

The first message was made at the rate of exactly 10 words per minute by one of the judges, and, after being given time to prune the results, the forms were collected and corrected.

The results were excellent, no less than eight cadets obtaining 100%.

The second message was then made, and proved the final. The rate of sending for this message was quite 18 words per minute (an extremely severe test), but this rate was used for two reasons — one was because the judges knew by previous experience that there were a number of cadets present who could comfortably read at the rate of 15 words per minute; the other reason being a desire to deduce the oncoming storm.

The first reason was fully justified as the result proved, Cadet J. Cooper, P.O., of Birchgrove Coy., obtaining 98%, a really splendid result. The next highest being Cadet A. Kendall, L.S., of Birchgrove Coy., and Cadet R. Sommerville of Lane Cove Coy., who both obtained 80%. The second reason was also justified; as although we got a bit wet on the way to the station (which no one apparently minded a bit), the second message being the final, saved us from getting a severe ducking.

Cadet Cooper was declared the winner, and to him we offer our most hearty congratulations — especially as we have in mind his previous attempts at the same competition. One realises that this result has only been obtained by sheer perseverance and determination to win.

To all other competitors we also offer our congratulations, and hope that they may be spurred on by this same spirit of determination which should ever characterise the Navy League Sea Cadets, and which must ultimately bring its reward.

From the splendid spirit displayed throughout the competition and the keenness of each individual cadet, it is evident that this form of contest is very popular; and it is hoped that the next will be even more so. Indeed, we feel sure it will, as this experience and that of the past proves that the cadets are being trained along such lines as cannot fail to produce the splendid results obtained in this and other competitions of its kind. The result reflects great credit on all those who are devoting so much of their time to teaching, and also on the cadets themselves for their steadfast loyalty to those who have their interest so much at heart.

The Sub-Branch Committee had their meeting at the depot on February 18th. Mr. J. Spark was appointed hon. secretary. The new sec. is an ex-service man who served as a sergeant with the Royal Inniskilling Fusiliers in the late war. Mr. Frank McCulloch was appointed Second Observer. The latter gentleman served with the Royal Navy, and was in action on the Belgian coast, also in North Russia with Monitor 25. We are looking forward to the promised lecture from Mr. McCulloch on his war experience in North Russia. Both Mr. Spark and Mr. McCulloch received the good wishes of the Committee, and, as both hope to be useful and of service to the Navy League.

We competed in the Greenwich Skiff Club's boat race. Our boys were not lacking in pluck, but had no chance, as we were badly handicapped. We expected to have some start with our heavy cutter. Next time with a better handicap we hope to win. After the race the officers took the cadets out for a sail which was enjoyed by the boys.

Mr. and Mrs. Spark have taken up residence at "Trafalgar."
THE NAVY LEAGUE JOURNAL.

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THE NAVY LEAGUE JOURNAL.

NORTH SYDNEY—CONTINUED.

the O.C. (North Sydney) has expressed his willingness to join up with the section. This will in no way interfere with or handicap him with regard to his Navy League Sea Cadet duties, but will, if anything, enhance his work for the League by knowledge gained in the course of annual training aboard H.M.A. ships of war. At the same time, there will open up a new avenue of work for those boys who do not go to sea—that of the Auxiliary services.

The O.C. in company with Major Scott, D.S.O., and the Organising Secretary from headquarters paid a visit to the Manly High School, and addressed the boys in an endeavour to enlist recruits for the local Coy. They also attended the local Sub-branch committee meeting on the same evening and addressed the members, impressing upon them the great national importance and the wide field of utility of the Sea Cadet movement of N.S.W.

The North Sydney cutter has been in regular commission over the week-ends chiefly under sail owing to the shortage of oars for this boat. At the present time, in between painting and clearing of depot, sailing crews are detailed off for training purposes; also hands to bathe by way of a little diversion during the occupation of the depot which has entailed a fair amount of hard work.

The O.C. has been successful in enrolling two fellow-students for N.S.W. Branch Navy League—Mr. Henry E. White and Mr. Norman J. White.

For the N. L. Sea Cadets parade through the city on Saturday morning, 19th March, Mr. Ham- mer will be officer of the day. He is engaged in drawing up a plan of the route and order of march for submission at the next officers meeting.

On Wednesday evening, 19th March, Miss A. S. Murray, hon. secretary of the North Sydney Sub-branch, brought over Lady Graham and Miss Campbell to the depot. High street. The visitors were much interested in all that they saw. Being drill and instruction night the ladies obtained a thorough knowledge of the extent of the training given, and were enabled to make a tour of the various classes held that night.

ROSE BAY-BONDII

(A contribution by Mr. C. J. Hopkins, O.C.)

A lot of useful work has been put in at the depot during the past month. A number of boys come along and camp overnight each week end, and do their best to push along the work in hand so that our plans will be completed at an early date.

The kitchen in course of construction gives them the opportunity to display their skill acquired at the technical schools, in a practical manner. They are full of initiative and enthusiasm and show plenty of initiative and resource.

The slipway being completed, Mr. F. W. Hisson supplied and fixed a new and longer cable to the winch, thereby enabling us to haul up our boat at any state of the tide. This is a great convenience and facilitates the launching or landing of our boats.

The boats have been out as usual to various parts of the harbour. Mr. A. Porton and Mr. W. Watts, formerly 1st and 2nd officers Balmain Company, have been along. The former on several occasions lent his aid in taking charge of one of the boats, while the latter charged the other, thus enabling the O.C. to supervise operations from the shore end.

As our hands are full at present pushing on with our own depot we regret that we are unable to accept the invitation so kindly extended to all Companies by "the hon. member for Birchgrove" in the previous issue, to come along with a working party to his depot, and show our ability in the various trades or professions enumerated. We would gladly do so, had we completed our own," but "charity begins at home," and as our depot is so centrally situated we want to push ahead, so that we may welcome any visiting Company at any time and make them feel that it is a "home away from home."

We heartily endorse the comments made by Mrs. Cooper regarding the non-appearance of boats and crews in the races held recently. We feel guilty for slipping on the last and only occasion. We had to stand by another Company to whom we were delayed. But we tried all out to reach the post in time, and got there just too late. After our strenuous exertion we had to row back, re-ship all our gear and return to our depot. But the O.C. has expressed his willingness to push ahead, so that we may continue our model yachts which they sail in the baths and on the harbour.

We hope to have a good muster in the parade on the 19th inst. through the city.
The Commercial Banking Company of Sydney Limited

Established 1834

Capital Paid-Up: £3,500,000 0 0
Reserve Fund: £3,500,000 0 0
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Total Assets: £10,000,000 0 0

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Middle Harbour

(Contributed by Mr. R. R. Currington, Actg. O.C.)

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The Middle Harbour Company has now been established, and has already a membership of 18 boys in full uniform. Every day we are growing stronger numerically, and have a very fine prospect ahead of us. The locality is good for a N.S. Sea Cadet Company, comprising a large area from which to obtain recruits, and plenty of space for training purposes. Our training depot is Castlereagh Hall, which is situated at the Edenborough-road terminus. Willoughby—and which again is not far from the bay where we have our boat moored. We are the happy possessors of the gig which North Sydney so kindly consented to pass over to us, with the consent of headquarters, and it has been put to good use since we brought her round.

We have had several pulling excursions round the bay and to Balmoral, which were greatly enjoyed by the boys.

It is intended to call a meeting of cadets' parents and supporters early next month in order to form a nucleus for the Sub-branch and Welfare Committee. We have the support of many individual members of the Castlereagh Progress Association; and Mr. Griffith (architect of Castlereagh) has kindly consented to help on committee.

We trust that in due course Northbridge, Willoughby and Naremburn residents will also come behind us with their support and blessing.

Mosman

(Contributed by Mr. R. R. Currington, Actg. O.C.)

We have only two items of particular interest to report in this month's Journal. First, by the efforts of our President, Major Scott, and the generosity of Messrs. Madell Bros., of the Australia Picture Theatre Limited, Spit Junction, we were the recipients of a very successful picture benefit on Wednesday, and inst., from which we made the sum of £260 (approx.) Messrs. Madell Bros supplied us with 1,200 seats, and various trade people of Mosman donated the tickets. At the interval our President made a speech from the stage, outlining the aims and objects of the League, and spoke about the Sea Cadet movement. He also thanked Messrs. Madell Bros. for their thought and generosity to the new Mosman Company. Major Scott gave a money prize to the boy who sold the most tickets, and this was won by Cadet W. Oxenbould, who sold to the value of £18.6d. This cadet worked very hard, as the prize was presented to him, returned it ‘for the benefit of the Company.’ We thank him for thinking so much of his Company, and for his efforts on its behalf. Cadet H. Parkin was next with £7 7s. 6d. to his credit. Actg. P.O., L. G. Scott sold a very large number, but was excluded from the prize.

Our first purchase with the money acquired is to be a set of oars for our whaler. Mr. S. Cooper, of Birchgrove, is giving us the necessary rowlocks, for which we thank him.

Two boys entered the Oswald McMaster Gold Medal Competition, but were unsuccessful. However, this is no discredit, as they have been practising only a very short time. We are pleased that they made an attempt; and in future competitions we promise we will be of some account. Our hearty congratulations to the winner, and we were pleased to see a great deal of improvement in the large number of competitors.

The Actg. O.C. would be pleased if other Companies would help us to secure the services of one or two officers to assist him temporarily or permanently. Mosman Bay Company is growing rapidly, and they will realise the difficulties in handling a number of recruits and boys of a few months standing. The O.C. also wishes to thank in these columns Mr. Hammer and his officers for the assistance they have rendered in many ways.

CLOVELLY COOGEE

(Contributed by Mr. R. R. Currington, Actg. O.C.)

SOS

We send out our signal to readers of this Journal, also to friends and supporters of the League, to come at once to our assistance. The finances of this sub-branch of the Navy League are very low. Please send a small subscription (or a large one would be very welcome). We want to build a shed in which to train our lads, who are very keen on the League work, and which would also do to house our boats. Our boats are in a very bad way and greatly in need of repair.

WILL YOU HELP US?

Note.—Subscriptions may be sent to Mr. J. K. Miller, Hon. Sec., "Kensnock," Battery-street, Clovelly.

Great disappointment was felt that no boats competed in the race on Anniversary Day. We wish to thank the Rose BayBondi Company, also Birchgrove Company for their assistance on several occasions.

An examination on signalling was held recently, and naval men acted as judges. The subjects were semaphore signs and reading, morse signs and morse signs by lights, international code and navigation lights in seamanship manual. Candidates were also asked to draw a possible 700 C.P.O. Micklestone, 669; P.O. Hay, 667; Leading Signalman Hennessy, 693. We were very pleased with these results, and the examination was very comprehensive and none too easy.


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PITT STREET, SYDNEY.
The Vital Necessity of an Adequate Navy.

(The following are notes sent by the Navy League in London to Members of Parliament during the preparation of Estimates for the coming period.)

THE NAVY AND THE AIR.

The Admiralty spend three millions a year on naval aircraft. This is distinct from the Air Ministry expenditure of twenty millions, and is an additional burden on Navy Estimates.

Aircraft constitute a new and essential part of the equipment of a Fleet which cannot lessen the importance of maintaining the full efficiency of other weapons, or be substituted for any existing types of warships.

Means of defence against aircraft are being rapidly developed, and the efficiency and accuracy of high angle shooting are being greatly increased.

It was freely asserted in the days when torpedo boats were first produced in large numbers that the day of the battleship was numbered. These statements were again repeated when the submarine became established, and are now being made as freely with reference to aircraft.

The fact is as follows:—Torpedo boats having proved futile against battleships, ceased to be built. Not a single modern battleship (Dreadnought or later classes) was sunk by torpedoes, either from a submarine or any other vessel, during the Great War. Aircraft proved equally futile and all experiments, bath of the Americans and the Great War. Aircraft proved equally futile and all experiments, bath of the Americans and

The value of aircraft to the Fleet is fully recognised, and development of this new Arm is being pressed forward as well as means to counter it.

It is an illusion to suppose that this new Arm will seriously modify our conception of Imperial naval strategy, and we may be certain that war at sea will, in the main, continue to be dependent upon sea-borne ships.

In the Fleet Air Arm 70 per cent. of pilots and 100 per cent. of observers are naval officers, which ensures the Arm being an integral part of the Navy—in fact, if not altogether in name.

ECONOMY.

The greatest economy exercised by any department since the war has been in the Navy. This has been carried to such lengths that the numbers of ships of several classes have actually been reduced below those of other nations. If we still maintain a “One Power Standard,” it is only because of our splendid personnel. These reductions must not be allowed to continue further, as our national existence depends on an efficient and adequate Navy. Should Parliament fail to provide and maintain such a Navy, and should our communications be cut by a belligerent, then over thirty millions of our population in these islands would actually die of starvation within a month.

History shows conclusively that it is madness to regard the League of Nations, Treaties, Locarno Facts, and such instruments as if they could take the place of our Sure Shield, the Navy. Treaties and pacts are apt to become “scraps of paper,” when great issues arise, and when an aggressive policy takes hold of great nations.

How the Steward Survived.

GEORGE WARD, in his cooking quarters, heard the signal shout for the massacre, and heard the rush of the cannonal crowd. Before he could reach his revolver he was attacked by a savage who struck at him with a tomahawk. The blow would have split his skull, but he parried it, receiving a gash in the side of the head. The terrible shock staggered him, but he managed to grip his revolver, and he shot the man who had finished him. He tried to fire another shot, but he found that all the other chambers of his revolver, which he had always kept loaded, had been emptied. Throwing down the useless weapon, he snatched up a big knife, and fought his way outside. There on deck he saw a ferocious, yelling, leaping mob of kanakas—about eighty of them—arranging afterwards—chopping and clubbing away at each other.

Ward defended himself with his knife until he received a tomahawk cut in each arm. In his helpless state, bleeding fearfully, he was knocked down on the open main hatch. He crawled into a half-empty water tank. There he crouched for hours, until the sounds of the massacre died down, and the natives left the ship.

Ward crawled off the deck again, slow and agonising process. There he saw the awful signs of the massacre. The body of the mate lay there, and those of young McKenzie and the two A.B.'s. The apprentice, Huntley and the Fijian, he supposed, must have been killed in the forepart of the vessel, as he did not see their bodies.

Ward crawled aft into the cabin. He went into the captain's cabin and bolted the door, and there he remained three days until help came. While he was there he heard the savages repeatedly visit the ship, evidently in search of him. They broke into the head of the tank in which he had hidden, and they attacked the skylight in the roof of the captain's cabin, but being a thick dead-light it hung together, and prevented them from discovering him. They did not attack the door, fortunately; when it was closed it appeared from the outside part of the main cabin wall, and to this circumstance the sole survivor owed his preservation. The natives plundered the ship, but, happily for poor Ward, they had not finished with her when help came, otherwise they would no doubt have set fire to her.

The Rescue Expedition.

We return to Captain McKenzie's boat flight down the Malaita coast for help. For hours he and his men toiled at the oars under the tropical sun; there was little wind to help them. It was after midnight before they ran alongside the nearest of three schooners lying at anchor in Sua Bay. There was the Auckland schooner Flint; the others were the Dainless and Stanley.

The Flint's master immediately sent word of the massacre to the other vessels, and all three quickly hove up anchor and made sail for the fatal bay of Uru. The wind by this time had sprung up, and it was blowing half a gale by the time the schooners reached the open sea. It was a dead beat to windward, and it was the afternoon of September 16—the day after the capture of the Borealis—that the rescue party reached the unhappy brigantine. The Borealis was the first to arrive. McKenzie did not hope to find anyone alive, but the expedition was in time to rescue George Ward, who was found lying all but dead in the cabin.

It was a fearful spectacle, that ravaged little ship. On the decks were half-dried pools of blood; part of a human arm was found in the scuppers. The Borealis had been looted from bow to stern; stores and provisions had been broken open, and portions were scattered about the decks. There were axes-cuts everywhere; the bulwarks and shrouds and masts and deck-houses had been hacked and chopped about. The bodies of the murdered sailors were not to be found; they had been taken ashore, cooked, and eaten.
As the Stanley arrived, natives were seen escaping from the cannibal isle in their canoes. The armed boat crews of the schooner pursued them, and captured four—two men, a woman and a boy. These were locked up and later taken on to Fiji in the schooner and given up to the police.

When the Dauntless and Flint beat up to the anchorages, the combined forces of the crews, including a number of Auckland men, all armed with rifles, landed to pursue the Kanaka pirates and murderers. They found Uru Island deserted. On the mainland they searched into the bush and found a large village, but the noise the white men made on their march had given the people plenty of warning and they had vanished. The only man hit was one of the sailors, accidentally wounded in the back by one of his comrades, who, in the twlight of the bush mistook him for a native. McKenzie’s expedition wreaked what retribution they could, but it was most inadequate revenge for the loss of lives. On Uru island they set fire to all the huts and chopped down the coconut trees, believing that thus they would place the cannibal tribe at the mercy of their enemies, the hill men.

Then the grieving captain set to work to repair the ruin of his pretty brigantine. The Dauntless, Flint and Stanley each lent some hands to “put the Borealis to rights and bring her to port.” Mr. Hutchinson, the mate of the Stanley, was transferred to McKenzie’s vessel. The wounded steward was tended, and was taken to Fiji and sent to hospital. The first news of the massacre was sent to Fiji in the ketch Patience; the Borealis turned up there later, and presently came to Auckland.

The news of the massacre made much stir in Fiji, and in Auckland when it reached there in October of 1880. The Fiji Times made a hot editorial attack on the then Governor and High Commissioner of the Western Pacific, Sir Arthur Gordon (who soon afterwards was appointed Governor of New Zealand) for his lack of energy in taking punitive measures against the Mesianian islanders guilty of murders of white crews. It was declared that the High Commissioner’s policy tied the hands of British warship commanders and prevented them exacting revenge for these massacres. In the period of 1879-1881 there were many such tragedies in the “Black Islands” — the New Hebrides, Solomons, Santa Cruz, New Ireland, and New Britain — and for very few of these was adequate punishment given.

Captain McKenzie was a splendid old sailor of fearless, vigorous Highland stock—those veteran Nova Scotians and Waite men were grand sea men and noble pioneers. He had been a sea for nearly forty years, and had been a master mariner twenty-five years. He had much experience in labour recruiting, and it was his policy to inspire confidence in the natives and treat them well, otherwise it would have been impossible to secure labour. His fatal mistake at Malaita was in trusting them too much, and it is likely enough also that the Borealis suffered for the misdeeds of other less scrupulous traders in the islands.

Brave old Kenneth McKenzie reared sailor children as plucky and vigorous as himself. The family is well known and honored in Auckland today. Captain George McKenzie, whom his father selffully schooled in the wisdom of scaling, made his name as a smart sailor in command of the fore-aft schooner Three Cheers, in the trade between New Zealand and Australia, and later in that handsome and swift-sailing little vessel the top sail schooner Hula, which is still often seen in the Waitemata.

"Forlorn" March 19th.—Saturday, at 10 a.m., from Circular Quay, parade of Navy League Sea Cadets headed by Bichgrove Company’s band. Route: Fitz-street, along Park-street, Elizabeth-street, Queen’s Parade, Macquarie-street to Quay.

March 20th.—Navy League Sea Cadets will line a section of the Royal route from man-o’-war to Government House. A special squad will be inspected. Other cadets not on parade will occupy a position on Garden Island to view the arrival of H.M.S. “Renown,” March 20th.

Navy League ball and dinner at Wentworth Hotel, 7.30 p.m.

SUPPORT OUR ADVERTISERS
Queer Naval Customs.

IN no service or institution in the world is such a queer blending of ancient customs and modern methods to be met with as in the British Navy. Here, one might almost say, tradition never dies, and amidst the great steel engines of destruction—last words in the science of destruction—may be found survivals of customs dating back even to the Armada.

Very few people know that a British warship on commissioning is supplied with a barrel of salted tongues, of which no mention is ever made in the ship's accounts. This custom goes back to the days of Elizabeth, and originated in the Queen's curiosity and love of detail. During a visit to some ships which were about to leave on a voyage of adventure, she asked to see how the salt beef for the crews was prepared, and noticing that nearly every portion of the carcass was salted, except the tongues, her Majesty inquired what was done with them. On being told they were thrown away, she gave instructions that in future the tongues were to be packed separately and placed on board for the captain's use. Since then this custom has been rigorously attended to, and even the captain of the Medina received the usual barrel of pickled tongues before the ship left with her Royal passengers for India.

The present methods of boat hailing dates from the Trafalgar era. After dark all boats approaching a ship are hailed by the sentry with the cry "Boat ahoy!" If the boat contains a flag officer, the answer is "Flag." If the captain, the name of the ship is called out. If a commissioned officer of lower rank, the answer is "Aye, aye," and if there are no officers on board the response is "No, no." If the reader should chance to see two men-of-war boats pass each other, and one of them tosses oars, he may be sure that the other boat contains Royalty or a flag officer, but if the crew lie on their oars the passing boat has a captain on board.

The famous old custom of "piping the side" goes back long before the Nelson era, when captains often had to meet on the flagship to receive instructions from the Admiral. Very often the weather was so bad that the accommodation ladder could not be rigged over the side, and the hands were piped to hoist the captain over the side by means of a rope sling. The side is now "piped" only for Royalty and officers of high rank.

The custom of saluting the quarter-deck, which is still in vogue in the navy, dates back to pre-Reformation days, when all ships carried an image of the Virgin Mary on the poop, which the men saluted whenever they passed.

On every warship the day's work begins with prayers after divisions (a muster of the crew, which itself dates from the Middle Ages), which are said by the chaplain or captain. This ceremony comes down from Blake's time, when it was usual to chant hymns at the changing of every watch, and also to have prayers before going into action.

The ceremony of dressing ship and manning yards when Royalty is about to pass is the same to-day as it was in the time of Charles I., when Commander Bowler drew up the regulations, except that few ships now carry yards.

The daily "tot" of rum (known in the navy as "mutiny"), which is served out at 12.30, consists of three parts of water to one of spirit. This was introduced about a couple of centuries ago in place of the beer, which was found to turn sour on long voyages. "Grogs," as it is generally called, owes its name to the ingenious Admiral who, 150 years
effect of making the men careful and tidy with their owners. This singular custom certainly has the ago, first thought of serving it out to the men in a bag. Into this all the odds and ends of gear, clothing, etc., which have been left by careless men, are thrown; and every Thursday (called Ropeyan Sunday) it is opened, and the men claim their lost articles. For each of these a penny or a piece of soap has to be paid by the owner as a fine, and it is not an uncommon practice when a ship runs short of soap for the corporal (generally known as the "crusher") to search the men's quarters and collect all the gear he can find, and then charge twopence or two pieces of soap to the owners. This singular custom certainly has the effect of making the men careful and tidy with their things.

Few people know that the blue and white uniform of the British Navy owes its origin to a Duchess of Bedford. George II. once met the Duchess out riding, and he was so pleased with her blue and white habit that he ordered these colours to be used for naval uniforms. Before this there was no official costume for naval men of the lower ratings.

The black silk scarf worn under the collar by bluejackets is a token of mourning for the death of Nelson, and the three narrow stripes of white braid round the edges of his collar commemorate the battles of Trafalgar, the Nile, and St. Vincent. With regard to Jack's dress, the Admiralty lays down the most stringent regulations concerning what, to the landsman, must appear the most trivial matters. For instance, the band round the hat, which bears the ship's name, must be tied in a bow, so that the ends shall be respectively in and out, the short end to be in front. The width of Jack's bell-bottomed trousers is also subject to their lordships' care and thoughtfulness, and officers are stationed at the various naval barracks to measure the tailor's barks when he comes ashore after a commission. If they are a sixteenth of an inch out, they must go.

The paying-off pennant, used only by ships of the Royal Navy, is a long narrow streamer with a round of Jack's bell-bottomed trousers is also subject to their lordships' care and thoughtfulness, and officers are stationed at the various naval barracks to measure the tailor's barks when he comes ashore after a commission. If they are a sixteenth of an inch out, they must go.

There is a toast honored once a week on every British warship. "Sweethearts and wives," says one of the officers, rising to his feet. "May your sweethearts soon be your wives, and your wives always remain your sweethearts," is the response before the toast is drunk.

Kindly supplied from clippings by W. E. Stafford, Esq.

Members are requested to interest and enrol a friend.

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THE AIMS AND OBJECTS OF THE NAVY LEAGUE.

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the Navy at the highest standard of efficiency, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.

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

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

4. To teach the citizens of the Empire, young and old alike, that "it is the Navy which, 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, depends on the military service, which, under the supreme command of the Royal Navy, must be as strong as the imperial world.

5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Royal Australian Navy, with the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

6. 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 were injured or who lost their lives in the War, and to educate their children.

PLEASE NOTE.

Contributions of suitable nature are cordially invited, and should be addressed to the Editor, THE NAVY LEAGUE, Wentworth Building, 6, Dalley St., Sydney.

The Navy League does not necessarily endorse the opinions of Contributors to the Journal.

All alterations of standing advertisements should reach the Journal not later than the 1st day of the month of issue.

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